

**Town of Pomfret
Selectboard Meeting Agenda
Town Offices
5218 Pomfret Road, North Pomfret
August 5, 2026, 7:00 pm**

Zoom instructions below

Business Items	
1. Call to Order	7:00 pm
2. Agenda Review	
3. Public Comment	
4. Road Foreman Report	7:05 pm
5. Items for Discussion or Vote a. Wild Apple Road/ Legal Trail 2 Access b. Public Highway Permit Application (WAMBA) c. Town Garage Land Acquisition d. Fall Foliage Traffic Management e. Aggregate Hauling Proposal f. Employee Overtime Policy g. Replacement for Engine 1 (RFP) h. Pomfret Town Plan i. Brattleboro Resolution j. Regional Plan Comment Letter k. Selectboard Vacancy Update l. Warrants m. Approval of July 15, July 28 and July 29, 2026 Minutes	7:15 pm
6. Meeting Wrap Up a. Correspondence b. Review of Assignments c. Agenda for Next Meeting	8:30 pm
7. Proposed Executive Session – Employment of Public Employees	
8. Adjournment	
<i>Time frames are approximate. Members of the public wishing to attend for specific business items are encouraged to arrive before the time indicated.</i>	

Zoom Instructions

- Computer or Smartphone
<https://zoom.us/j/95395079923?pwd=ZjBEed3ZuZWgvWmx2M0tpOE8zbjg2dz09>
- Mobile Phone +19292056099,,95395079923#,,#,306922#
- Landline or Mobile Phone (301) 715 8592, then Meeting ID 953 9507 9923 and Passcode 306922

NOTIFICATION OF POLE AND WIRE LOCATIONS

TO THE Selectboard

Ref: OP #207713

OF THE Town of Pomfret

DATE: August 3, 2026

This correspondence serves as notification from Green Mountain Power (GMP) that it intends to locate its underground wire, poles, anchor guys, cables, lines and other usual fixtures and appurtenances for the transmission/distribution of electricity or of intelligence by electricity or light, together with cutting and trimming of trees to maintain said lines, within the following public ways of said Municipality:

GMP will work with the customers contractor, Kyle Bellevance to install roughly 4900' of new primary underground wire & communications along Wild Apple Rd. to supply power to a requesting customer LAVORO. There will also be (3) separate overhead river crossings where we will leave the roadway, set poles, rise to overhead wire to cross the river/wetland area and then go back in the ground. The contractor will use a vibratory plow method to install the cable in conduit & communications along the road. **Bellavance and the Town of Pomfret Rd foreman shall walk the route prior to construction to review how they wish to cross the culverts with the new underground

This notification is filed in accordance with 30 V.S.A. §2502 for utility line installation and maintenance within the highway limits. Pursuant to 30 V.S.A. § 2502, lines of electric wires may be constructed and maintained by GMP upon or under a highway, in such a manner as to not to interfere with repairs of such highway or the public convenience in traveling upon or using the same. **In the future, should the Town reasonably determine that such lines of wires are interfering with the Town's ability to repair, maintain or improve its highway or are interfering with the public's use of the same then, upon request of the Town, GMP shall relocate, as to the best of our ability, the interfering section(s) of line(s) to some other suitable location in the Town's right of way as may be designated and agreed upon between the parties.**

Green Mountain Power

By _____
Caleb Hawley
Distribution Designer (Royalton)

BY THE POMFRET Select board

Dated _____

Please check the following that apply

_____ **AUTHORIZATION:** That GMP be and is hereby authorized to install and maintain poles and wires to be placed thereon, together with such supporting and strengthening fixtures and wires as the Company may see fit, in the public ways of the Town of **POMFRET** as heretofore designated. Such installation and maintenance will not interfere with repairs of the highway or public convenience in using the same. The Selectboard hereby finds that the cutting and trimming of trees within the highway right of way is necessary for the construction, operation and maintenance of the line(s).

All construction under this authorization shall be in accordance with GMP's standards and with plans submitted to the Selectboard.

FURTHER AUTHORIZED: That Telephone Operating Company of Vermont LLC (FairPoint) & EC Fiber Communications be and hereby is authorized to use these same rights and to install telephone cable(s) in the same location.

_____ **REQUEST FOR MORE INFORMATION:** Pursuant to 30 V.S.A. §2503, the Selectboard acknowledges that the proposed actions are inconvenient or inexpedient and requests more information to determine where and in what manner such poles and wires shall be erected.

Signatures of the Selectboard or Duly Authorized Agent of the Town of POMFRET:

The permit is recorded in the Records of the Town of POMFRET in Book _____ at Page _____.

Attest: _____

_____, POMFRET Town Clerk

TOWN OF POMFRET

APPLICATION FOR TOWN HIGHWAY ACCESS ROAD PERMIT

(Application fee of \$100 payable to Town of Pomfret)

Access Road Type (check one): ☒ Private Drive* ☐ Agricultural ☐ Forestry

Applicant Name: Lauren Lavoro Phone: [REDACTED] Email: [REDACTED]

Applicant Mailing Address: 68 West Neck Rd. Huntington State: NY Zip: 11743

(Complete only if Applicant is not the Landowner)

Landowner Name: Max Milton, LLC / Evan Giniger Phone: [REDACTED] Email: [REDACTED]

Landowner Mailing Address: 25 W. 31st St. 7th Floor State: NY Zip: 10001

The undersigned Applicant requests permission to develop, construct, or change the grade of the access road type indicated above.

Access Road Location: on the West (cardinal direction) of Legal Trail #2 (town highway name)
at approximately 1050 (feet) from the intersection of Wild Apple Road (nearest town highway intersection).

Please provide a brief description of the work to be done: Permit for Private driveway

(PROVIDE DETAILED SKETCH OF ACCESS LOCATION AND LAYOUT ABOVE)

The following conditions, standards and restrictions shall apply to the first 20 feet of a newly developed, constructed, or grade changed access road (measured from the edge of the traveled way) unless waived herein:

General Conditions

1. *Application Fee.* A \$100 non-refundable application fee shall be submitted before an application will be considered.
2. *Site Visit.* The Selectboard and Road Commissioner shall make a site visit prior to approving a permit.
3. *Final Site Inspection.* Upon completion of work, the Applicant or its agent shall notify the Town within ten days to arrange a final site inspection.
4. *Noncompliance.* Any work deemed not in compliance with the permit shall be corrected and reinspected for approval.
5. *Final Approval.* Work shall be approved by the Selectboard or its designee before any use of the access may be started.

* Each residence is limited to one driveway access.

Design Standards[†]

1. *Intersection Angle.* Access roads shall be constructed at a 90 degree angle to the town highway.
2. *Minimum Sight Distance.* Sight distances shall be at least as shown in the table below in both directions when viewed from a height of eye of 2.0 feet on the roadway to a height of eye of 3.5 feet on the drive at a point 15 feet back from edge of the traveled way (when entering upon paved portions of town highways) or 10 feet back from edge of the traveled way (when entering upon any other portion of a town highway). The "posted speed" shall be deemed to be 45 mph (when entering upon an unposted Class 2 highway) or 25 mph (when entering upon any other unposted highway).

Minimum Sight Distance

<i>Posted Speed (mph)</i>	<i>Minimum Sight Distance (feet)</i>
25	155
30	200
35	250
40	305
45	360

3. *Access Road Width.* Access roads shall be 16 feet wide and graded and sloped such that water from the access road does not enter the Town highway. It is recommended that the driveway or access road have a grade dropping six inches in 10 feet before extending either up or down slope.
4. *Culverts.* Culverts shall be installed if deemed necessary by the Selectboard or its designee and shall conform to standards described in Section 5.3(h) of the Pomfret Highway Ordinance.
5. *Vegetation.* Vegetation and trees shall be removed as necessary to provide for visibility and safety.

The undersigned Applicant agrees to adhere to the conditions, standards and restrictions forming a part of this permit, and understands that this permit, if issued, will be issued in accordance with 19 V.S.A. 1111 and the Pomfret Highway Ordinance and may be voided in the event of misrepresentation, substantial inaccuracy or failure to undertake development, construction, or changing the grade of the access road within one year of the date of approval. If Applicant is not the Landowner, Applicant has provided the Landowner with a copy of this completed Application and obtained the Landowner's signature below.



Applicant Signature

Lauren Lavoro

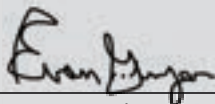
Applicant Printed Name

07/20/2026

Date

(Complete only if Applicant is not the Landowner)

The undersigned Landowner acknowledges they have received a copy of this completed Application.



Landowner Signature

Evan Giniger

Landowner Printed Name

07/20/2026

Date

[Remainder of page intentionally blank. Application form continues on next page.]

[†] Any of the standards listed herein may be waived or varied upon the Applicant's request and following consideration by the Selectboard and Road Commissioner of public and private interests, topography, adequacy of highway design, ease of snow removal, drainage, and maintenance of safe conditions in all seasons for the traveling public.

OFFICIAL USE ONLY

Application fee of \$100 received on _____, 20____ by _____.

