

**TOWN OF NORTHFIELD, VERMONT  
SELECT BOARD REGULAR MEETING  
Minutes of August 12, 2025**

- I. ROLL CALL.** Chair Charles Morse, Board members K. David Maxwell, Lydia Petty, Merry Shernock, and John Stevens. Also present were Manager Jeff Schulz, Acting Clerk Kenneth McCann, Pierre Gomez (Northfield Police Chief), Gary Laroche P.E. (Vermont Agency of Transportation), Nancy Avery, P.E. (VTrans), Alan Legacy (VTrans), Mike Keedy (VTrans), Gerard LaVarnway, Nancy LaVarnway, Louisa Reilly, Jeff Reilly, Laura Hill-Eubanks, Lorna Doney, Susan Stillinger (Conservation Commission), David R. Black, Karen Hutchinson, Ginny Kunkel, Tim Swartz (Accessibility, Walkability, and Pedestrian Safety [AWPS] Task Force), DeLane McIlvene (AWPS Task Force), Mary Nadon Scott (AWPS Task Force), Kaitlyn Keating (NCDN/ AWPS Task Force), Bill Clements (AWPS Task Force), Dan Anderson (AWPS Task Force), Jeremy Whalen (Conservation Commission), Royal DeLegge (Planning Commission), Krista Ward, Chris Bradley, Don Doyon, Sarah Path, Carolyn Stevens (NCDN), Matthew McCormick, Laurie Beth Putnam, and Elroy C. Hill.

Chair Morse called the meeting to order at 7:00 p.m. He would like to start the meeting with a statement regarding a recent incident in which Police Chief Pierre Gomez was confronted by a Northfield resident when entering the Municipal Building and publicly subjected to open hostility and racist language as part of an unprovoked attack. Chair Morse's statement is as follows:

"I have had time to think about the recent interaction our chief was exposed to and I feel like something needs saying. Recently, our police chief has been the target of some real ugly, racist attacks. The most recent attack had more F bombs and use of 'boy' of any 2 minute conversation I have ever heard spewed against anyone wide open in front on the municipal building. The witnesses were appalled. This kind of thing doesn't just hurt one person. It drags down society. Our chief is a damn good person. He's fair, he's steady, he shows up for this community every day. You've seen him out and about—walking around town, talking to folks, stopping in at local spots. That kind of visibility? That kind of connection to the people? That is a welcome style Northfield embraces. So to see folks go after him—not for anything he's done wrong, but just because of who he is—departs from the decency I believe Northfield embraces and it is disgusting, cowardly and telling. This isn't about politics. It's about what kind of people we are. What kind of town we want to live in. And I'll tell you right now, I didn't spend a career in the military to come home and see neighbors treat each other like this. There is no color in a foxhole. We don't have to agree on everything, but basic decency shouldn't be up for debate. What we do have to agree on is allowing hate speech to be part of our community, regardless of the reason, simply is poor form. If you've got a complaint about how something's being handled, speak up. But leave the hate out of it. To the chief—I want to say thank you for your integrity and honesty. I support you. Don't let the noise drown out the respect that so many of us have for you. And to the folks that believe a rant attacking a child, neighbor, public official is appropriate — be better. Have the conversation that we all live together and attacking each other has no place in a great community."

Board member Shernock then thanked Chair Morse for speaking out on this matter.

- II. SET/ADJUST AGENDA.** There were no changes to the posted agenda.

**III. PUBLIC PARTICIPATION (SCHEDULED):**

- a. Gary Laroche P.E., VTrans Project Manager: Main Street Bridge Replacement Project Update. (7:08 p.m.)** Mr. Laroche said the final engineering plans for the bridge replacement project have been completed and he would like to provide a brief project overview at this time. Other VTrans employees attending the meeting remotely are Alan Legacy (Utilities Coordinator), Mike Keedy (Project Contamination Engineer), and Nancy Avery P.E. (Work Zone Safety Engineer) and each is willing to answer any specific questions regarding their own areas of expertise. Mr. Laroche said the next step in the process is to advertise the project's construction phase, which is currently scheduled to start next spring. He then provided some brief definitions of bridge construction terms including the various parts of the bridge substructure and superstructure. Mr. Laroche noted the project will be located in the middle of downtown Northfield. The current bridge is 111' long, was built in 1926 and reconstructed in 1958.

