



**TOWN OF MORRISTOWN SELECTBOARD
MEETING NOTICE & AGENDA
COMMUNITY MEETING ROOM**

On Zoom and at 43 Portland St. Morrisville, VT 05661
5:30 PM Tuesday, February 17, 2026

[Join Zoom Meeting](#) or by phone join via conference call (audio only): 1 (646) 558-8656 | Meeting ID: [810 342 4528](#) | Passcode 05661

The meeting will be live streamed on the Town of Morristown's website:

<https://www.morristownvt.gov/community/page/meetings-agendas-minutes> and on [Town GMATV YouTube Channel](#) when possible

I. 5:30PM - CALL SELECTBOARD MEETING TO ORDER

II. 5:31PM - AGENDA CHANGES/ADDITIONS

III. 5:33PM - COMMUNITY COMMENTS

IV. 5:47PM - APPROVE MINUTES

1. Approve minutes of 2-2-26 Informational Meeting
2. Approve minutes of 2-2-26 SB Meeting

V. 5:50PM - NEW BUSINESS

1. Consideration to approve 1.4 Class C (Consumer) fireworks display - Thomas Snipp
2. Update for the 4th of July Fireworks
3. On-The-Spot Awards - Judi Alberi & Adele Taplin
4. Stowe Land Trust - Muddy Moose
5. Update from Habitat for Humanity — Robin Pierce regarding the survey of the lot on Richmond Street
6. Approve & sign Annual Disclosure to the State for Highway Mileage
7. Review and adopt the updated 2026 Town Road and Bridge Standards and Certification of Compliance

VI. 6:50PM - OLD BUSINESS

1. Approve and sign Local Option Tax Fund Use Policy

VII. 7:00PM - APPROVE WARRANTS

VIII. 7:05PM - SCHEDULE

1. Wednesday, March 4, 2026 - SB Meeting - 5:30PM
Monday, March 16, 2026- SB Meeting - 5:30PM

IX. 7:10PM - OTHER BUSINESS

X. 7:15PM - ADJOURN



**SELECTBOARD MEETING MINUTES
OF FEBRUARY 2, 2026**

Members: Don McDowell, Laura Streets, Richard Craig, George Cormier, Leah Hollenberger

Absent:

ADMINISTRATION and STAFF: Brent Raymond, Town Manager; Judi Alberi, Executive Assistant; Sara Haskins, Town Clerk/Treasurer; Tyler Machia, Zoning & Planning Administrator; Adele Taplin*, EDCC; Shap Smith, Moderator

PARTICIPANTS/GUESTS: Alex Rob*, Kathy Chaffee, Rose Belanger, Tommy & Nancy Dunavan, Jamie Jaret, Patrick Miller, Sharon & William Rowell, Patricia Donnelly, Ed Loewenton, Lisa Andrus, Tony Cote, Sheila Tarbox, Bob Bortree, Jennie Anderson, Zoe Murphy, Evelyn & Jerry Throne, Jane Brown, Thomas P Brown, Henry Glowiak, Meredith Williams, Pat Modzelewski, Dave Goodlin, Pam Stanyon, Jerry & Mary Audy, Donnie Blake, Dale Touchette, Mary Ann Wilson, S Gary Cole, Denis Nepveu, Ron Stancliff, Kevin Lane, Etienne Hancock, Imelda Turner, Joseph Hurlburt, Laurie Wood, Jennifer Schoendorf, Barbara Jacobs, Martha Battle, Carol Lauber, Justin Earlandt, Gail Beck, Thea Alvin, Bill Westermann, Graham Rogers, Wayne Suddasky, Hannah Farda, Kaitlin Bennett, James Tisdell, David Eisenbaum, Josh Goldstein*, Kristin Fogdall*, Cathy Apple*, Pat Towne, Jon Miles, Wayne Suddaby, Don Schabner, Chris Hendon, Brittney Rogers

**participating via Zoom*

5:30PM - CALL INFORMATIONAL HEARING TO ORDER

Shap Smith called the Informational Hearing to order at 5:30 PM at the Tegu Building.

5:35PM - NEW BUSINESS

1. Moderator Shap Smith will review Town Warning for Town Meeting March 3, 2026

The Morristown Selectboard held a public informational hearing to review the annual Town Warning for the March 3, 2026 Town Meeting. This included articles related to property taxes, fund expenditures, and various social service agency appropriations. The Moderator, Shap Smith, began with the general announcements and rules. He then read through each warned article and asked if there was any discussion.

On Article 10, one person asked for clarification on the process for each social service organization's request for town funding. It was explained that the Saturday morning, Pie For Breakfast, meeting addressed that concern and that the Selectboard had an updated social service policy.. One other comment was made, and the review of the articles was complete. Everyone was urged to vote on Tuesday, March 3, 2026.

6:15PM - ADJOURN

The hearing adjourned at 5:56 pm

Submitted and filed this 2/3/2026. Bonnie McDermott, Scribe

Please note all minutes are in Draft form and are subject to approval at the next Selectboard meeting.