Culvert Required (*min. 18-inch diameter*)? ☐ Yes ☐ No

Additional conditions, standards and restrictions; waivers of design standards (if any):

PERMIT APPROVED this _____ day of _____, 20____.

Road Commissioner

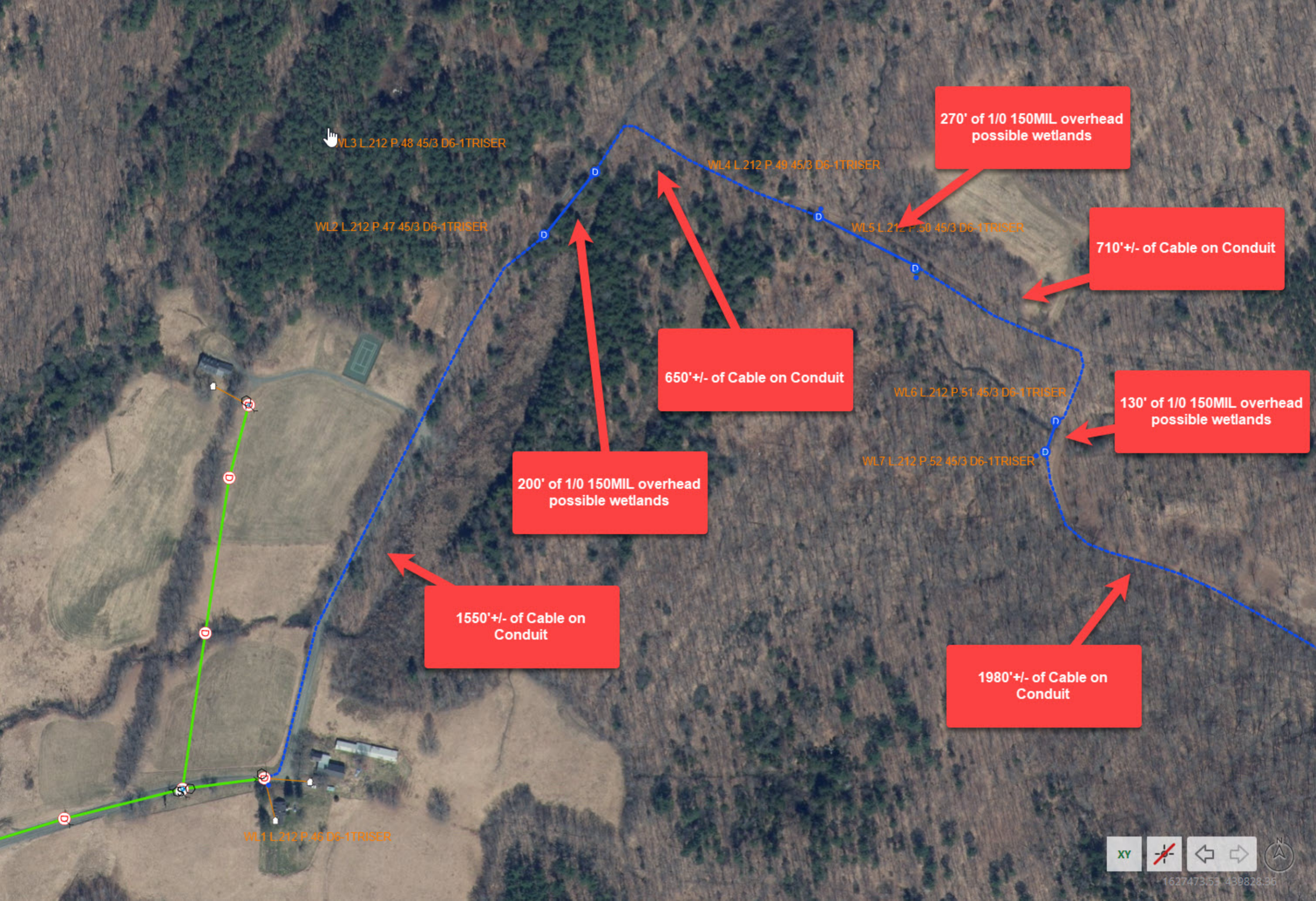
Selectboard Chair

FINAL APPROVAL. The work described in this permit has been constructed in accordance with the above conditions, standards and restrictions and is acceptable under State and local regulations.

Road Commissioner

Selectboard Chair

Date



WL6 L.212 P.51 45/3 D6-1TRISER

WL7 L.212 P.52 45/3 D6-1TRISER

1980' +/- Cable in
Conduit

****IF THERE ARE ANY
LOCATIONS THAT YOU
MAY WANT TO TAKE
POWER FROM FOR
FUTURE HOUSE SITES,
YOU WANT WANT TO
INSTALL AN ADDITIONAL
TERMINATING CABINET
NOW VS DIGGING IT
BACK UP IN THE
FUTURE**

Pad Mount transformer
for house site

WL8 L.212 P.53 45/3 D6-1TRISER

XY



1627751.89 441011.39

TOWN OF POMFRET
PERMIT TO OPERATE A MOTOR VEHICLE
ON LEGAL TRAIL #2

PURSUANT TO THE ORDINANCE REGULATING TRAVEL ON THE Legal
TRAIL, as defined in the ordinance, the Pomfret Selectboard hereby issues this permit to operate
a motor vehicle on the trail to:

- A. Lauren Lavoro (land owner/resident of the trail) and
his/her invited guests); such permit to be valid so long as he/she is an owner/resident; or
- B. _____, a person determined by the Pomfret
Selectboard to have a legitimate need to operate a motor vehicle on the trail, such permit to
expire one year from this date.

07/20/2026

Date

For the Selectboard

TOWN OF POMFRET
5218 POMFRET ROAD
NORTH POMFRET, VT 05053

PHONE (802) 457-3861
FAX (802) 457-8180

APPLICATION FOR A PERMIT TO HOLD AN EVENT
ON PUBLIC STREET(S) OR HIGHWAY(S)

Pursuant to Title 24 V.S.A. Section 2291 (5) the Legislative Body of the Town herewith regulate the use of public highways for events.

APPLICANT / ORGANIZATION Woodstock Area Mountain Bike Association, Inc.

PHONE (802)

ADDRESS PO BOX 291 Woodstock, VT 05091

CONTACT PERSON Matt Stout PHONE (802)

LOCATION OF ASSEMBLY AND BEGINNING OF EVENT Mt. Peg Trails VT-106 Woodstock, VT 05091

ROUTE ON PUBLIC HIGHWAYS (attach map showing route) Maps attached at end

TRAFFIC CONTROL (if any) signage

EVENT DATE(S) August 23, 2026 HOUR (start) 9 am (end) 6pm

ESTIMATED NUMBER OF PARTICIPANTS 120


Authorized Representative

7/13
Date

CONDITIONS:

Approved

Denied

Town Representative

Date

Town of Pomfret
5218 Pomfret Road
North Pomfret, VT 05053

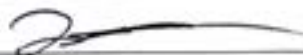
Phone: (802) 457-3861
Fax: (802) 457-8180

LIABILITY HOLD-HARMLESS AGREEMENT
for use with
Outside Special Events within the Municipality

In consideration of the agreement of the **Town of Pomfret** to allow my organization access to town roads and highways, Woodstock Area Mountain Bike Association (organization) and I agree, and for myself/ourselves and my/our heirs, executors and administrators agree to indemnify, defend and hold forever harmless the **Town of Pomfret**, its officers, agents and employees from and against any and all claims, demands, liabilities, actions, judgments, settlements, damages, costs and expenses (including attorney's fees and disbursements) for injury to or death of any person, including myself, or damage to property arising out of or resulting from any material, product, equipment, vehicle or service supplied by the organization or by me, or the agents, servants or employees of either, or from any action or failure to act on the part of myself or the organization, or the agents, servants or employees of either, while performing services for, at the behest of, under contract with or on the premises of the **Town of Pomfret**.