Mr. Laroche felt this bridge has had a good lifespan but now the sidewalks and wearing surface are in poor condition. In addition, the reinforced concrete T-Beams are in fair to poor condition, the bridge abutments have moderate to heavy cracking, and the pier seat and caps have heavy deterioration. The replacement bridge should have a seventy-year (70) design life and will have eleven foot (11') wide travel lanes, dedicated bike lanes, and seven foot (7') wide sidewalks. The new bridge will be a 140' single-span bridge and will have wide clearance at the river level to limit the amount of debris accumulating below it. The existing bridge piers will be removed from the river channel and the current abutments will be partially removed. New retaining walls will be installed at the bridge corners and minimum excavation will be required due using "permanent soldier pile retaining walls." As for the utility lines now located in the bridge construction area, their relocation has been underway for some time. Many previously overhead lines have been moved underground and additional work will be done during the bridge replacement process itself. The bridge's lighting will be improved as the current bridge has four (4) light fixtures and the new bridge will have six (6) that will match the design of the Depot Square streetlights.

During the construction phase, the bridge will be closed for about twelve (12) weeks with heavy trucks detoured out of the Northfield residential areas by making extensive use of Vermont Route 12 and Interstate 89. The downtown detour for passenger vehicles, pedestrian, and bicycle traffic will be along Depot Square, Wall Street, and Water Street. This detour route is less than one mile from end-to-end. The detour route will have ADA compliant features installed such as temporary stop signs, enhanced road lining, etc. There will be a VTrans resident engineer on site throughout the process to make any needed detour adjustments. Improved safety measures also can be installed at the two (2) railroad crossings located on the detour route. The municipality can add its own temporary safety features but any permanent changes, i.e. stop signs, would need to go through the normal process for revising the local traffic ordinance.

Mr. Laroche said soil contamination was suspected near the bridge construction site as more than one gas station has been located there at present and in the past. The municipality is responsible for removing contaminated soils from the site and \$500,000 in project funds has been budgeted for this purpose. Mr. Laroche said this estimate probably is a bit on the high side and the project would be reimbursed by the Vermont Department of Environmental Conservation for actual costs. The removed soil would be separated into piles to help determine the contamination level and whether certain soils would need to be removed from the site or instead repurposed for other uses. A local sandpit would be the target area for contaminated soil that does have to be removed from the construction site. It would be covered by plastic tarp at its final destination.

As for the allocation of total costs for the bridge replacement project, the municipality will pay five percent (5%) of the total project costs. The local amount would have been ten percent (10%) had the municipality required that a temporary bridge be installed during the project. Mr. Laroche said the total cost of the bridge replacement project is now set at \$13,445,000 and of this amount, \$1,660,000 has already been spent. In 2023, the project cost had been estimated at \$8,917,000 but engineering as well as construction costs have risen sharply since then. In addition, some project redesign had to be done to accommodate the nearby Cross Brothers Dam Removal project. Also, some of the utility relocation costs were higher than originally thought.

Mr. Laroche then discussed the updated project schedule. He noted that all permits and rights-of-way already have been cleared. The utilities and contract plans will be cleared by the end of this week. If there is no need to revise the contract plans, advertising the RFP for the construction phase will start on September 10, 2025. The construction phase would begin on April 1, 2026. As the bridge closure itself isn't scheduled until June 1, 2026, some preliminary work would be done in the river channel and other locations beforehand. The closure period is scheduled to last from June 1, 2026 to August 28, 2026. Some minor work would still need to be done after the new bridge opens. Mr. Laroche noted that if both the Cross Brother Dam Removal and the Main Street Bridge Replacement Project occur simultaneously next year, there might be some necessary delays for one or both projects.

