

Draft Minutes**Marlboro Select Board Meeting****Thursday, March 26, 2026**

Attendees: Molly Welch – Chair, Jeff Skramstad – Vice-Chair; Kate Kirkwood – Member; Nick Morgan – Town Administrator/SB Assistant; Andrew Richardson – Road Supervisor; T. Wilson, Nora Wilson, Staley McDerrmott, Johathan Morse, Kent Webster, Patty Webster – Residents.

BEGIN ZOOM RECORDING:

(Please note: As these minutes are not intended to be a “transcript” of the meeting, a complete Audio recording of the meeting can be found on the Town’s Soundcloud page here: <https://soundcloud.com/marlboro-select-board>).

Call to Order @ 6:00pm**Sign Guidelines of Conduct – (monthly signing at 3/12/26 meeting)****Regular Select Board Meeting Agenda**

Identify Any Changes to Agenda: None

Scheduled Business

Unscheduled Open Public Comment: *(note: Discussion of Beaver Conflict Issue on Jenckes Farm Road was moved to “open public comment” rather than its original position on agenda)* – Several Marlboro residents came to the Board (upon invitation from the Board) to discuss trapping as a potential solution to the Beaver Conflict issue along Jenckes Farm Road, as the Beaver population in the area has been a long running problem in the area and threatens the integrity of the Town Roadway. T. Wilson, as one of the major abutting landowners, led off the discussion (note that Mr. Wilson composed a letter to the Board which has been attached to these minutes as an addendum) and was joined in by the residents noted above. After noting the history of the Beaver Conflict in this area, the Board and residents discussed many of the previous attempts to mitigate the problem, including more robust Beaver Deceivers, grates over the culverts regularly maintained by the Highway Department, assemble a volunteer corps to help keep culverts clear (though this raised liability and insurance issues, temporary erection of wooded dams to control the water flow/level and Beaver activity, and previous trapping activities. Road Supervisor, Andrew Richardson, added to the discussion that resolution of the Beaver Conflict issues was crucial to preventing continuing issues to the Jenckes Farm roadway. As the current season and the water levels prevent immediate action, there was a general consensus that more research (including VT. ANR) should be conducted including cost estimates for the various options (based on past costs incurred by the Highway Department), where and how the trapping (if decided upon) would be conducted, and what other methods (fencing, grates, temporary dams, etc.) could be tried again and improved upon from previous efforts. After a good amount of time, the Board ended the discussion for this meeting, noting that once more information was generated, future meetings would be scheduled to continue the discussions and develop a solution amicable to all parties.

Approval of Minutes from March 12, 2026 **(Welch/Skramstad – Passed unanimously)**Approval of Minutes from February 28, 2026 - Statutory Info Meeting **(Welch/Skramstad – Passed unanimously)**

Signature of Pay Orders - Done

Document Signatures & Approvals

- **The Board reviewed and approved the Vermont State Highway Department documents.**
- **The Board signed the documents from DVFiber acknowledging the DVFiber appointments the Board approved at the 3/12/26 meeting.**
- **Signed the updated Marlboro Road Standards Ordinance. Town Administrator, Nick Morgan, advised that the signed ordinance would go through the “Ordinance Process”: Posting for resident review, notification published in newspaper of record, notice of 44-day period for resident petitioning, and ordinance effective date 60 days after newspaper notice.**

New Business

Treasurer – TAN Loan – The Marlboro Treasurer had previously advised the Select Board that she was in process to acquire an \$825,000 Tax Anticipation Loan. Per the bank’s request the documentation must be signed on the loan origination date of 3/31/26. Rather than schedule a special meeting for this date, the Treasurer and the Board decided to approve the acquisition of the loan at this meeting with the Board members coming to the Town Office to sign the paperwork on 3/31/26. Hence the following motion: **The Marlboro Select Board moves to approve the acquisition of an \$825,000 TAN loan. Per the direction of the bank, the approval documents MUST be signed on 3/31/26. The Board agrees to come to the Town Office on 3/31/26 to sign the loan agreement with the Treasurer.** **(Welch/Skramstad – Passed unanimously)**

New Business (continued)**Highway Update:**

Next Steps on handling some of Marlboro's Class 3 Roads – Tabled

Report on Road Crew Staffing – Mr. Richardson advised that he had received two responses to the “help wanted” ads that had been placed and had received a very solid candidate. The only sticking point at this point concerned VMERS retirement participation requirements. Mr. Morgan was assembling that information which he would pass on, and Mr. Richardson advised that he would keep the Select Board apprised as things progressed.