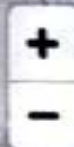
Date: 7-23-26

Print Name: Quinn Uva

Sign Name: 

Witness: Todd Uva

Standard



South Pomfret

Saskadena

Pomfret Rd

Gully Rd

Prosper

Grassy Ln

Mount Tom

Mt Tom

Woodstock

Maplefields

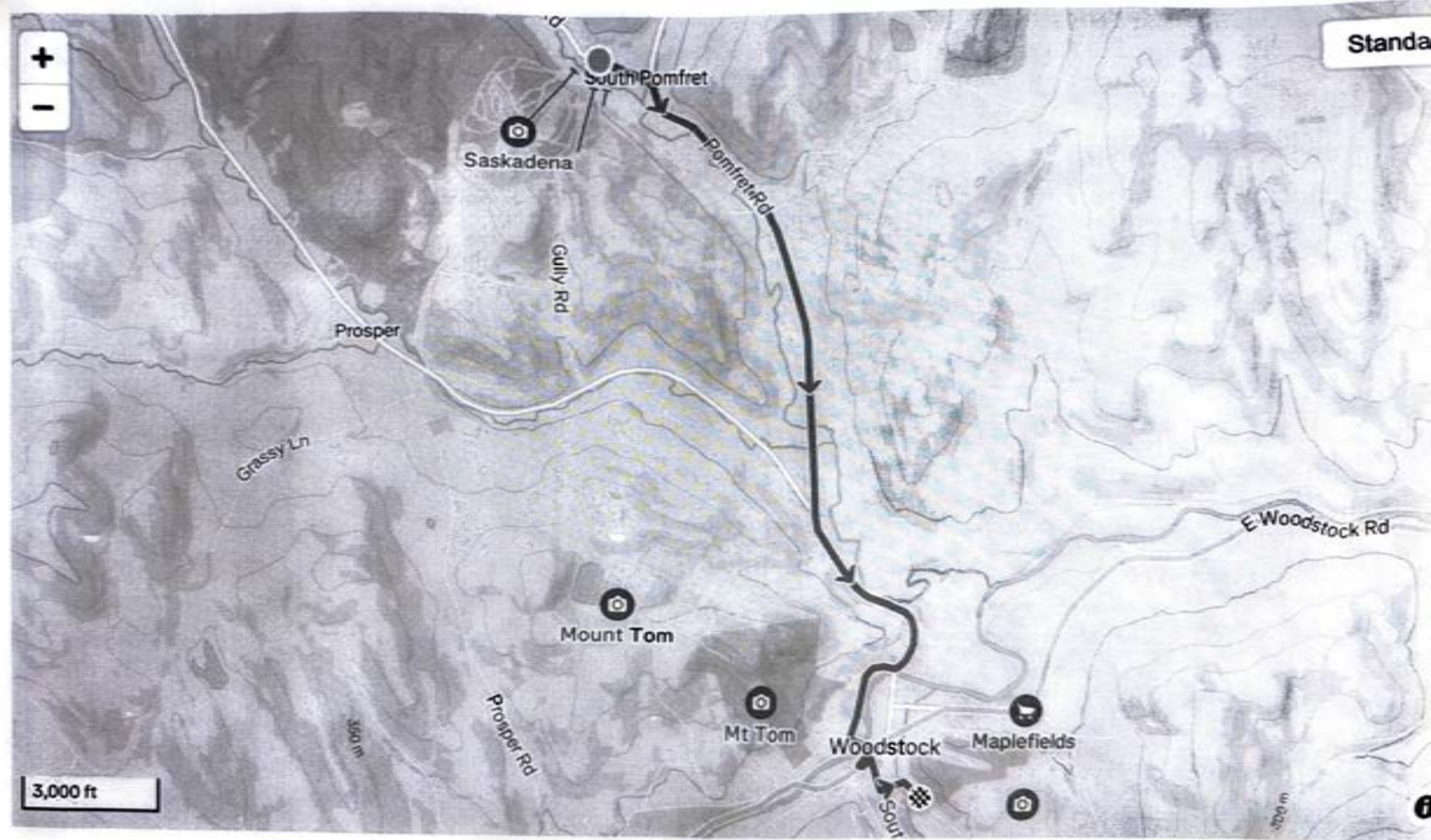
E Woodstock Rd

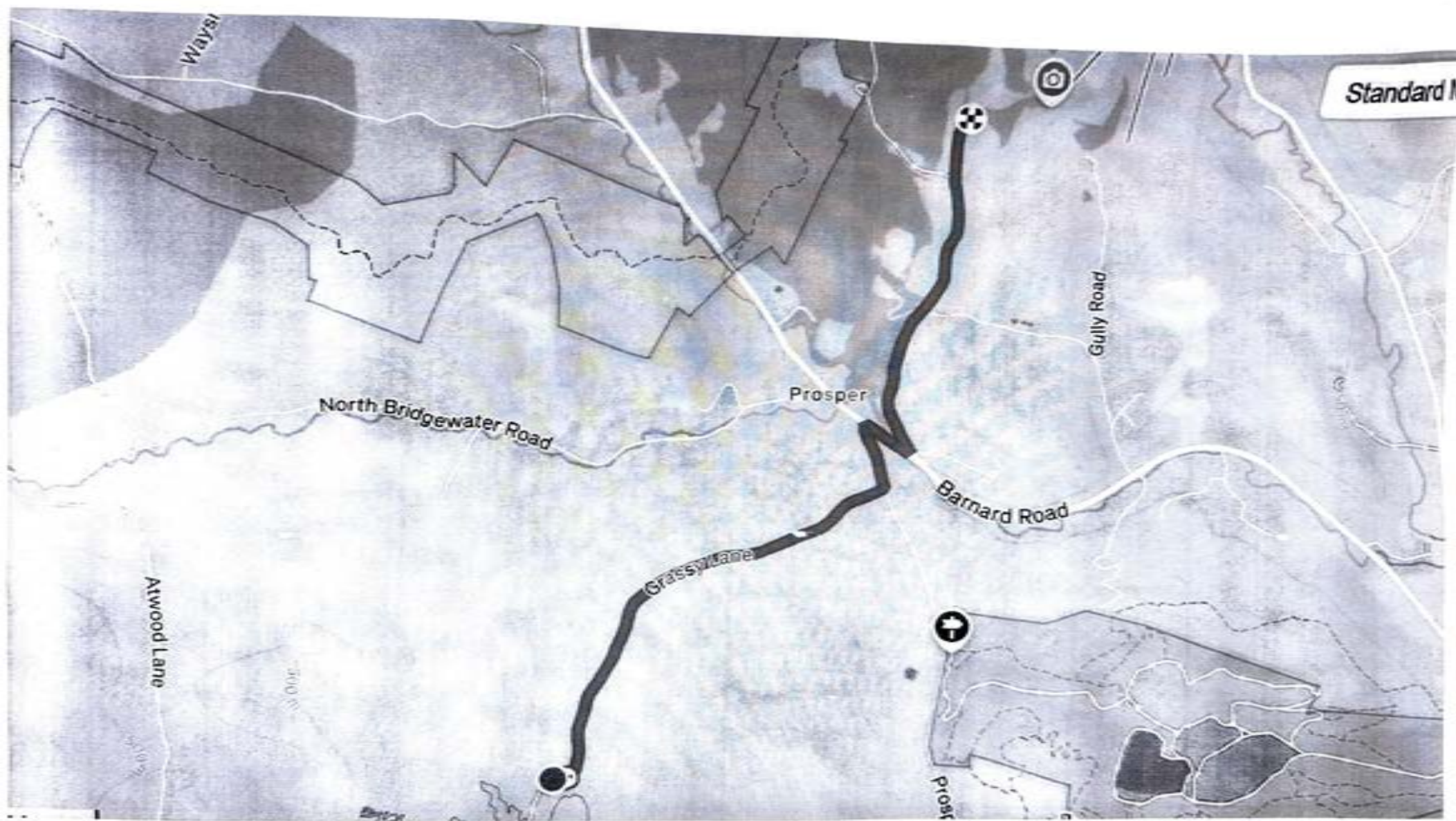
3,000 ft

Prosper Rd

300 m

South







~~TOWN OF POMFRET, VERMONT~~

SELECTBOARD



TOWN OF POMFRET, VERMONT

SELECTBOARD

Draft – July 7, 2026

To: The Pomfret Community

From: Town of Pomfret Selectboard

Date: August ~~20, 2025~~ 5, 2026

Subject: ~~2025~~ 2026 Foliage Season Traffic Management

I. Introduction

This memorandum summarizes steps the Town of Pomfret will take to manage and ameliorate traffic issues during the ~~2025~~ 2026 Foliage Season (as defined below) along Cloudland Road (TH #5 and Woodstock TH #44) and Barber Hill Road (TH #5) created primarily by extraordinary tourism interest in private properties.

Foliage season traffic in this area has steadily increased during the last several years, causing significant safety, environmental, aesthetic, and quality of life issues. The steps summarized in this memo are part of a comprehensive effort, in coordination with area residents, to address these issues on the ground, through dialogue with local government partners, and on social and other information media.

Last year, the Town of Pomfret, in coordination with the Town of Woodstock, closed Cloudland Road south of Barber Hill Road and limited Barber Hill Road to one-way traffic westbound from ~~Wednesday, September 25 through Wednesday~~ Saturday, October 16, 2024 through Sunday, October 19, 2025. These traffic pattern changes are described in a memorandum approved by the Pomfret Selectboard on ~~July 17, 2024~~ August 6, 2025.¹ Similar changes also were implemented in 2024 and 2023.

Feedback on the traffic pattern changes implemented during the last ~~two~~ three years has been mostly positive, especially among residents in the affected area. For this and other reasons,

¹ Town of Pomfret, "~~2024~~ 2025 Foliage Season Traffic Management", as approved on ~~July 17, 2024~~ August 6, 2025, available from https://pomfretvt.us/index.php/download_file/24692727/.

the Pomfret Selectboard has determined to implement a similar plan for the 20252026 Foliage Season, as described herein.

The subject of this memo was discussed at the August 6, 2025June 17, July 1 and [redacted], 2026, Pomfret Selectboard meeting and reflects feedback provided by interested parties. This memo was approved by the Pomfret Selectboard on August 6, 2025[redacted], 2026.