Mr. Laroche finished his presentation by noting that he received a message at 5:00 p.m. tonight stating that “due to the budget revenue forecast there is possibility of revenue downgrades. Meaning, this would require the bridge project to be pushed out due to lack of funding.” Mr. Laroche said he will look into this possible project delay over the next couple of weeks and will keep the Select Board members informed of any new developments. He will move forward on the RFP advertising unless he hears otherwise.

Board member Petty is surprised that the current railroad crossings are considered ADA accessible given the difficulty some people have crossing them with wheelchairs, strollers, etc. She then asked about how the timing of the dam removal project would impact the bridge replacement schedule. Mr. Laroche said when the dam removal actually occurs doesn't really matter to the bridge replacement plans so long that it eventually happens. Board member Petty said previous VTrans project delays have made it difficult for the municipality and its financing practices. She asked if this could be addressed in future. Mr. Laroche said VTrans is trying to update its design process in order to reduce the chance of project delays due to material shortages, etc. However, the COVID-19 pandemic did result in significant disruptions due to global supply chain issues, etc. Board member Stevens thanked Mr. Laroche for answering his question regarding temporary versus permanent traffic signage that could be installed along the detour route. Chair Morse then thanked Mr. Laroche for tonight's presentation and added that the funding uncertainties involving this project makes it difficult to anticipate project timing, etc. He then asked how Amtrak and the other railroads passing through town would be contacted about the increased vehicular and pedestrian traffic along the detour route. Mr. Laroche said VTrans would do all the notifications. Chair Morse then asked when the former laundromat located at the corner of Water Street and Wall Street would be razed. Manager Schulz thought this should be completed by the end of next month. Board member Maxwell asked if a temporary flashing stop light could be installed at the corner of Water Street and Union Street as pedestrian safety measure. Ms. Avery said the municipality already had the authority to install temporary safety measures. Board member Petty felt a non-flashing temporary stop sign would be just as effective and less expensive. Chair Morse asked what would happen to tractor-trailer operators who ignore the detour routes and still travelled through the downtown area. Mr. Laroche said any trucker without an approved local Excess Weight Permit would be ticketed. Chair Morse said the Highway Subcommittee meeting could meet and decide what would be the appropriate punishment for violators. Bill Clements believes the Water Street and Union Street intersection will see a great increase in daytime traffic during the bridge closure and there should be sufficient preparations put in place beforehand. Chair Morse thanked Mr. Laroche again for the presentation and he looks forward to the upcoming updates regarding project timeline.

#### **IV. APPROVAL OF MINUTES**

- a. **July 22, 2025 (Regular Meeting). (8:20 p.m.)** Motion by Board member Shernock, seconded by Board member Stevens, to approve the minutes. Board member Maxwell had asked a question about the repaving of South Main Street after the completion of the water line installation project. He wanted it specified in the minutes that he had asked about “curb-to-curb” repaving of the street and Manager Schulz confirmed this would be done. **Motion passed 5-0-0.**

#### **V. APPROVAL OF BILLS**

- a. **Approval of Warrant #03-26 & #03-26A-F. (8:25 p.m.)** Motion by Board member Shernock seconded by Board member Stevens, to approve Warrant #03-26 & #03-26A-F in the amount of \$516,840.27. Board member Petty asked about an equipment rebuild at the Wastewater Treatment Facility (WWTF) that cost about \$12,000. Manager Schulz was informed by Utility Superintendent James Russo that a motor had failed and had to be replaced. The motor had provided about twenty (20) years of service but its failure was unexpected. **Motion passed 5-0-0.**
- b. **Receipt of Biweekly Payroll through July 20, 2025. (8:26 p.m.)** Motion by Board member Shernock, seconded by Board member Stevens, to receive the biweekly payroll in the amount of \$120,488.22. **Motion passed 5-0-0.**
- c. **Receipt of Biweekly Payroll through August 3, 2025. (8:27 p.m.)** Motion by Board member Shernock, seconded by Board member Stevens, to receive the biweekly payroll in the amount of \$115,088.87. **Motion passed 5-0-0.**

