



Town of Bolton
3045 Theodore Roosevelt Highway
Bolton VT 05676

TOWN MEETING MINUTES
Smilie Memorial School
March 5, 2018
7 p.m.

- Announcements prior to calling Town Meeting 2018 to order:
 1. Representative Theresa Wood:
 - Extended Tom Steven's (Representative) apologies for being absent due a family member's illness.
 - Noted that their Town Meeting Legislative Report and the Doyle Poll were available in the foyer.
 - Noted her weekly Front Porch Forum postings provide updates on current legislation.
 - Reviewed current Legislation:
 - ✓ A bill moving through the House will adjust the taxation on Social Security benefits. In VT the first 15% of benefits are not taxed. If a person generates no other income, then 100% of benefits are not taxed. The Governor's proposal phases in limited tax exemptions for moderate incomes over three years. The State cannot afford to eliminate the 31 million in tax dollars that Social Security generates.
 - ✓ Other bills under consideration: Increased consumer security, a National Guard bill to provide free tuition at any state college, federal income tax changes (if Vermont does nothing, Vermonters will be taxed an additional 30 million, the administration wants that money to stay in people's pockets), changes in state income tax law.
 - ✓ Bills Passed out of committee and out of the house: protection to crime victims impacted by discrimination in employment, gun violence prevention bills which will not restrict 2nd amendment rights and include; closing loopholes in back ground checks, increasing the age of purchase, and limits to those who pose a danger to themselves or others – a series of measures to try to ensure Vermont remains a safe state.
 - Noted her and Tom's availability to hear thoughts, answer questions and to share issues.
 2. Andrew Pond, MMMUSD representative, MMMUSD update:
 - Taxes: the proposed school budget is a responsible budget with only a slight increase, and state agencies expect an increase of 5%. The Governor has asked for taxes to be flat, and there may be a shift in funding to income tax. However, the bottom line is there is no understanding of what the vote on the MMMUSD budget will mean for taxes.
 - Huntington is voting on joining the union again this year, there is optimism the vote will pass.
 - Instituting a different tact on governance; "policy governance."
 - Currently drafting goals for the district.
 - There will be a forthcoming report from the Superintendent with a capacity survey in the north end of district, and the 3 elementary schools located there. The Superintendent will make a change recommendation, looking at how the district is delivering education in that area of the district. This will not affect Smilie School.

- Working on a property line adjustment with the town at Smilie School. Currently the line runs under a portion of Smilie School.
 - Smilie School: the enrollment is stable, the building is in great shape, we have great teachers, and are looking to add a ½ time intervention teacher next year.
3. Good Citizen of the Year 2018 presentation by Moderator Leslie Pelch to John “Jingles” Devine – presentation written by Joss Besse.
 4. Sharon Murray and Josh Arneson recognized outgoing Select Board members Jen Dudley-Gaillard, Gene Armstrong, & Ron Lafreniere.
 5. Sharon Murray noted additional appreciation to the town staff, highway staff, and all the volunteers, asking all volunteers to stand for recognition.
 6. Moderator Leslie Pelch recognized and introduced of all candidates running for office in 2018.
 7. General announcements by Moderator Leslie Pelch: Girl Scout cookies for sale, Bolton Community Network information & survey available, BOLL books to leave and take, Community Senior Center display and information.

Moderator Leslie Pelch announced the informational meeting on Articles 11 & 12.

Article 11: Shall the voters of the Town of Bolton authorize the purchase or lease of a “Mini Pumper” for the Bolton Volunteer Fire Department, price not to exceed \$215,000, to be financed over a period not to exceed ten years?