II. Temporary Traffic Pattern Changes

Road Closures. From [Saturday, October 4September 26] through Sunday[Tuesday, October 19, 202513, 2026] (the “20252026 Foliage Season”), and subject to the exceptions described below:

- Cloudland Road in Pomfret south of Barber Hill Road will be closed to all motor vehicle traffic.
- All of Cloudland Road in Woodstock will be closed to all motor vehicle traffic, as authorized by the Woodstock Selectboard at its August 19, 2025[redacted], 2026 meeting.
- All of Barber Hill Road will be limited to one-way traffic westbound and closed to all eastbound motor vehicle traffic.

For an illustration of the traffic pattern changes described above, see *Attachment 1*.

No Parking Areas. During the 20252026 Foliage Season, parking will be prohibited:

- On both sides of Cloudland Road from immediately north of the driveway to 3655 Cloudland Road to immediately south of the driveway to 2763 Cloudland Road.
- On both sides of Barber Hill Road from immediately east of the driveway to 1178 Barber Hill Road to the intersection with Cloudland Road.

Exceptions. Notwithstanding the traffic pattern changes described above, the individuals listed below may continue to travel on Cloudland Road and Barber Hill Road in both directions. These individuals are asked to enter and exit the closure area by the shortest available route and to avoid unnecessary travel through the closure area.

- Cloudland Road, Barber Hill Road, Maxham Road (TH #46) and Orchard Hill (private) residents, their guests, deliveries, contractors and service providers
- All other Pomfret and Woodstock residents, but only within the closure area of their respective town

- Individuals actively engaged in the required agricultural practices, accepted silvicultural practices or forestry operations described in 24 V.S.A. 4413(d)(1)
- Operators of emergency vehicles while responding to emergencies

Authority. The temporary traffic pattern changes described above are authorized by 19 V.S.A. 303 and 1110, 23 V.S.A. 1010 and Section 8 of the Pomfret Traffic and Parking Ordinance, and were approved by the Pomfret Selectboard on ~~August 6, 2025~~ [REDACTED], 2026, and the Woodstock Selectboard on ~~August 19, 2025~~ [REDACTED], 2026. All other traffic and parking regulations continue to apply except as modified herein.

III. Temporary Signage and Barriers

To alert the traveling public of the traffic pattern changes described above, and as required by Section 8.2 of the Pomfret Traffic and Parking Ordinance, prior to the start of the ~~2025~~2026 Foliage Season, the Pomfret Highway Department will install the signage and barriers described in *Attachment 2*. Signage and barriers within the Town of Woodstock will be placed in coordination with the Woodstock Public Works Department and with assistance from area residents.

During the ~~2025~~2026 Foliage Season, the signage and barriers described in *Attachment 2* will be monitored and replaced by area residents as needed, with timely notice of these activities to the Pomfret Highway Department or Woodstock Public Works Department, as applicable. The signage and barriers will be removed by the Pomfret Highway Department after the ~~2025~~2026 Foliage Season.

IV. Pomfret Highway Department Guidance

The Pomfret Highway Department in its discretion may deviate from the signage and barriers described in *Attachment 2* in order to promote the safety of the traveling public, maintain reasonable levels of service on the existing highway system, and protect the public investment in the existing highway infrastructure.

While area residents will be primarily responsible for monitoring and replacing signage and barriers that are disturbed or removed during the ~~2025~~2026 Foliage Season, the Pomfret Highway Department may remove or relocate signage or barriers at any time in order to protect the traveling public or highway infrastructure.

V. Patrol and Enforcement

~~The Pomfret Selectboard will ask~~ Area residents at their option, sole cost and expense, may utilize the Windsor County Sheriff's Department ~~to direct forty percent (40%) of existing~~

~~patrols to the closure area during the 2025 Foliage Season, and/or other licensed traffic control professionals~~ to enforce the temporary traffic pattern changes described above, and to issue warnings or citations as appropriate. ~~Area residents will coordinate directly with the Sheriff's Department to direct these existing patrols within the closure area.~~

~~Area residents at their option, sole cost and expense, may also contract with the Sheriff's Department or other licensed traffic control professional for additional patrols during the 2025 Foliage Season.~~ during the 2026 Foliage Season. Area residents will provide advance notice to the Pomfret Selectboard and Woodstock Municipal Manager of any such ~~additional~~ patrols.

VI. Communications and Publicity

Copies of this memo will be provided to the individuals and agencies listed in *Attachment 3*. A summary of the temporary traffic pattern changes described above also will be published by the Pomfret Selectboard in at least two public places as required by 19 V.S.A. 1110, in *The Vermont Standard* on or about [September 25, 202517], 2026, and on the Pomfret and Woodstock list serves on or about ~~October 2~~[September 24], 2026, then weekly thereafter through [October 16, 20258], 2026.

The public is asked to direct any questions or concerns as follows:

- **Regarding the policies described in this memo**, to the Pomfret Selectboard (<https://pomfretvt.us/index.php/boar/sel/>) or the Woodstock Municipal Manager (<https://townofwoodstock.org/departments/town-manager/>)
- **Regarding town highway conditions, maintenance or damage**, to the Pomfret Highway Department (<https://pomfretvt.us/index.php/dep/highway/>) or the Woodstock Public Works Department (<https://townofwoodstock.org/departments/public-works/>)
- **Regarding non-emergency law enforcement matters**, to the ~~Windsor County Sheriff's Department~~Vermont State Police, Royalton Barracks (<https://windsorsheriff.org/vsp.vermont.gov/stations/royalton>) or the Woodstock Police Department (<https://townofwoodstock.org/departments/emergency-services/woodstockpolice.org/>)
- **For Emergencies, Fire or Ambulance, dial 911**

VII. Conclusion

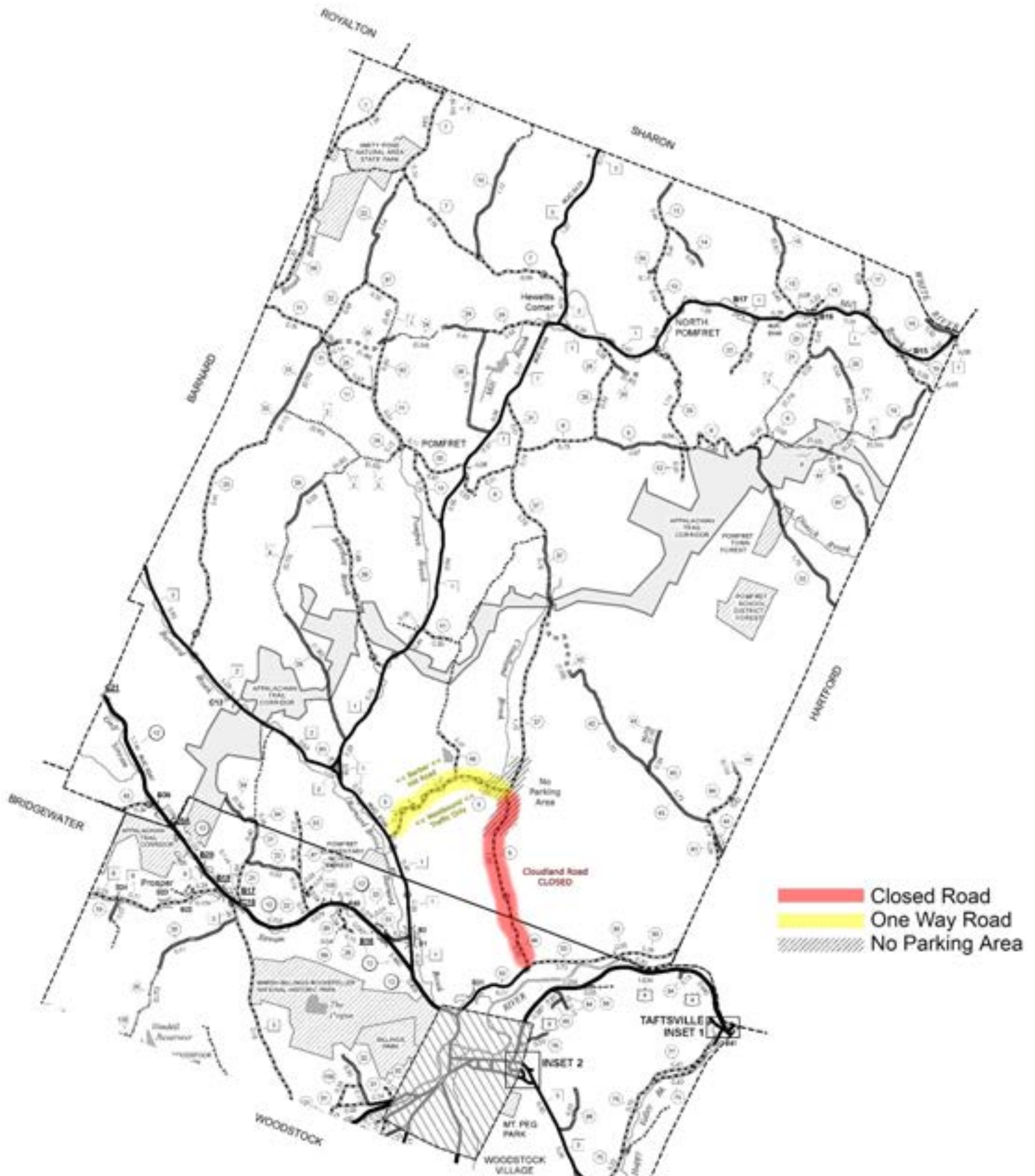
The Pomfret Selectboard recognizes that the traffic pattern changes and other steps summarized in this memo cannot fully address the significant issues created by fall foliage traffic

along Cloudland Road and Barber Hill Road. We also appreciate these steps may inconvenience area residents, their guests and others.