## **VI. SELECT BOARD**

- a. Cheney Farm Post-Construction Parking and Accessibility. (8:28 p.m.)** Chair Morse said the water tank replacement project on Cheney Farm is nearing completion. There had been some consideration of turning the temporary parking area created for this project into a permanent parking location in order to improve public accessibility to Cheney Farm. Chair Morse noted that the membership of the Northfield Conservation Commission (NCC) and the Town Forest Stewardship Committee (TFSC) had expressed their opposition to a permanent parking area at their most recent meetings. Board member Maxwell believes improved public access to Cheney Farm and other similar community outdoor resources is desirable but he doesn't want to have an on-site parking area established there. Board member Petty would prefer that people visiting Cheney Farm park roadside on nearby Byam Hill rather than in the field itself. The water tank construction project has created what appears to some people to be a golden opportunity to create parking but she doesn't see this as a desired outcome whatever the circumstances. Board member Petty feels a series of smaller parking areas near Town Forest access points would be much better in the long run than creating a large parking lot on Cheney Farm. Board member Stevens felt the access road created for this project is very narrow and would create safety concerns for public usage. He also doesn't think putting a parking area on Cheney Farm is appropriate. Board member Shernock has heard a lot of different views on this subject and asked what decision (if any) needs to be made at this time. Chair Morse said the project contractor needs to be informed at some point whether the area should be restored to its pre-construction condition or whether some part of it should be set aside for a new parking area. Board member Shernock felt it might be possible to consider both possibilities while the construction process concludes over the next couple of months. Chair Morse asked if there was a consensus of opinion about this matter amongst those living on streets near Cheney Farm (i.e., Byam Hill, Hill Street, etc.). Laura Hill-Eubanks is acting as spokesperson for this group tonight. She said there is general agreement that better access to Cheney Farm is a good idea but they do not want to see a parking area on Cheney Farm itself. Chair Morse said perhaps it is possible the residents can work with those who want greater accessibility to Cheney Farm on a possible solution. Board member Shernock thought it might be a good idea to bring Norwich University (NU), which owns a lot of property on Paine Mountain, into the discussion. Board member Petty felt such discussions should be held as soon as possible if the site is to be properly restored to pre-construction condition. Chair Morse would like the Select Board members to have input from varying viewpoints. Jeffrey Reilly feels the current construction access road and the temporary parking space are true eyesores that damage the appearance of one of the most beautiful places in Northfield. Chair Morse felt it might be possible to have not have a paved road on the site but rather just a small parking area. Karen Hutchinson understands the project contract required the contractor to restore the site to its original appearance upon project completion. She felt most people present tonight would see that as the desired outcome. In addition, if the parking area is put together in a haphazard manner on the cheap, there might be liability issues if anyone is harmed by it. Nancy LaVarnway feels Northfield taxpayers supported the water tank replacement project with the understanding that Cheney Farm was to be restored to its original condition afterwards. It seems wrong to make a major change at this time that is so different from the project Northfield voters supported. Ginny Kunkel would like to see improved public access to the Town Forest but noted that in the Town Forest Access Feasibility Study DuBois & King drafted in 2022, it was clear most survey respondents did not want parking on Cheney Farm itself. Board member Petty noted the study put forth a number of options for greater access to the Town Forest. Cheney Farm parking was not considered a viable option due to widespread public opposition to development there. Other options to expand parking opportunities on Byam Hill and on NU property were not pursued for various reasons. Chris Bradley then asked for and received confirmation that Byam Hill is a public road. Since it is a public road adjacent to Cheney Farm, Mr. Bradley felt this should be an appropriate access location. Dan Anderson is co-chair of the Accessibility, Walkability, and Pedestrian Safety Task Force and they have discussed various possibilities for improving public access to Cheney Farm and the Town Forest. He believes there still is time for the various groups with stakes in this process to get together and hold public meetings to look at various options available to achieve this. He doesn't want to damage the beauty of the site but it is possible that some compromise could be reached .