**SELECTBOARD MEETING MINUTES
OF FEBRUARY 2, 2026**

Members: Don McDowell, Laura Streets, Richard Craig, George Cormier, Leah Hollenberger

Absent:

ADMINISTRATION and STAFF: Brent Raymond, Town Manager; Judi Alberi, Executive Assistant; Sara Haskins, Town Clerk/Treasurer; Tyler Machia, Zoning & Planning Administrator; Adele Taplin*, EDCC

PARTICIPANTS/GUESTS: Alex Rob*, Kathy Chaffee, Rose Belanger, Tommy & Nancy Dunavan, Jamie Jaret, Patrick Miller, Sharon & William Rowell, Patricia Donnelly, Ed Loewenton, Lisa Andrus, Tony Cote, Sheila Tarbox, Bob Bortree, Jennie Anderson, Zoe Murphy, Evelyn & Jerry Throne, Jane Brown, Thomas P Brown, Henry Glowiak, Meredith Williams, Pat Modzelewski, Dave Goodlin, Pam Stanyon, Jerry & Mary Audy, Donnie Blake, Dale Touchette, Mary Ann Wilson, S Gary Cole, Denis Nepveu, Ron Stancliff, Kevin Lane, Etienne Hancock, Imelda Turner, Joseph Hurlburt, Laurie Wood, Jennifer Schoendorf, Barbara Jacobs, Martha Battle, Carol Lauber, Justin Earlandt, Gail Beck, Thea Alvin, Bill Westermann, Graham Rogers, Wayne Suddasky, Hannah Farda, Kaitlin Bennett, James Tisdell, David Eisenbaum, Josh Goldstein*, Kristin Fogdall*, Cathy Apple*, Pat Towne, Jon Miles, Wayne Suddaby, Don Schabner, Chris Hendon, Brittney Rogers

**participating via Zoom*

6:00M - CALL SELECTBOARD MEETING TO ORDER - FOLLOWING THE INFORMATIONAL HEARING

Don McDowell called the Selectboard Meeting to order at 6:02 PM at the Tegu Building.

6:01PM - AGENDA CHANGES/ADDITIONS

Item #5 - Discuss possible Mask Mandate due to recent flu cases was removed from the agenda.

6:03PM - COMMUNITY COMMENTS

One resident complained about traffic flow turning from Congress St. left on to Washington Highway due to visibility issues at the corner and requested that a mirror be placed there. Laura Streets commented on the success of the weekend dog sled races. The final comment was a complaint that a fire hydrant was congested by snow and homeowners are shoveling these out. Could the highway or fire department help with this?

6:07PM - APPROVE MINUTES

1. Approve minutes of 1-20-26

Motion made by Richard Craig to approve the minutes of 1/20/26. Motion seconded by Laura Streets. Motion carried (5/0) with amendments.

Under Approve minutes, remove Richard motioned to adjourn, Leah seconded.

New Business #3 - add " Will take effect November 2026 tax due date

New Business #5 - motion failed so change (5/0) to (0/5)

2. Approve minutes of 1-26-26

Motion made by Richard Craig to approve the minutes of 1/26/26. Motion seconded by Laura

6:10PM - NEW BUSINESS

1. Approve and Sign Municipal Resolution for Downtown Transportation Fund Grant Application

Adele Taplin reported that the Town of Morristown proposes to apply for funding through the Vermont Downtown Transportation Fund Program to improve pedestrian connectivity between existing housing developments and the downtown sidewalk network. The project would address current gaps in the sidewalk system that limit safe and accessible walking routes to downtown services, businesses, and amenities. Proposed improvements include a new sidewalk connection from Jersey Way to Audy Lane, a crosswalk connecting to the existing sidewalk in front of the Riverside Village community, and additional sidewalks beginning where existing sidewalks currently end in front of the same complex. These new sidewalks will continue along Main Street and connect to existing sidewalks at Feline Street, creating a continuous pedestrian connection between the Jersey Heights and Riverside Village housing developments and downtown. The project supports walkability, safety, housing access, and downtown vitality for 250 homes. The Select Board approved the application for the Downtown Transportation Fund, with Adele Taplin reporting a 34% match of \$63,000 against the requested \$125,000, and noted that the match would be met through in-kind labor from the Highway Department. It was also noted that this grant was available due to the town's status as a Designated Downtown.

Motion made by Richard Craig to approve and sign the Municipal Resolution for the Downtown Transportation Fund Grant application. Motion seconded by Leah Hollenberger. Motion carried (5/0).

2. Consideration to appoint Meredith Scott to the Morristown Dev Fund Loan Advisory Committee

Motion made by Richard Craig to appoint Meredith Scott to the Morristown Dev Fund Loan Advisory Committee for the remaining 2 years of a 4-year term, which expires March 2028. Motion seconded by Laura Streets. Motion carried (5/0).