Sharon Murray: A “Mini Pumper” would replace the 2000 Engine 1. It is suspected that the salt brine used by the state (generally on I89 where Engine 1 responded/s frequently) caused the frame to rust and crack. The frame was repaired, but there are no guarantees on how long the repair will last. The same issue impacted one of Richmond’s firetrucks. This issue has pushed up the replacement cycle, and the BVFD recommended replacing Engine 1 with a “Mini Pumper;” a smaller pumper on a regular truck chassis and cab. The Mini Pumper would be more maneuverable, more suited to handle Bolton’s steep topography (up to 15% slopes), and would be considered a first response vehicle, carrying a crew of 4 and 300 gallons of water. Another BVFD recommendation is to support a Mini Pumper with a tanker truck; this purchase would be a couple of years out. The Mini Pumper purchase would go out to bid, the deposit would come from reserves, and next year’s budget, FY 19-20, would see the debt service. The town is asking voters to approve up to 215K in a loan or lease, to be financed over a period of 10 years.

John Westie: If the state is still using salt brine, what would be the impact to the new vehicle, and will the truck last ten years?

Sharon Murray: Yes the truck would last ten years and be undercoated.

Ryan Farrell: Could the body be taken off chassis and moved to another chassis in ten years?

Sharon Murray: The expectation is that the truck will last longer than 10 years.

Mike Gervia, Bolton Fire Chief: The trucks are on a 20-year replacement schedule, no one expected this issue with Engine 1, and the Mini Pumper would have a 20-year life span. The BVFD demoed a Mini Pumper, and their

response time to West Bolton, fully loaded, was 15 minutes faster than the big pumper truck. If it made sense, yes, the body could be moved to another chassis.

John Tschernenko: Has the Board investigated the federal surplus program?

Sharon Murray: The Board did review that program and would look at both federal and state surplus options when/if going out to bid. Federal equipment coming from overseas has seen hard use, and is not always a beneficial deal.

John Tschernenko: It might make sense to pursue the program to provide a vehicle at low cost that could limp the town along for a few years.

Sharon Murray: The Board and the Capital Planning Committee would be reviewing that when updating and revising the equipment replacement schedules, and that might be an option.

Jen Dudley-Gaillard: Bolton's vehicles need very specific engine specifications for the town's steep slopes, and not every vehicle for sale or on the surplus market is suited for Bolton.

Article 12: Shall the voters of the Town of Bolton authorize the purchase or lease of a Bucket Loader for the Bolton Highway Department, price not to exceed \$140,000, to be financed over a period not to exceed ten years?

Ron Lafreniere: The town does not usually look at replacing two vehicles within the same year, but we're in a tough spot with Engine 1, and now as well with the Bucket Loader. The town received an estimate today that needed repairs to the 2000 Bucket Loader, with a high number of engine hours, would be 47K. It was not clear if everything included with the estimate would be needed to be completed to allow the vehicle to operate safely, which included the bushings, swivels and brakes. Recent estimates for replacements were procured from three companies, which informed the 140 K amount in the warning.

Rob Ricketson: What is the book value of the Bucket Loader?

Jen Dudley-Gaillard: The vehicle is listed in the vehicle replacement schedule with 5K in trade in value prior to the identified needed repairs.

Ron Lafreniere: The town is in a tough spot and might not see the costs of the repairs returned.

Rob Ricketson: Are there any grants available for vehicles?

Sharon Murray: There is a federal grant program for fire equipment which is very competitive, with an extensive application process which the town is unlikely to get. There were not many, if any, other grants that Bolton was eligible for. There were grants available for rural locales, but Bolton is not eligible for them because of our locale in Chittenden County. The town has retired the debt service for a fire truck, and will soon be retiring the town office debt, so it would not be a huge hit to the bottom line.

Jen Dudley-Gaillard: The board will be asking voters tonight under Article 5 to reallocate funds. The town does have money that we would like to put toward both fire and highway equipment reserve funds, and the town currently has a much better ability to make a significant down payment from reserves.

The Moderator asked if there were any other questions or comments, there were none.

Call to Order

- Moderator Leslie Pelch called the meeting to order at 7:50 p.m. welcomed all and especially new residents or folks new to Town Meeting, asked that non-registered voters identify themselves, reminding them that they could not participate in any vote, & reviewed Robert's Rules of Order.