Chair Morse said this matter can be discussed at future Select Board meetings until the final decision is made. Board member Petty feels holding separate public meetings could be very helpful given the importance of this matter to the general public. Mr. Clements said no one is looking for a perfect solution but it is possible to leave some options open that would provide improved public access in the future. Chair Morse then thanked everyone who participated in this conversation.

- b. Central Vermont Regional Planning Commission (CVRPC) Public Works Emergency Mutual Aid Agreement. (9:20 p.m.)** Manager Schulz said based on conversations with many of its constituent municipalities, CVRPC has drafted an agreement that would allow for greater mutual aid and pooling of resources amongst local public works departments. Motion by Board member Shernock, seconded by Board member Maxwell, to approve the CVRPC Mutual Aid Agreement as presented. Chair Morse felt for a non-binding agreement, CVRPC has created a quite lengthy and detailed document. Manager Schulz said this agreement would create an apparatus for Central Vermont communities to share labor, materials, equipment, etc. during emergencies. Chair Morse noted the agreement does include a procedure for one community reimbursing another for the cost of materials provided. **Motion passed 5-0-0.**
- c. Northfield Ambulance Service (NAS) Abatements. (9:27 p.m.)** Motion by Board member Maxwell, seconded by Board member Shernock, to abate uncollectable NAS bills in the amount of \$105,735.70. Manager Schulz said NAS contracts with an outside company to collect payments. If multiple attempts to receive payment are unsuccessful, the Accounting Department makes the determination that the fees are uncollectable and should be abated to take them off the NAS books. **Motion passed 5-0-0.**
- d. Slaughterhouse Road Drainage. (9:30 p.m.)** Chair Morse said the covered bridge has had water flowing over it for some time that has undermined the bridge's stability. A new ditch has been dug to divert the water. Manager Schulz said this was a temporary measure and more work, including installing a new culvert, needs to be done to direct water away from the bridge. Chair Morse said that when VTrans inspected the bridge in 2024, they recommended that a "box" be installed to catch the flowing water but this was never done. Board member Maxwell asked when was the last time a sizable amount of money was spent on the bridge. Manager Schulz said \$175,000 was spent on the covered bridge about four (4) years ago. That was to bring the bridge maximum weight limit back to 16,000 lbs. Board member Maxwell said there had been a recommendation from the bridge contractor at the time (Daniels Construction) that \$700,000 should be spent to install steel, not wooden beams. However, the consensus of the Select Board members then was that this was an unaffordable expense. Elroy Hill believes the deck of the bridge has been lowered in recent years. Board member Petty would like the Select Board members to direct Manager Schulz to find the best solution for the current drainage problem. Board member Maxwell felt it might be worthwhile to revisit the former proposal from Daniels Construction. He doesn't want to spend more money on patch jobs. Chair Morse would like the Select Board members provided with all the previous recommendations for consideration before the next round of budget meetings begins. On a related matter, a complaint has been filed regarding a possible violation of the Open Meeting Law. A Highway Planning & Project Oversight Subcommittee meeting was held on Friday, August 1, 2025 and there has been questions regarding whether this should have been warned as a Special Select Board meeting since a quorum of Select Board members was present for the meeting and took action at that time. Chair Morse said he had warned that subcommittee meeting due to an emergency situation involving the Slaughterhouse Road Covered Bridge. Upon further reflection, perhaps it should have been warned as a special meeting. Board member Maxwell said this matter should be put on the agenda of the next regular meeting (08/26/25) so that corrective action can be taken at that time. There was no objection.
- e. Community Communication Policy. (9:45 p.m.)** Chair Morse believes there was a commitment earlier this spring to have weekly public communications regarding the various public works projects taking place this year. He doesn't feel that has happened and residents have been left uninformed on certain occasions. Manager Schulz said he has drafted a policy that would address this concern that could be discussed and perhaps approved at the next regular meeting. Chair Morse felt there have been times when the contractors have moved to a new project phase without keeping the Town Manager or Select Board members properly informed.