Nonetheless, we believe these actions will significantly improve safety and quality of life for residents most severely affected by increased foliage season traffic, as they did the last ~~two~~^{several} years. We thank the Pomfret and Woodstock communities for their patience and careful adherence to these temporary changes so that they may have their intended effect.

[Remainder of page intentionally blank. Attachments follow.]

ATTACHMENT 1
TEMPORARY TRAFFIC PATTERN CHANGES



ATTACHMENT 2

TEMPORARY SIGNAGE AND BARRIERS

Cloudland Road in Woodstock (Woodstock TH #44)

(mileage measured north from the intersection with Old River Road (Woodstock TH #53))

- **0.01 miles** (end of paved surface) –
 - “Road Closed (local residents only)” on both sides facing south
 - Two eight-foot barricades or reflective barrels narrowing travelled way but still allowing local and emergency vehicular traffic to pass

Cloudland Road in Pomfret (TH #5)

(mileage measured north from the Woodstock town line)

- **0.00 miles** (immediately north of the Woodstock town line) –
 - “Road Closed (local residents only)” on both sides facing south
 - Two eight-foot barricades or reflective barrels narrowing travelled way but still allowing local and emergency vehicular traffic to pass
- **0.22 miles** (immediately north of the driveway to 4169 Cloudland Road) – “Road Closed (local residents only)” on both sides facing south
- **0.76 miles to 1.59 miles** (from immediately north of the driveway to 3655 Cloudland Road to immediately south of the driveway to 2763 Cloudland Road) at regular intervals – “No Parking, Stopping or Standing” on both sides facing both directions (i.e., not facing the travelled way centerline)
- **0.90 miles** (across from the driveway to 3429 Cloudland Road) – Reflective barrels as needed to eliminate space for parking
- **1.10 miles** (immediately south of the driveway to 3281 Cloudland Road) – “Road Closed (local residents only)” on both sides facing north
- **1.21 miles** (immediately south of Barber Hill Road) –
 - “Road Closed (local residents only)” on both sides facing north
 - “Exit” on southbound side directing traffic onto Barber Hill Road
 - Two reflective barrels narrowing travelled way but still allowing local and emergency vehicular traffic to pass
- **4.35 miles** (immediately south of Galaxy Hill Road) –
 - “Road Closed Ahead (local residents only)” on both sides facing north
 - Two reflective barrels narrowing travelled way but still allowing local and emergency vehicular traffic to pass

Barber Hill Road (TH #5)

(mileage measured east from the intersection with Pomfret Road (TH #1))

- **0.00 miles** (in the “wyé” east of Pomfret Road) – “Detour” directing westbound Barber Hill Road traffic to turn left (south) onto Pomfret Road
- **0.01 miles** (immediately east of the “wyé” east of Pomfret Road) –
 - “Road Closed (local residents only)” on both sides facing west
 - Two reflective barrels narrowing travelled way but still allowing local and emergency vehicular traffic to pass, and other traffic to reverse direction around the “wyé”
- **0.89 miles** (immediately north of Maxham Road (TH #46)) –
 - “Road Closed (local residents only)” on both sides facing west
 - Two reflective barrels narrowing travelled way but still allowing local and emergency vehicular traffic to pass, and other traffic to reverse direction in the Maxham Road intersection
- **1.18 miles to 1.41 miles** (from immediately east of the driveway to 1178 Barber Hill Road to the intersection with Cloudland Road) at regular intervals – “No Parking, Stopping or Standing” on both sides facing both directions
- **1.41 miles** (immediately west of Cloudland Road) – Reflective barrels as needed to eliminate space for parking

ATTACHMENT 3
NOTIFICATION LIST

Cloudland Road residents in Pomfret

[on file]

Cloudland Road residents in Woodstock

Via Eric Duffy, Municipal Manager,
eduffy@townofwoodstock.org

Barber Hill Road residents

[on file]

Maxham Road residents

[on file]

Orchard Hill residents

[on file]

Pomfret Highway Department

Frank Rogers, Road Foreman,
highway@pomfretvt.us

Pomfret-Teago Volunteer Fire Department

Jake Astbury, Chief,
jacobastbury12@gmail.com

Pomfret FAST Squad

Frank Perron, Head of Service,
frank@frankperron.com

Woodstock Selectboard

Via Eric Duffy, Municipal Manager,
eduffy@townofwoodstock.org

Woodstock Public Works

Via Eric Duffy, Municipal Manager,
eduffy@townofwoodstock.org

Woodstock Police

Via Eric Duffy, Municipal Manager,
eduffy@townofwoodstock.org

Woodstock Fire/EMS

Via Eric Duffy, Municipal Manager,
eduffy@townofwoodstock.org

Windsor County Sheriff's Department

~~Ryan Palmer~~, [Claude Weyant](#), Acting Sheriff,
~~ryan.palmer~~[claude.veyant](#)@vermont.gov

Vermont State Police

Lt. Jerry Partin, Royalton Barracks Station
Commander, jerry.partin@vermont.gov

Vermont Agency of Transportation

Shauna Clifford, District 4 Administrator,
shauna.clifford@vermont.gov

~~Chris Bump~~[Michael Blakslee](#), District 4
Project Manager, ~~chris.bump~~[Technician](#),
[michael.blakslee](#)@vermont.gov

U.S. Forest Service

Chris Mattrick, District Ranger,
christopher.mattrick@usda.gov

Appalachian Trail Conservancy

Ilana Goll, igoll@appalachiantrail.org

Green Mountain Club

Emily Mosher,
gmc@greenmountainclub.org

July 29, 2026

Aggregate Hauling Proposal between:

Sheldrick Trucking Inc.

And

Town of Pomfret, VT.

Per load haul based on 22 TON Average Load

From Pike Ind. West Lebanon, N.H.
TO

The Town of Pomfret, VT.

Haul Rate IS \$130./load.

This will be coordinated Between the Town
Road Foreman (Frank Rogers) and Sheldrick Trucking
IN A Reasonable Notice.

Sheldrick Trucking Inc.

~~Town of Sheldrick~~

Timothy Sheldrick Pres.

802-356-3868-cell.

802-795-7233

Overtime for highway crew

1 message

Neil Lamson <[REDACTED]>

Mon, Aug 3, 2026 at 8:05 AM

To: Cynthia Hewitt <cynthia.hewitt@pomfretvt.us>, Ben Brickner <benjamin.brickner@pomfretvt.us>, John Peters SB <john.peters@pomfretvt.us>, "Emily Grube.sb" <emily.grube@pomfretvt.us>, eric.chase@pomfretvt.us, Frank Rogers <highway@pomfretvt.us>

As I mentioned briefly at the last SB meeting, the highway crew should get overtime for any hours worked outside their regular hours. This the way state and federal workers are compenated. I have attached my try at revising the personnel policy to that end.

Please add this topic to your meeting agenda soon.

Neil Lamson



Pers Policy Overtime Lamson.docx

26K

Section 6: Hours of Service

(Revised October 4, 2017)

The Selectboard shall set regular work hours for non-exempt employees. Regular work hours for the Highway crew employees shall be set by the Road Foreman and Road Commissioner, or by the Selectboard in the Road Commissioner's absence. Regular work hours may be changed and employees may be expected to work additional hours that may exceed forty hours in a given week, as circumstances require. All employees are expected to be in attendance **or on approved leave** during regular work hours. Employees who will be absent from work are expected to notify their supervisor in advance whenever possible. Employees who are calling in sick are expected to notify their supervisor as soon as possible, but in any case, no later than the time they are expected at work.

Call out: highway crew employees shall be credited with a minimum of two (2) hours of work if called in to work outside his or her regular ~~ly-scheduled~~ work hours.

Section 18: Holiday Leave

Full- and part-time employees will receive the following paid holiday leave:

- ☐ New Year's Day (January 1)
- ☐ Presidents Day (third Monday in February)
- ☐ Town Meeting Day (first Tuesday in March)
- ☐ Memorial Day (last Monday in May)
- ☐ Independence Day (July 4)
- ☐ Labor Day (first Monday in September)
- ☐ Columbus Day (second Monday in October)
- ☐ Veterans' Day (November 11)
- ☐ Thanksgiving Day (fourth Thursday in November)
- ☐ Friday after Thanksgiving
- ☐ Christmas Day (December 25)

Employees will receive holiday leave pay at the employee's regular rate of pay. Part-time employees will receive prorated holiday leave pay based on the number of hours the employee is regularly scheduled to work.

Holidays falling on a Saturday will be observed the preceding Friday.