Article 1 ~ Shall the voters of the Town of Bolton accept the FY 2016 – 2017 Town Report?

Motion: Andrew Pond

Second: Mica Cassara

No further discussion. The moderator called for a vote. All were in favor. Article 1 passed.

Article 2 ~ Shall the voters of the Town of Bolton vote a budget of \$1,008,389 to meet the expenses and liabilities of the town and authorize the Select Board to set a tax rate sufficient to provide the same?

Motion: Luke Ingram

Second: Judith Bergeron

Jen Dudley-Gaillard:

- In terms of the budget, and looking backward before looking forward, due to careful spending, expenses for FY 16-17 were 38K less than budgeted (applause). We are also in much better shape with respect to capital reserve funds as we build those reserves looking into the future 5 – 20 years.
- Proposed FY 18-19 budget overview:
 - ✓ There are decreases within the town and BVFD department budgets, with the overall budget increase of 7.5 % driven by Highway Department, primarily due to the water quality legislation and mandated municipal roads general permit (MRGP), which is causing quite a ripple effect: 42K in additional materials for gravel and rock to address water runoff and ditching, along with the addition of another full time Highway Department position. Without those drivers, there would have been a 1.2% increase in the whole budget.
 - ✓ The additional Highway Department position was added to address the back log of work and the MRGP. In the next 5 years the town will have to address roads with steep slopes, roughly 8%, and our decision in terms of addressing this work is to go in-house, versus using more and more subcontractors.
 - ✓ Highway Department overtime was reduced, in anticipation of a third position; the long hours are simply unhealthy and unsustainable. The third position will allow for coverage when there is illness, injury or even a vacation (laughter). We did try to hire part time help last summer, and there were no applicants.
 - ✓ We are working with CCRPC to apply for grants to offset material and labor costs and will continue to do that.

John Westie: I noticed the armoring of ditches, it looks great, did it work?

Jen Dudley-Gaillard: It doesn't matter if it works or not, it's legislated now (laughter). From our observations it has worked. With significant rainfalls our roads are holding up better, Notch Road has held up better.

Sharon Murray: This has been under discussion with the Board for awhile. The previous ERAF highway standards had no funding attached to those standards. Bolton did not go along with that program when it was not required, as it was more cost effective for the town to repair when repair was needed. Now with the MRGP requirements we will have to apply for grants to offset those costs. The Board recognizes that this is Bolton's first budget of over 1 million, but not all of that will be coming from taxes, there is revenue to offset those costs. We support to need to make our roads more resilient and to help address the water quality of Lake Champlain, while recognizing the need for funding. We are working with CCRPC to cost out projects and to budget for them, the estimate is \$25 per foot for a rock lined ditch.

Mica Cassara: I noticed the highway department budget significantly increased health insurance costs. Health insurance went from 13K to 35K, dental insurance increased.

Sharon Murray: Those increases are largely due to the new position, and we budgeted for those insurance increases. Currently only 1 person takes the full health insurance the town offers. Most get a payment in lieu of insurance and obtain insurance through a spouse or partner. Our health insurance costs are extremely low in relation to the real costs of health insurance. We budgeted full family dental and health plans for the new position per our personnel policy. Those numbers reflect the maximum costs, hopefully costs will be less than that.

Jen Dudley-Gaillard: The current proposed budget would increase taxes \$56 per year per 100K of assessed value, using this year's values for the Grand List, which we hope will go up, and this year's values for revenues.

Melisa Champney: I noticed the heating fuel costs for the Fire Station were significantly reduced from \$6,500 to \$3,700. Do we have a wood stove there now? I know my fuel costs haven't gone down (laughter)!

Jen Dudley-Gaillard: We went out to bid for a propane supplier and realized significant savings across all three departments. We continue to go out to bid for services and supplies as things come up such as the copier, fuels, and our assessor services to reduce costs.