- f. **Budget Priorities. (9:47 p.m.)** Chair Morse said funding the increased local cost share of the Main Street Bridge Replacement Project will be a major budget priority in the next fiscal year. He would like the other Select Board members to have other possible big ticket items in mind before the first budget meetings are held later this year. Manager Schulz anticipates that once the numbers have been confirmed, the municipality might see a \$300,000 budget surplus from the fiscal year that ended on June 30, 2025. There also might be other areas, such as personnel expenses, where savings could be found for the next fiscal year.

#### **VII. TOWN MANAGER'S REPORT**

- a. **Main Street Water Line Replacement Project (9:51 p.m.)** Manager Schulz said the project remains on schedule and the work on Prospect Street has already begun.
- b. **Cheney Farm Water Tank Replacement Project (9:52 p.m.)** Manager Schulz reported that the replacement water tank should arrive within the next couple of weeks.
- c. **Vine Street Sidewalk Project (9:53 p.m.)** This project should be completed within the next week and residents seem very pleased with the work that has been done.
- d. **Utility Shut Off Notices. (9:54 p.m.)** Manager Schulz said a resident sent him an email noting her concern that a Northfield Utility Office shutoff notice intended for her neighbor had been misdelivered by USPS to her instead. Manager Schulz wanted it known that the Utility Office does send out a number of mailed notices prior to utilities being shut off as well as telephone calls, emails, and an in-person visit. There are about six (6) notices provided to the customer before service is terminated for non-payment.
- e. **Cross Brother Dam Removal Project. (9:55 p.m.)** Manager Schulz said that it is looking more likely that the dam removal project will occur next year due to FEMA delays. Board member Shernock noted many FEMA offices are now only half-staffed.
- f. **Financial Director Vacancy. (9:56 p.m.)** Manager Schulz says there now are a couple of interested and well-qualified candidates for this vacant position. Fortunately, recently retired Financial Director Laurie Baroffio is willing to put in about thirty (30) hours per week as a consultant until the vacancy is filled.

#### **VIII. BOARD MEMBERS' COMMENTS, CONCERNS, QUESTIONS**

- a. **Main Street Bridge Replacement Project Utility Relocation Costs. (9:57 p.m.)** Board member Maxwell asked who would be bearing the cost for relocating utility lines, waterlines, etc. as part of the bridge replacement project. Manager Schulz said most of the utility upgrade costs will be paid for out of the overall project budget. However, some minor upgrades will be covered in the affected department's budget.
- b. **South Main Street Repaving, etc. (10:00 p.m.)** Board member Maxwell asked when the street would be repaved once the water line project has been completed. Manager Schulz said the paving should be completed within the next two (2) months. Board member Maxwell asked if any repair work would be done to facilitate holding the Labor Day Parade, etc. Manager Schulz said the area would be patch paved beforehand.
- c. **Committee Minutes Standardization. (10:01 p.m.)** Board member Maxwell noted that the most recent TFSC minutes did not include the last names of the committee members in the roll call. He would like full names included in future for clarification.
- d. **Vine Street Speed Bump. (10:02 p.m.)** Board member Petty would like the new speed bump on Vine Street painted for better visibility. Manager Schulz said that would be done.
- e. **Crosswalk Painting (10:04 p.m.)** Board member Petty is disappointed that we now are in mid-August and the crosswalks in the downtown area still have not been painted. Manager Schulz said he signed a contract for this to be done in early spring but that company went out of business before the work was started. He has made an agreement with another contractor and the work should be done before the end of the month. Board member Maxwell thought it might be good to start reaching out to contractors this coming winter in order to get the painting work scheduled for next spring.
- f. **Water Line Project Work Notifications. (10:04 p.m.)** Board member Petty would like the project contractor to do a better job of notifying residents when their water would be cut off, etc.