Holidays falling on a Sunday will be observed the following Monday.

A ~~non-exempt employee~~ **highway crew employee** who is required to work on a holiday will be compensated at the rate of one and one-half times the employee's regular rate of pay.

~~If a non-exempt employee is not required to work on a holiday, hours paid for the holiday will not be counted as hours worked when determining overtime compensation.~~

Holidays that fall during an employee's vacation leave will not be charged as vacation leave.

Section 27: Overtime and Compensatory Time Off

(Revised October 4, 2017)

~~In accordance with the Fair Labor Standards Act, the Town compensates all nonexempt employees at the rate of one and one-half hours for each hour actually worked in excess of forty (40) hours in any workweek. Employees employed in executive, administrative or professional capacities as defined by the FLSA are exempt from this requirement.~~

~~Town employees~~ Highway crew employees may be requested to work overtime on occasion. The possibility of such overtime shall be included in the formal job descriptions of positions likely to incur overtime. No employee may work over forty (40) hours in a given workweek without express prior authorization of his or her supervisors. Requests for employees to work overtime will be made with as much advance notice as possible. However, unexpected circumstances or emergencies may arise which make advance notice impossible. Acceptance of a directive to work overtime is considered a condition of employment. Supervisors and/or department heads will make every effort to distribute requests for overtime fairly amongst available employees within their departments.

Excessive overtime hours for highway crew employees are also a consideration. State of Vermont guidelines for highway departments require employees to have at least four hours rest after a 16- hour shift.

Highway crew employees who are required to work outside of regular work hours (Section 6) will be compensated at an overtime rate of one and one-half times the regular rate of pay.

Highway crew employees shall be credited with a minimum of two (2) hours of work if called in to work outside his or her regular work hours.

~~Holiday Hours count toward the overtime calculation. Full time hourly employees shall be compensated for holidays as though the employee has worked his or her normal workday, including alternate schedules such as four (4), ten (10) hour days, and thus holiday hours shall count toward the minimum 40 hours requirement before overtime pay is required. Any full time or part time regular hourly employee who is required to work on a holiday shall, in addition to the holiday pay, be paid at his regular rate and if the combination of holiday hours and hours worked exceeds 40 hours in any week, those hours in excess of 40 shall be~~

~~paid as overtime pay (1 and ½ hours of pay for time worked).~~

A ~~non-exempt employee~~ **highway crew employee** who is required to work on a holiday will be compensated at the rate of one and one-half times the employee's regular rate of pay (Section 18).

In lieu of overtime pay, **highway crew employees** ~~nonexempt employees~~ may accrue compensatory time off ("comp time") subject to the following conditions:

- ☐ Comp time is earned at a rate of one and one half hours for each hour worked **outside of regular work hours** ~~in excess of forty hours in any workweek;~~
- ☐ An employee may accrue a maximum of forty hours of comp time (40 hours of comp time represents 26.67 hours of actual overtime work). An employee who has accrued 40 hours of comp time will be paid overtime compensation for additional overtime hours of work;
- ☐ An employee may, at the Town's discretion, be paid in cash in lieu of comp time;
- ☐ An employee receiving payment for accrued comp time will be paid at the regular rate of pay earned by the employee at the time the employee receives such payment;
- ☐ Upon termination from employment, an employee will be paid for unused comp time at a rate not less than the average regular rate of pay received by the employee during the last three years of employment or the employee's final regular rate of pay, whichever is higher.

An employee who has accrued comp time and requested use of comp time will be permitted to use such time off within a reasonable period after making the request, if such use does not unduly disrupt the Town's operations. Requests for use of comp time must be submitted to the employee's supervisor, who will have sole discretion to grant or deny the request. Requests for use of comp time will not unreasonably be withheld.

Item 5H
Town Plan Update

available at

https://pomfretvt.us/index.php/download_file/2894/



TOWN OF BRATTLEBORO

Town Manager's Office
230 Main Street, Suite 208
Brattleboro, VT 05301
Phone (802) 251-8151
www.brattleboro.gov

June 10, 2026

Pomfret Selectboard
5218 Pomfret Road
North Pomfret, VT 05053

Subject: Brattleboro Memorial Hospital Birthing Center Resolution

Dear Pomfret Selectboard Members,

The Brattleboro Selectboard is asking for your partnership in helping preserve the Brattleboro Memorial Hospital Birthing Center, an essential regional healthcare resource that serves families throughout Southeastern Vermont and neighboring New Hampshire and Massachusetts.

Our board understands that this is not simply Brattleboro's challenge. The Birthing Center belongs to all of us who rely on a strong regional hospital and want to ensure that families can continue to access quality maternity care close to home.

We recognize that every municipality is facing budget pressures, and we are not asking communities to shoulder another financial burden. Instead, we are asking for your leadership. Please help spread the word, encourage local businesses, civic organizations, foundations, and residents to become involved, and share ideas for fundraising, advocacy, and community partnerships that can strengthen this effort. Whether it is hosting an event, connecting potential donors, engaging volunteers, or simply helping raise awareness, every contribution moves us closer to a solution. Your residents' choice of using Brattleboro Memorial Hospital for medical care is also a key factor. When a resident in one of our towns chooses to have an MRI or orthopedic treatment at Brattleboro Memorial Hospital, that choice helps underwrite and maintain essential services like the Birthing Center. The loss of the Birthing Center would affect the entire region, not just expectant families, but employers, healthcare providers, and every community that depends on this hospital as a cornerstone of regional healthcare.

This is an opportunity for our towns to come together around something that benefits us all. We invite you to join the conversation, share your ideas, and help build the broad community support needed to keep this vital service available for future generations.

Would you join us in passing a resolution supporting Birthing Center services in Brattleboro?

Attached is the draft resolution for your information that the Brattleboro Selectboard will be considering at its next meeting.



TOWN OF BRATTLEBORO

Town Manager's Office
230 Main Street, Suite 208
Brattleboro, VT 05301
Phone (802) 251-8151
www.brattleboro.gov

Together, we can demonstrate that when our region faces an important challenge, we respond as neighbors. For more information, please visit <https://savebirthatbmh.org/> and please reach out to Brattleboro Town Manager John Potter at 802-251-5102 or jpotter@brattleboro.gov to let us know if you are able to support this effort.

Respectfully,

The Brattleboro Selectboard

Oscar Heller (Chair):

Amanda Ellis-Thurber (Vice-Chair):

Nell Mayo (Clerk):

Peter Case:

Issac Evans-Frantz:

DRAFT
TOWN OF _____ RESOLUTION _____

WHEREAS, the Brattleboro Memorial Hospital has identified the potential need to close its level 1, low-risk, Birthing Center;

WHEREAS, the ability of the Windham- and Windsor-county regions to attract future economic investment and the next generation of residents depends on the availability of essential services such as are offered at the Brattleboro Memorial Hospital Birthing Center; and

WHEREAS, we believe that Vermonters should be able to safely give birth in Vermont rather than have to travel to other states;

NOW, THEREFORE, BE IT RESOLVED THAT the Town of _____ Selectboard:

1. Strongly recommends that the Brattleboro Memorial Hospital do everything within its power to maintain robust Birthing Center services in Brattleboro for the benefit of the region.
2. Encourages the Vermont Agency of Human Services, the Governor's Office, the Green Mountain Care Board, and the State Legislative Delegation to act in support of rural maternal medical care, in general, and to prevent the closure of this Birthing Center, in particular.
3. Urges its residents to choose Brattleboro Memorial Hospital first for medical services so that the Birthing Center can be adequately subsidized.

Adopted by the Town of _____ Selectboard on the _____ day of July 2026 with a copy sent to the above-mentioned entities.

Selectboard Chair

Selectboard Vice-Chair

Selectboard Clerk

Selectboard Member

Selectboard Member



TOWN OF POMFRET, VERMONT

Draft – July 29, 2026

August [REDACTED], 2026

VIA ELECTRONIC MAIL

Two Rivers-Ottawquechee Regional Commission
128 King Farm Road
Woodstock, Vermont 05091
Attention: Kyle Katz
regionalplan@trorc.org

**Re: Proposed Two Rivers-Ottawquechee Regional Plan
(First Hearing Draft) Comments**

Dear Mr. Katz:

The Town of Pomfret, by and through its Planning Commission and Selectboard, respectfully submits the following comments on the First Hearing Draft of the 2026 Two Rivers-Ottawquechee Regional Plan. These comments build upon, and should be read together with, the letter our Planning Commission and Selectboard submitted on January 14, 2025 regarding the prior plan.

In its thoughtful reply of January 15, 2025, the Commission explained that the land use chapter and maps then before us were carried over unchanged from 2020, and that the substantive rewrite required by Act 181 would follow over roughly the next eighteen months through a process of robust dialogue with Pomfret and the other member towns. That rewrite is now before the public as the First Hearing Draft. We have reviewed it carefully. Regrettably, rather than easing the concerns we raised in January 2025, the current draft has deepened them – both in what it would require and in how it was produced.