Melissa Champney: What is the hourly basis for the new position, and do you expect any applicants when no one applied for the part time job?

Jen Dudley-Gaillard: We budgeted for \$16.83/hour plus all the other costs and benefits associated with that position.

Melissa Champney: Is there overtime included with that position?

Sharon Murray: Yes, we budgeted overtime for all three highway positions but did cut it back assuming a third person would allow the staff to run shifts. We also cut back on part time hours, and it will be up to the Road Foreman to budget out the hours. We did have two-part time staff, but as you know, Wayne Ring passed away, and we have found it difficult to hire part time staff. We understand this is due to having to participate in drug testing, needing a CDL and we've heard that folks don't like driving Bolton's steep slopes (laughter). Our hope with this staffing make up is that we can address regular maintenance schedules along with new project work that we are going to be required to do.

No further discussion. The moderator called for a vote. All were in favor. Article 2 passed.

Article 3 ~ Shall the voters of the Town of Bolton vote to pay real and personal property taxes to the Town Treasurer in four (4) installments with due dates of September 15, 2018, November 15, 2018, February 15, 2019, and May 15, 2019?

Motion: Gerry Mullen

Second: Judith Bergeron

No further discussion. The moderator called for a vote. All were in favor. Article 3 passed.

Article 4 ~ Shall the voters of the Town of Bolton authorize the Select Board to borrow money for the necessary needs of the Town as they arise?

Motion: Steve Peery

Second: Judith Bergeron

No further discussion. The moderator called for a vote. All were in favor. Article 4 passed.

Article 5 ~ Shall the voters of the Town of Bolton appropriate \$201,231 in uncommitted general funds to the following reserve funds, in addition to those reserve contributions included in the FY 2018-2019 Proposed Municipal Budget:

Fire Equipment Reserve Fund: \$122,000

Highway Equipment Resave Fund: \$79, 231

Motion: Brittany LaBerge

Second: Rob Ricketson

Jen Dudley-Gaillard: The uncommitted funds here are “extra,” due mostly to good budgeting and a large FEMA reimbursement for highway repair work completed by the town. Those monies went into the General Fund and knowing that we were going to ask voters to purchase two new pieces of equipment, we are asking for these amounts to be put into reserves.

Ryan Farrell: Does that mean that we are buying down the debt obligation?

Jen Dudley-Gaillard: Yes, it does. If the amounts are approved tomorrow by voters (Mini Pumper and Bucket Loader), then the Board, along with recommendations from the Capital Planning Committee, will be able to make a significant down payment, generally in the 50% range, and finance the remainder.

Lela McCaffrey: Is there somewhere in the town report that has the total fund balance? Is there an additional fund balance?

Jen Dudley-Gaillard: Yes, there is, kept as a contingency fund and uncommitted. I’m so excited that you asked that question, the full report on uncommitted funds is in the audit report on the website. It was too lengthy to put the full audit report in the Town Report, and there is a total of 403K in uncommitted funds (a loud “whoohoo” from the audience and laughter). Oh, are you an accountant (laughter)? This is when numbers get sexy (laughter)! Out of total 403K we are asking voters to reallocate \$201,231.

Sharon Murray: Based on a recommendation from our auditing firm of Sullivan and Powers, the board adopted a Fund Balance Policy, keeping 15% in reserves. I also want to note that we need a formal assessment of the town garage, which is 5 feet below the base flood elevation, sustained damage from Irene, and may need floodproofing. A quick assessment revealed damage that our staff have been putting up with and trying to address, like patching holes in the floors. The board may also use some of those uncommitted funds for that formal assessment, and felt it was important to go to the voters for authorization to reallocate those uncommitted funds to the reserves.

No further discussion. The moderator called for a vote. All were in favor. Article 5 passed.

Article 6 ~ Shall the voters of the Town of Bolton authorize the Select Board to appoint a collector of delinquent taxes, pursuant to 17 V.S.A. § 2651d(a)?