Old Business**Town Administrator Report:**

Zoning Administrator Candidate Search – Board Chair, Molly Welch, and Mr. Morgan updated the Board on a potential candidate that has come forward. Currently the Part-Time ZA for Bolton VT, the candidate has held an informal discussion with Ms. Welch and Mr. Morgan and visited the Town Office to meet with the office personnel and a member of the Planning Commission (again on an informal basis). The candidate was advised to consider these interactions and advise Mr. Morgan if he would like to proceed with the more formal interview process with the Planning Commission. As part of this process, Mr. Morgan advised the Board that he was checking with Craig's List to see what the \$25 charge for ad placement covered in terms of length the ad would remain on the “List” and would follow up with the Board.

Executive Session –

- Executive Session –

Motion: Finding that premature knowledge of the topic that we need to discuss now would be deleterious to the public & town, the Select Board deems it necessary to hold an Executive Session. & Motion: That we move into executive session to discuss personnel issues according to Vermont Statute 1 V.S.A. § 313(a)(1)(a) @7:11pm. (Welch/Kirkwood – Passed unanimously)

Return to regular session @ 7:17pm (Welch/Skramstad – Passed unanimously)

Any Items Arising Out of Executive Session - None

Motion to Adjourn @ 7:18p (Welch/Skramstad – Passed unanimously)

17 March 2026

The Marlboro Select Board

Dear Molly, Jeff, and Kate,

Thank you for your letter with regard to the on-going beaver problem on Jenckes Road (note that Jenckes Farm Road was originally proposed by the 911 numbering committee but was changed before the names were made final; Jenckes Road is what the sign says). I will certainly attend the meeting on 26 March, but since you have invited comments in writing for the record, I offer this submission.

The beaver have been a problem in that location ever since they returned to Marlboro. I have personally torn out their dam many, many times over the years, both when the old bridge was still there and after the bridge was replaced with a culvert and then later extended with an old iron boiler with the ends cut out of it. The present culvert has a smaller capacity than the original bridge and is regularly, if not often, overwhelmed even when unobstructed. I am thus well-acquainted with the ingenuity of their dams, their persistence in the face of even daily discouragement, and the damage they do to the banks of the road and the stream.

However, the premise of your assessment, that the Highway Department has “used several ‘Beaver Deceivers’ to attempt to control the Beaver population,” is, I think, mistaken.

I believe I am familiar with each iteration of the attempts to render their dam building futile. There was dynamite on one occasion! That was followed by a perforated 8" culvert placed before the beaver began to rebuild the dam, so that water entered along its length, and quietly, so that once the dam covered the culvert, water ceased to go over the dam, and they stopped building. That worked intermittently for several years, but they always eventually figured out how to block the perforations.

In recent years, I do not think there has been any effectively designed “deceiver,” certainly nothing comparable to the deceivers that seem to work in other locations. The most elaborate deceiver was similar in concept to the old culvert, in that it included a plastic pipe that allowed water to flow from upstream of the dam, but the upstream end was not protected from beaver activity and they eventually figured it out. That was followed by a fence of 2x4s and four-inch hog fencing built in an arc upstream of the mouth of the culvert. That one actually clogged on its own with grass from the swamp and was collapsed by high water after a heavy rain. Then the beaver built on top of the collapsed fence.

The current “protection” is a rebar grate leaning against the mouth of the culvert, which the beaver simply incorporate into their dam. The advantage is that most of the dam can be lifted out with the grate by a backhoe. There is a similar grate on the downstream side of the culvert. Neither grate is small enough to prevent the passage of beavers, and they actually have the remnants of a dam in the middle of the culvert where it was pushed by the road crew in an attempt to drive the whole dam through the culvert.

In the past twenty years, beaver have been shot by my step-father (with permission from Fish & Wildlife) and trapped by Andrew (with our permission, before he was on the road crew). Neither of these approaches has had any sustained effect on the population or therefore the dam building. I see no reason to imagine that trapping in the town's right-of-way would have any different result.

This is ideal beaver habitat. It is a long wide valley with a low slope, with an existing barrier (the road) so that a pretty small dam can create a large expanse of water extending into an alder swamp. Lots of food, lots of mud, many lodge sites. Trying to eliminate the beaver population, or even to limit it significantly, seems unlikely to succeed.

I highly recommend a beaver deceiver specifically designed for this location. Since the culvert even at full capacity is barely adequate for the full flow of that stream after heavy rain or in snow-melt, the deceiver has to be set far enough back from the mouth of the culvert to allow water over the deceiver space to take advantage of the full capacity of the culvert. Anything that restricts the flow through the culvert will surely flood the road several times a year. The upstream intake needs to be protected. I am not an expert on this, but my family and I have years of experience with beavers in this location, and we have seen a lot of good faith efforts fail.

We are aware that a well-designed and well-made beaver deceiver is not cheap, but we would note that routinely sending a backhoe and between two and four members of the road crew for sometimes the better part of an afternoon is cumulatively much more expensive.

Sincerely,

T. Hunter Wilson