At the outset, we wish to be clear about what this letter is and is not. Pomfret is not opposed to conservation, and we are not opposed to planning. Conservation is woven into our town's identity, and thoughtful planning is work our own boards perform every week. Our concern is narrower and, we believe, principled: that a document the Legislature designed to guide growth has instead been drafted to command it, and that this shift has occurred without the local dialogue that both state law and good planning require.

A brief reminder of the ground on which Pomfret stands is warranted, because it bears directly on the necessity of the designations the draft would impose. Of the approximately 25,000 acres within our boundaries:

- 20,000 acres are predominately forested;

- 18,000 acres are in Current Use;
- 6,500 acres are permanently conserved; and
- 12,500 acres have steep slopes (> 25%).*

The Appalachian Trail – federally owned parkland – bisects the town, and Pomfret’s strong local zoning already governs land use townwide, with particular attention to wetlands, flood zones and ridgelines. Pomfret’s lands are, in short, already thoroughly stewarded through state law, local regulation, private conservation and an intergenerational ethic of care. Our landowners have earned that record by choice, not by command.

The draft converts guidance into regulation. The Legislature directs a regional plan to contain a statement of policies to *guide* the region’s growth and development. 24 V.S.A. § 4348a(a)(1). The First Hearing Draft goes well beyond guidance. Its rural policy sections contain, by the count of others who have reviewed the document closely, nearly 300 instances of the mandatory words “shall” and “must.” Because a regional plan carries legal force through Act 250, mandatory language of this kind does not merely advise; it regulates. It functions as land use regulation adopted without the hearings, the local accountability, or the clear statutory authorization that genuine land use regulation requires. That is a meaningful departure from the advisory role regional plans have traditionally played, and it is a departure Pomfret cannot support as drafted.

We are not alone in this reading. In its [preapplication response to the draft plan][†], the Land Use Review Board (LURB) reached strikingly similar conclusions. Specifically, the LURB:

- Found that the draft regional plan “appears not to conform” with the requirement that decisions be made at the most local level commensurate with their impact;
- Called for specific “substantial regional impact” triggers to be revised or removed;
- Was “unable to determine” that the plan conforms with the general purposes of the planning statute;
- Asked the Commission to “provide additional information demonstrating that the region’s rural communities are in support of [the] mandatory land use policies expressed in the plan”;
- Flagged the prohibition on rural principal retail and the fossil-fuel and electric-vehicle mandates as “overly proscriptive”;

* Enclosed with this comment letter are three maps prepared by GIS expert Chris Moore in December 2024 depicting the locations of these features. Forest land, Current Use parcels, conserved parcels and steep slopes are extensive throughout Pomfret.

[†] **IMPORTANT:** This paragraph and the bullets that follow are based on a “working draft for 7-27-26 [LURB] board meeting”. This section must be updated to reflect the LURB’s as-approved preapplication response.

- Asked that the density caps and the farm-event limit either be shown to have municipal and public support or be made non-mandatory; and
- Could not confirm that the Commission's outreach afforded meaningful participation, or that the plan is compatible with its member towns' plans.

We share those concerns, and we respectfully urge the Commission to bring this draft back toward genuine guidance.

The “substantial regional impact” definition displaces decisions from the local level. State law provides that land use decisions shall be made at the most local level possible commensurate with their impact. 24 V.S.A. § 4302(b)(2). The draft moves in the opposite direction. By treating all Rural Conservation land – reportedly some 35 percent of the region – as a matter of substantial regional impact, and by adding low structure-size thresholds and a one-mile band around every municipal boundary, the draft would allow the regional plan to override conflicting town plans across a large share of the region in Act 250 proceedings. A four-thousand-square-foot building, a modest farm store, or a project situated near a town line is not, by virtue of those facts alone, a matter of genuine regional consequence. The definition should be narrowed so that regional override attaches to projects with a demonstrable, project-specific regional impact, not to broad swaths of ordinary rural land.

The specific mandates work against the housing and rural vitality Vermont urgently needs. Among the draft's binding provisions are outright prohibitions on new principal retail, offices and warehousing in rural areas; residential density caps of one structure per two acres in Rural General areas and one per five in Rural Agriculture and Forestry areas; a five-unit cap on residential buildings; a ten-structure cap on subdivisions in Rural Conservation areas; a prohibition on fossil-fuel combustion as a primary heat source together with an electric-vehicle-charger requirement for qualifying projects; and a limit of twenty events per year on accessory on-farm businesses. Whatever the merit of any one of these ideas as a matter of local choice, imposing them region-wide by mandate, at a time when Vermont faces a severe housing shortage and is the rare state losing population to both out-migration and more deaths than births, risks foreclosing exactly the modest rural development and farm diversification our communities need to remain viable. The Legislature itself recognized as much this spring when it partially repealed Act 181 through Act 152 of 2026, removing Tier 2 and Tier 3 Act 250 jurisdiction and the road rule while preserving its housing exemptions. A regional plan finalized in the wake of that course correction should reflect it, not press in the opposite direction.

The process has not honored the local dialogue the Commission promised and the law requires. In January 2025 we noted the Commission's statutory duty to solicit the participation of member municipalities and local citizens through working sessions “at the outset of the planning process and throughout the process.” 24 V.S.A. § 4348. The Commission's reply assured us that Pomfret would be “on the early side” of that town-by-town engagement. To our knowledge, no individual working session was held with Pomfret to review the current Future Land Use maps before this draft was released, and the parcel-level reclassification data that would let our landowners see how their own property has been designated has not been made readily available.

Equally important, the Commission has not disclosed the criteria or methodology by which individual parcels were assigned to each future land use category. Without that methodology, neither local officials nor landowners can test the map for consistency, nor understand why one parcel is designated Rural Conservation while land a few hundred yards away is not. A map's designations cannot be shown to be even-handed rather than arbitrary until the basis for drawing its lines is disclosed, and no amount of additional comment time cures the absence of the criteria themselves.

The comment window opened in the summer, when farmers are farming and families are away, and even as extended to August 10 it affords little time to absorb a document exceeding two hundred pages. Other regional commissions across Vermont met individually and repeatedly with each of their member towns. Pomfret respectfully asks for the same.

Accordingly, and in the constructive spirit in which our January 2025 letter was offered, we ask the Commission to take the following steps before the plan advances to adoption:

1. **Meet with Pomfret individually** in a public working session to review the Future Land Use maps as they apply to our town, and provide, in advance of that meeting, both the parcel-level reclassification data for Pomfret and the complete criteria and methodology used to assign parcels to each future land use category;
2. **Extend a meaningful comment period** that runs from the date of that town meeting, so that residents can respond to what they have actually been shown;
3. **Return the mandatory language to genuine guidance** – converting “shall” and “must” to advisory terms, or justifying each retained mandate against the guiding function that § 4348a(a)(1) describes;
4. **Narrow the “substantial regional impact” definition** so that regional override attaches only to projects with a demonstrable, project-specific regional impact; and
5. **Reconcile the draft with Pomfret’s Town Plan**, consistent with the compatibility and local-primacy requirements of 24 V.S.A. §§ 4302(f)(2), 4345a(5) and 4350.

We note that the LURB has asked the Commission to demonstrate that the region’s rural communities support the plan’s mandatory land use policies. Pomfret’s answer, respectfully, is that it does not support those policies as drafted, and we offer this letter for the record on precisely that question.

We offer these comments not to obstruct the Commission’s important work, but to improve it. Pomfret shares the Commission’s interest in a healthy region, a working landscape, and communities that endure. We are confident that a plan developed in genuine partnership with its member towns – one that guides rather than commands, and that trusts local officials and landowners as the stewards they have long proven themselves to be – will better serve Vermont, our region, and the people who live here. We welcome the opportunity to work with the Commission toward that end, and we ask that Pomfret’s voice,

and the voice of our appointed representative to the Commission, be heard before this plan is adopted.