Motion: Tom Haviland

Second: Tim Grover

John Westie: This has been an idea I've debated over the years, historically the town has always done this (elected official). I heard 10 years ago that many towns do not have a collector of delinquent taxes; the town employees would handle that function. How is payment made to the collector?

Amy Grover: The Delinquent Tax Collector in Bolton's payment is the 8% penalty that is added to unpaid principal as of May 15 when the last payment is due. With Joan Pecor, if she didn't collect any money, she didn't get paid. Her payment was based entirely on the money that she collected. Shifting to an appointed position was the suggestion of our auditing firm, which I want to mention, also went out to bid and saved the town thousands of dollars. Appointment of this position would allow the collector to work with the treasurer and use the full capabilities of the tax administration system software, such as reports and notices, and eliminate the challenges of syncing two sets of books. Most importantly, it would allow for the continuity of a Delinquent Tax Collection Policy. A policy was adopted in November to establish clear guidelines so that all delinquent taxpayers are treated fairly and know what to expect. An elected collector has full autonomy as far as policy and payment, and answers to no board nor clerk. I don't think it would be helpful to taxpayers trying to get caught up on payments to have a constantly shifting policy, but instead to have the continuity of a policy that clearly spells out if/then, and a clear process for tax sales and small claims court.

John Westie: Do you favor this?

Amy Grover: Yes, I do.

No further discussion. The moderator called for a vote. All were in favor. Article 6 passed.

Article 7 ~ Shall the voters of the Town of Bolton establish expenses for the members of the Select Board?

Motion: Steve Peery

Second: Rich Reid

Jen Dudley-Gaillard: The current payment is \$17.50 per member per meeting, and this does not include all the time spent on phone calls, and those emails that come pouring in daily. It was pointed out to me by a woman that was considering running for the board that \$17.50 an hour does not even cover the costs of a babysitter. If this amount is changed, it will change the budget.

Luke Ingram: Is there a precedent in other communities as to what board members are paid?

Sharon Murray: The VLCT does a survey and reports on stipends, I don't know what average amount would be for a town the size of Bolton.

Jen Dudley-Gaillard: I checked years ago and recall feeling somewhat deflated, payment was significantly more in other towns.

Tucker Andrews: Well, what is the cost for a babysitter for 3 hours?

Jen Dudley-Gaillard: Well, Josh pays more than we do for a babysitter; between 10 – 20 dollars an hour.

Josh Arneson: We don't use babysitters that often (laughter)!

Paula Gervia: I want to make a motion to set the rate at \$17.50 per person per meeting.

Melissa Champney: I second.

Judith Bergeron: It went up last year from \$15 to \$17.50; I think it should go up a little bit this year. I think \$20 would make sense.

Carol Devlin: I want to make sure that everyone understands – Tucker said a 3-hour meeting. Select Board meetings average 3.5 – 5 hours.

Jen Dudley-Gaillard: And 2 – 3 meetings per month.

Doug Smith: That increase would add up to \$1,050 year. A larger amount of money would help to cover expenses during meetings, so that all people have an opportunity to represent that town, not just those that can afford the opportunity.

Steve Barner: On fair compensation, I just checked Richmond's compensation, which pays an annual stipend of \$750/year. I want to amend the amendment to \$25 per meeting per member.

Henry Corse: I second.

No further discussion. The moderator called for a vote on the amended amendment of \$25 per member per meeting. The majority were in favor.

No further discussion. The moderator called for a vote on the amended first amendment of \$25 per member per meeting. The majority were in favor.

No further discussion. The moderator called for a vote on the original motion as amended; shall the voters establish expenses for the Select Board at \$25 per meeting per member. The majority were in favor. Article 7 passed.

Article 8 ~ To transact any other business thought proper when met.

The Moderator noted that binding votes were not allowed.

