

TOWN OF MARLBORO  
Annual Highway Meeting with VTRANS  
April 8, 2019  
9am  
Marlboro Town Office

ATTENDANCE: Meghan Brunk and Tyler Birchmore from VTrans; David Elliott, Road Foreman; Julia von Ranson, Jesse Kreitzer, Tyler Gibbons, Select Board Members; Lauren MacArthur, Select Board Assistant

The meeting came to order at 9am.

There was a brief review of the town's highway budget: 360K comes from the Town, 122K comes from the State (a total of 481K). It is assumed that 55% of this budget is for winter maintenance and 45% is for non-winter maintenance.

Meghan informed David and the Select Board that if there are upgrades needed to meet the Municipal Roads General Permit requirements, the State will pay 90% of these upgrades.

A Certificate of Compliance is usually completed at this meeting, but not this year (because there is currently a new draft of Bridges and Roads Standards circulating via VLCT). David and the Select Board have already seen the draft of the new standards and had no complaints, except for the fact that 4<sup>th</sup> class will still not be funded in any way by the State.

Meghan asked if Marlboro had any current road grants in the works. The only current active grant is for the Road Erosion Inventory survey.

Meghan explained grants available to the town. The town should be eligible to receive up to 175K for paving, surface treatment, gravel for culverts, ditches, etc. for Class II roads. The application due April 15. Meghan will resend the application to David.

Marlboro has 49 "structures" in town. Marlboro is unlikely to get a grant from the State to do structure work. However, there are grants for engineering studies for design for bridges and culverts, etc. Every two years, the State inspects structures. Meghan will send a link with that report.

The Select Board approved the Annual Financial Plan- Town Highways and signed it.

Meghan emphasized that the Town could ask her for help with ideas about what to do with different sites or contact Windham Regional while working to meet MRGP requirements.

In a disaster, call VTRANS, take photos, and track hours. Meghan says that, after a disaster, the Town doesn't need to give exact costs of damage. We can say the State is

looking at it and we'll get damage cost values to FEMA soon. Also, Meghan stated that reporting "no damage" isn't an effective strategy if there is actually some damage. (Some towns do this if they don't wish to fill out FEMA paperwork.) The Town can always turn down FEMA money or other help after there is a declaration of emergency in the state or county, but reporting "no damage" might negatively affect other towns in the county.

Meghan and Tyler Birchmore left at 9:27.

David and the Select Board considered sections of road and work that might require grant subsidies. David suggested paving a 2-mile section of Higley Hill Rd. to connect the paved portions. This section is a problem during mud season and is a heavily used road, especially with people traveling through to the ski areas using GPS directions. The Select Board stated that they would want to have a special meeting to get feedback from townspeople before making a decision about paving. This meeting would happen in the fall, giving ample time to discuss and consider before the budget is put together. In the meantime, signage was discussed and Jesse Kreitzer recommended that David purchase and post a sign that reads: "Road Closed to Thru Traffic Local Resident Traffic Only Seek Alternate Route" during high mud season. After mud season, the Select Board hoped that a speed test could take place on Higley Hill.

The Select Board also followed up on a resident's request for a road sign for Marlboro Heights. David will order the sign.

Respectfully Submitted,  
Lauren B. MacArthur,  
Assistant to the Select Board