- g. Community Room Air Conditioning System. (10:05 p.m.)** Board member Petty would like the air conditioning system in the Community Room serviced so that it is not too loud to operate during public meetings. Manager Schulz said an A/C consultant already has been brought in and has made recommendations for appropriate upgrades.
- h. Norwich University Agreement (10:08 p.m.)** Board member Stevens asked when negotiations would resume in order to reach a new five (5) year PILOT agreement with Norwich University. Manager Schulz will make the outreach to NU administrators as soon as possible to restart the process.
- i. Slaughterhouse Road Covered Bridge (10:10 p.m.)** Board member Shernock would like the Slaughterhouse Road Covered Bridge added to the Project Tracker list. Manager Schulz updates and distributes to the Select Board members in their packets.
- j. Vermont Route 12 Problem Tree. (10:15 p.m.)** Board member Shernock asked for an update on this tree, which is located in South Northfield and spans Vermont Route 12. As he reported at a previous meeting (07/08/25), Manager Schulz said VTTrans will not remove a tree located on private property or share costs for its removal unless it is an emergency situation. Manager Schulz has contacted the property owner with the offer that the tree removal cost be split evenly between the property owner and the Northfield Electric Department (NED). The property owner provided a favorable initial response but there has been no recent communication about this. Manager Schulz noted former Utility Superintendent Patrick DeMasi had contacted the property owner over ten (10) years ago with the strong suggestion that the tree be removed at that time before it got any larger.
- k. Survey of Inclusion. (10:18 p.m.)** Board member Shernock would like this on the next meeting agenda so that the Select Board members can proceed on this matter.

**IX. PUBLIC PARTICIPATION (UNSCHEDULED)**

- a. Gerard LaVarnway: Byam Hill Safety Concerns. (10:22 p.m.)** Mr. LaVarnway wanted it noted Byam Hill is a quite narrow road. Should more residents be encouraged to park there in order to access Cheney Farm, he foresees a number of additional safety concerns that might arise over time.
- b. Jeremy Whalen: Prospect Street Repaving. (10:23 p.m.)** Mr. Whalen asked when Prospect Street would be repaved after the water line project has been completed. Manager Schulz said the road would be patch paved later this year and fully repaved next year.
- c. Police Chief Pierre Gomez: Note of Appreciation. (10:24 p.m.)** Chief Gomez first wanted to thank Chair Morse for the kind words expressed at the beginning of tonight's meeting. He also has other matters that he needs to discuss with the Select Board members in executive session.

- X. EXECUTIVE SESSION.** Motion by Board member Maxwell, seconded by Board member Shernock, to go into executive session, in accordance with 1 VSA 313 (a)(1)], in order to discuss a personnel issue and a contract negotiation with Manager Schulz and Chief Gomez present for some but not all of the discussion. **Motion passed 5-0-0.**

The Board went into executive session at 10:30 p.m.

Chief Gomez left the executive session at 11:10 p.m.

Manager Schulz left the executive session at 11:18 p.m.

Motion by Board member Morse, seconded by Board member Shernock, to come out of executive session. **Motion passed 5-0-0.**

The Board came out of executive session at 11:35 p.m. No action was taken.

- XI. ADJOURNMENT.** Motion by Board member Morse, seconded by Board member Shernock, to adjourn. **Motion passed 5-0-0.**

The Board adjourned at 11:36 p.m.

Respectfully submitted,

*Kenneth L. McCann*

Kenneth L. McCann, Acting Clerk

A video recording of this meeting is available at: <https://youtu.be/e7ySUKGKXj8>

These minutes were revised and approved at the Select Board regular meeting of August 26, 2025.