Andrew Pond: I'd like to talk about the Notch Road project. VTrans has indicated that they will be moving forward with the originally proposed project - repairs which do not address the safety concerns with respect to traffic and to pedestrians. The tunnel is too narrow, too short, with limited site distance. Could the Select Board speak to action that they might take?

Sharon Murray: We have been in correspondence with VTrans, and we all share your concerns and have expressed those concerns. We received an explanation that because the project was scoped as structural and not safety, if the town wants to address other concerns, the project would have to be removed from the Transportation Improvement Program (TIP), and re-scoped to address the safety concerns. There was a delay after the scoping, and we were just informed in the last two weeks that the project is moving ahead according to the original plan; repairing the cracks, installing lighting, addressing the pedestrian signal. To install replacement bridges would be in the millions because of the location and shutting down I89, and VTrans stated they cannot justify that cost magnitude. Making a request to remove the project from the TIP would have to go back through the Agency of Transportation and the legislature, and then the project would have to back through scoping and scheduling. We don't know what that

timeframe would be. If the town wants us to take that road, we are willing to do that, recognizing that it would be an uphill battle because of the costs. I'm glad that Andrew brought this up. How do you want the board to proceed?

Tony Barbagallo: I attended the two VTrans meetings. I feel we should pull the project; it would be prolonging an unsafe situation. Pressure VTrans.

Sharon Murray: There are also other stakeholders, the Green Mountain Club has been our ally on this; they carry more clout than we do.

Jen Dudley-Gaillard: We also had a meeting with Charlie Baker from CCRPC and discussed this situation with him. We also discussed this with Chittenden County Senator Chris Pearson, who stated that he could arrange a meeting with the Secretary of Transportation.

Ali Kosiba: I support going back to the drawing board. The tunnel is used by kids and Long Trail hikers and there is not enough room for trucks. But, if we go back, is the tunnel structurally sound? That is a concern.

Melissa Champney: I also attended the two VTrans meetings and I work for the Agency as well. This is a safety concern. Knowing how the agency works, if we don't do those repairs it will take even longer and not be addressed now. We are in a no-win situation. If you take it back and off the TIP, there is no guarantee of repairs. I'm afraid it would be a long time before it would be repaired.

Steve Peery: I attended the meetings too. My concern is that I never heard a good solution, never heard an answer. I am concerned about going back to the drawing board. There is no good solution to solve the problem.

Amy Ludwin: If Chris Pearson said he could schedule a meeting with the Secretary of Transportation, we should take advantage of that and the possibility of opening a new conversation. It seemed like the response from VTrans was we can fix the tunnel or do nothing.

Andrew Pond: My recollection of the meetings is that VTrans' fix would extend the lifespan an additional 30 – 40 years. If we allow this to move forward, it will be decades before there are changes made there. We would be better off pushing back some more on the agency. I move that we recommend that the Select Board request the project be removed from the TIP, and explore other options.

Tony Barbagallo: I second.

Josh Arneson: I do have the numbers. The repairs would cost 410K for a 20+ year life span. The bridge alternative was 6.8 million for a 100-year life span. This works out to 20K per year for the repair, versus 60K per year for the 100-year option.

Steve Barner: I have concerns about pushing out any improvement to the tunnel an extensive amount of time. When this tunnel was built, Notch Road was hardly used. The biggest concern is a fully loaded dump truck without brakes. It has happened more than once, and it is going to happen again. This tunnel is just not safe.

Josh Arneson: Those safety concerns were all brought up with the project engineer JB McCarthy. We came to the realization that to them, this was only a structural issue, not a safety issue. JB stated that there would be a completely different route to address safety issues.

Mark Roberts: How many safety issues have we had at this point?

Jen Dudley-Gaillard: We've counted 4 runaway vehicles; one was a garbage truck which caused damage to the top of the tunnel. Thankfully there have been no fatalities.

Tyler Ducharme: It seems that even if the tunnel were widened, there would still be multiple issues.