For the Pomfret Planning Commission,

For the Pomfret Selectboard,

William B. Emmons III, chair

Benjamin Brickner, chair

Enclosures (3)

Cc: **Two Rivers Board of Directors** (e-mail list on file)
Chris Cochran, director, Division of Community Planning and Revitalization,
chris.cochran@vermont.gov
Land Use Review Board, act250.board@vermont.gov (Docket RPC10)
Senator Alison Clarkson, aclarkson@leg.state.vt.us
Senator Joe Major, jmajor@leg.state.vt.us
Senator Becca White, rwhite@leg.state.vt.us
Representative Michael Hoyt, mhoyt@leg.state.vt.us

Town of Pomfret Selectboard
DRAFT Meeting Minutes
July 15, 2026

Present: Benjamin Brickner, John Peters, Eric Chase, Emily Grube

Public: Frank Rogers, Cynthia Hewitt, Bill Emmons, John Moore, Cy Benoit, Christie Crowe, Doug Tuthill, Ellen DesMeules, AJ Stevens, Greg Hartford, David Dorrance, Tamela Dorrance, Sara Cunningham, Jack Peters, Scott Milne, Arminda King, Michael Miller, Cathy Emmons, Jack Pearsons, Neil Lamson, Tyler Wellington

1. **Call to Order** – Ben called the meeting to order at 7:00 pm.
2. **Agenda Review** – Ben moved and Eric seconded removing the following items from the agenda to be postponed until the August 5, 2026 meeting: 6D (Truck #1 Replacement RFP) and 6G (WCSD Patrol Contract Renewal). Unanimous.
3. **Town Plan Public Hearing** – Several members of the Planning Commission, including John Moore, Bill Emmons, Cy Benoit, Tyler Wellington, and Doug Tuthill, discussed the updated Town Plan. They noted that the regional commission has shifted from an advisory to a regulatory agency, and the Commission has created a plan for Pomfret that may not align with regional preferences. John Moore expressed concern regarding confusing language in the regional plan and stated that Pomfret does not agree that the regional plan trumps the town's plan. Residents were encouraged to attend regional meetings listed on the TRORC website. The hearing was closed at 7:32 pm.
4. **Public Comment** – Neil Lamson requested the Selectboard address road crew overtime pay in instances where employees are called in from vacation to work on a holiday or weekend.
5. **Road Foreman Report** – Frank reported that the first round of grading is finished and crack sealing will begin on July 16. Frank requested overtime approval to continue roadside mowing; Eric suggested the potential for hiring a part-time person for this task. Frank also noted that using independent trucking for materials purchased from Pike could result in cost savings. Allyn Ricker has questions regarding a time sheet and will be directed to Ellen.
6. **Items for Discussion or Vote**
 - a. **Residential Driveway Application (426 Sessions Meadow)** – Frank met with the property owners and found no issues with the proposed driveway. Eric moved and John seconded that the application be approved with the conditions of removing trees to create an adequate sight line and installing a culvert to manage runoff. Unanimous.
 - b. **Right-of-Way Crossing Permit Application (545 Starbuck Road)** – John moved and Eric seconded approval of this permit to install a 6" PVC pipe to carry a sap line across Starbuck Road. Unanimous.
 - c. **Replacement for Engine 1 (RFP)** – Greg Hartford presented cooperative and competitive RFPs for four apparatus, obtained via a bidding service, to replace a 1992 truck currently in use. The new truck will be a basic model with no frills. Greg will send the Selectboard a spreadsheet summarizing the RFPs.
 - d. **Sealing Town Office Parking Lot** – Frank presented a quote for seal coating the parking lot and repairing subsequent cracks. The Selectboard approved the quote.

- e. **Highway Operator Job Description** – Frank and Eric prepared job descriptions for a full-time Operator/Road Crew member and a part-time temporary crew member. Cynthia will run advertisements for both in local publications next week. Frank requested that salary ranges be added to the full-time position advertisement.
- f. **Selectboard Vacancy Update** – There are three candidates for the vacancy: Christie Crowe, Frank Perron, and Doug Tuthill. Christie and Doug spoke regarding their interests, and the matter will be discussed further in Executive Session.

The Selectboard held a brief recess from 8:35 pm to 8:39 pm to calculate tax rates.

- g. **FY 2027 Town and Local Agreement Tax Rates** – Based on the municipal grand list as of June 24, the amount of taxes to be raised by the budget approved by the voters at town meeting, and the number of veterans' exemptions claimed this year, Ellen determined that the FY 2027 town tax rate should be \$0.4308 per \$100 assessed value and that the FY 2027 local agreement rate should be \$0.0008 per \$100 assessed value. Emily moved and John seconded the foregoing. Unanimous. Tax bills will be mailed later this week and the first installment will be due at the town office on or before 2:30 PM on August 21, 2026.
- h. **Warrants** – John moved and Emily seconded approval of the following warrants for payment:

27002	\$ 8,448.71	Payroll
27004	28,197.84	A/P
27005	148.21	Payroll

 Unanimous.
- i. **Approval of July 1, 2026 Minutes** – John moved and Emily seconded approval of the minutes of the July 1, 2026 meeting as presented. Unanimous.

7. **Meeting Wrap Up**

- a. **Correspondence** – Ben received a letter of support request from Brattleboro Memorial Hospital for their birthing center. There was a discussion regarding a recent dog-bite incident on Broad Brook Road. Cynthia will contact the Vermont State Police (VSP) to clarify animal control contacts and explore potential service contracting.
- b. **Review of Assignments** – Frank will seek an additional quote for trucking services; Ben will send the Starbuck Road permit PDF to Frank; Cynthia will run ads for road crew vacancies and follow up with the VSP.
- c. **Agenda for Next Meeting** – Truck #1 RFP, WCSD Contract, Town Plan, overtime discussion, fire truck, and Brattleboro Hospital.

8. **Executive Session**

- a. Ben moved and Eric seconded that the Selectboard enter executive session pursuant to 1 V.S.A. 313(a)(3) to discuss the employment of public employees and the appointment of public officers. Unanimous. The Selectboard entered executive session at 9:15 pm.
- b. John moved and Emily seconded that the Selectboard exit executive session. Unanimous. The Selectboard exited executive session at 10:35 pm.

- 9. **Adjournment** – Emily moved and Eric seconded adjournment. Unanimous. The meeting was adjourned at 10:35 pm.

Town of Pomfret Selectboard
DRAFT Special Meeting Minutes
July 28, 2026

Present: Benjamin Brickner, John Peters, Eric Chase, Emily Grube

Public: John Moore, Becky Fielder, Ellen DesMeules

1. **Call to Order** – Ben called the meeting to order at 7:00 pm.
2. **Agenda Review** – None.
3. **Public Comment** – None.
4. **Executive Session**
 - a. Ben moved and Eric seconded that the Selectboard enter executive session pursuant to 1 V.S.A. 313(a)(3) to discuss the employment of public employees and the appointment of public officers. Unanimous. The Selectboard entered executive session at 7:02 pm.
 - b. John moved and Emily seconded that the Selectboard exit executive session. Unanimous. The Selectboard exited executive session at 8:21 pm.
5. **Items for Discussion or Vote**
 - a. **Regional Plan Comment Letter** – Two Rivers-Ottawaquechee Regional Commission are preparing to adopt a revised regional plan. The Commission adopted a new regional plan last year, but at that time they did not update the Land Use and Housing Chapters. The Commission is now doing so. Pomfret submitted a comment letter to the Commission in January 2025, during the earlier adoption process, raising concerns about the land use maps and inadequate landowner consultation. John Moore explained that he has been attending recent informational sessions on the current adoption process, to reiterate these concerns. The Selectboard discussed a draft new comment letter that would need to be submitted by the Commission's August 10 deadline. The draft will be revised for review and possible approval at the August 5 Selectboard meeting.
 - b. **Warrants** – None.
6. **Meeting Wrap Up**
 - a. **Correspondence** – To be discussed at the August 5 Selectboard meeting.
 - b. **Review of Assignments** – John Moore and Bill Emmons to get more pertinent information from the Regional Commission; Ben to revise the comment letter.
 - c. **Agenda for Next Meeting** – Already published.
7. **Adjournment** – John moved and Eric seconded that the meeting be adjourned. Unanimous. The meeting was adjourned at 8:55 pm.

Town of Pomfret Selectboard
DRAFT Special Meeting Minutes
July 29, 2026

Present: Benjamin Brickner, John Peters, Eric Chase, Emily Grube

Public: John Moore, Becky Fielder, Ellen DesMeules

1. **Call to Order** – Ben called the meeting to order at 7:02 pm. A brief recess was called
2. **Agenda Review** – John moved and Emily seconded deleting Item 5B (Regional Plan Comment Letter) and Item 5C (Warrants). Unanimous.
3. **Public Comment** – None.
4. **Recess** – The Selectboard recessed at 7:03 pm to await the arrival of a participant in the following executive session. The Selectboard returned from recess at 7:07 pm.
5. **Executive Session**
 - a. Ben moved and Eric seconded that the Selectboard enter executive session pursuant to 1 V.S.A. 313(a)(3) to discuss the employment of public employees and the appointment of public officers. Unanimous. The Selectboard entered executive session at 7:08 pm.
 - b. John moved and Emily seconded that the Selectboard exit executive session. Unanimous. The Selectboard exited executive session at 8:27 pm.
6. **Items for Discussion or Vote** – None.
7. **Meeting Wrap Up**
 - a. **Correspondence** – John Moore discussed the ongoing regional plan hearings, noting there was better attendance at the hearing in Bradford. John connected with VLCT but wasn't able to get a firm answer on how a town attains party status to secure the right to participate in subsequent stages of the regional plan adoption process. John suggested that someone from the Selectboard attend one of the two remaining hearings to submit comments on the record. Ben, John and Emily will attend the Friday hearing in Woodstock. Ben will speak for Pomfret, summarizing the concerns raised in the draft joint Selectboard-Planning Commission letter expected to be finalized and submitted to Two Rivers next week. Ben will also revise the draft letter for Planning Commission review on Monday, and Selectboard review on Wednesday.
 - b. **Review of Assignments** – Ben to revise regional plan comment letter; contact PACIF for forms of employment paperwork.
 - c. **Agenda for Next Meeting** – See July 15, 2026 meeting minutes.
8. **Adjournment** – John moved and Eric seconded that the meeting be adjourned. Unanimous. The meeting was adjourned at 8:36 pm.