Amy Ludwin: Maybe there are other things the town could do; designate the tunnel as one-way traffic only, address in town zoning, set lower speed limits, provide safety information to truckers at gravel pit, paint the tunnel with reflective paint. Maybe a brainstorming committee could be formed.

Don Whitman: I live in neighborhood at the bottom of Notch Road, and I heard of the four runaway incidents. We are lucky that there have been no "T-bones" to date. There are school buses in tunnel, hikers, and children walking. We need to push on the safety issues, we have been lucky so far. Maybe there could be a gravel run out zone (for a runaway vehicle) on the right-hand side of the tunnel on the state's property, or excavate pedestrian "bail out" areas inside the tunnel for walkers to be able to get out of the way of vehicles.

Janet Metz: What is the time frame to make decision?

Sharon Murray: The project has gone through scoping, gone through design, and is on for construction, I believe, in 2020.

Jen Dudley-Gaillard: Could we leave it on the TIP and also have additional conversations?

Sharon Murray: We could continue to have dialogues and continue to explore options. However, we were told that if we want VTrans to deal with the safety issues, we have to send it back to scoping, and remove it from the TIP.

Jen Dudley-Gaillard: Painting the interior of the tunnel white is also part of the repairs.

Moderator Leslie Pelch reminded the group that there was a motion on the floor for the project to be removed from TIP, and asked if there was any more discussion on that motion.

John Westie: If we have it remove from the TIP, we have to have a safety study rather than a structural study?

Sharon Murray: Yes. We can request the project be removed, but ultimately the agency and legislature have control over that list. The town can only make the request, the agency and the legislature can say yes or no. We would have to convince the agency and legislature that removal from the list is important to the town, and that we want that to happen.

Rob Ricketson: I feel that the wording of the motion is very strong and want to make an amendment to the motion. I would amend it that we have faith in the Select Board to pursue other options but not remove the project from the TIP; that would be shooting ourselves in the foot. I support the Select Board having that conversation with the Secretary, but not making that strong of a motion. I want to amend the motion that the Bolton Select Board pursue other options and discussions regarding the safety of that project.

Tom Haviland: I second.

Moderator Leslie Pelch: There is an amendment to the motion to recommend that the Select Board pursue other options and discussions regarding the safety of the Notch Road tunnel project.

Josh Arneson: I'm thinking about both versions, maybe we can use removal from the TIP as more of a negotiating tool.

Andrew Pond: We should make strong recommendations to the Select Board and to the agency.

Amy Ludwin: Can we vote on both?

Moderator Leslie Pelch explained the amendment process.

There was no further discussion. The moderator called for a vote: to amend the original motion by changing the language by removing the statement that project be removed from the TIP, and adding language on addressing safety. The majority were opposed. The amendment motion failed.

The moderator called for a vote on the original motion: we recommend that the Select Board request that the project be removed from the TIP and explore other options. The majority were in favor. The original motion passed.

Moderator Leslie Pelch: is there any other business?

Gerry Mullen: Earlier in January it did not look like anyone was coming forward to run for Select Board, so I signed up to run, and thanks to everyone who signed my petition. Then my friends and neighbors Tony Barbagallo and Mica Cassara decided to run, and I went to withdraw my name, but I was too late. You will be better off with younger guys than me, and I want to throw my support to those two gentlemen.

Motion to adjourn the meeting: Jerry Mullen

Second: Tom Haviland

Moderator Leslie Pelch adjourned the meeting at 9:27 p.m.

Moderator Leslie Pelch reviewed Articles 9 – 12 that would be voted by Australian Ballot on Tuesday, March 6, 2018, at Smilie School, 7 a.m. – 7 p.m.

Ali Kosiba: On behalf of the Conservation Commission I want to urge support for the Conservation Fund. It's just small amount, but it builds up over time. The Conservation Commission operates on an annual budget of \$600, and the fund allows the town to do more.

Attest: Amy Grover
Town Clerk & Treasurer

These minutes were accepted on March 12, 2018.

Josh Arneson

Sharon Murray