3. Consideration of Morristown Dev Loan Advisory Committee recommendation to approve the Memorandum of Understanding with Community Capital of Vermont

The Morristown Dev Loan Advisory Committee came to the Selectboard with the recommendation to work with Alexander Robb of Community Capital of Vermont, CCVT. Mr. Rob, representing the fund, explained its track record of providing loans to startups and small businesses, noting that they have made over \$12 million in loans and created hundreds of jobs over the past decade. He emphasized that while not all businesses succeed, the fund aims to support economic development by funding as many businesses as possible. CCVT's lending is targeted towards, but not limited to: low-to-moderate income individuals, earning at or below 80% of the median income; entrepreneurs who do not have access to commercial credit; businesses with five or fewer employees; rural women; and other underserved business owners. Brent explained that Community Capital Vermont (CCVT) now holds the authority to make loan decisions independently, eliminating the need for town committee approval. Brent clarified that the Memorandum of Understanding (MOU) clearly defines roles, with CCVT responsible for loan approvals and the town serving in an advisory capacity. Mr. Robb explained that CCVT has a low 3.1% default rate on its loans. This new relationship between CCVT and the town allows the town to retain the principal on the loans while Community Capital manages lending and collects interest.

Motion made by Richard Craig to approve and authorize Chair, Don McDowell, to sign the Memorandum of Understanding with Community Capital of Vermont for the management and administration of the Morristown

Development Fund loan program. Motion seconded by Laura Streets. Motion carried (5/0).

4. Review and approve Paramedic intercept rate increases

Chief Boisvert joined the Selectboard regarding a fee change on Paramedic intercept. She explained that a paramedic intercept occurs when Morristown EMS sends a paramedic unit to join another service's BLS (basic life support) crew for a 911 call so that ALS (advanced life support), medications, and procedures can be provided. The original BLS service keeps the patient and transports; Morristown's medic either rides in or provides ALS care on scene and turns care back over, depending on the case and protocol. This is separate from mutual aid transport: in an intercept, the other service still "owns" the call and transport; we provide ALS capability they don't have.

Chief Boisvert asked the Selectboard to endorse raising the paramedic intercept fee from \$250 to \$500 per intercept, effective on a specified date, and to authorize the chief to: update mutual aid and intercept agreements with partner towns/services to include the new fee; communicate clearly that mutual aid for true emergencies will continue, but recurring ALS coverage gaps will be handled through fair, cost based intercept billing. This change keeps Morristown EMS a strong regional partner while protecting Morristown taxpayers from carrying a disproportionate share of the cost of other towns' ALS coverage challenges. Other services in our district are also raising their EMS fees, including ALS and paramedic intercept charges, in response to the same financial pressures Morristown is facing. Morristown's proposal to increase the paramedic intercept fee is in line with what peer services in our district and around the state are doing.

Motion made by Richard Craig to approve increasing the paramedic intercept fee from \$250 to \$500 per intercept and authorize Chief Boisvert to update mutual aid and intercept agreements accordingly. Motion seconded by Leah Hollenberger. Motion carried (5/0).

5. Discuss possible Mask Mandate due to recent flu cases

REMOVED

6. Move March 2, 2026 SB Meeting to Wednesday March 4, 2026 due to Annual Town Meeting

Motion made by Richard Craig to reschedule the March 2, 2026, Selectboard Meeting to Wednesday, March 4, 2026, to accommodate the Annual Town Meeting. Motion seconded by Leah Hollenberger. Motion carried (5/0).

7. 2322 Laporte Road, LLC - 5L1614-1 ACT 250 - Garret Hirschak and/or representatives

Mr. Garret Hirschak and/or his representatives did not appear for the meeting. A number of residents attended to comment. The community expressed strong opposition to the proposed project, citing concerns about health risks, environmental impact, and the loss of property value due to the long-term effects of silica dust and blasting. Residents emphasized the need for legislative involvement and highlighted the importance of addressing the project's environmental and health implications, with suggestions to halt the Act 250 approval. A resident encouraged fellow residents to consider alternative ways to oppose the project beyond attending Selectboard meetings, such as contacting your state representatives.

8. Discussion regarding gravel extraction within the Town of Morristown Zoning Bylaws - Etienne Hancock & Tyler Machia

Etienne Hancock, Chair of the Planning Commission, and Tyler Machia, Zoning/Planning Administrator, attended the meeting to discuss the Zoning Bylaws as they concern gravel extraction. Tyler uses the 2023 Zoning Bylaws as the revised 2025 Zoning Bylaws are currently being reviewed. These current bylaws allow rock extraction when it's incidental to construction, and Tyler's comparison of Morristown's regulations to those of other towns, such as Hinesburg and Richmond, found they are not outliers in allowing this practice. Much of the discussion revolved around the timing involved in

adding changes to the 2025 Zoning Bylaws and the need to redefine the term "incidental," which currently lacks specificity and clarity. Participants emphasized establishing enforceable thresholds, such as specific cubic yard measurements like those used in Waterbury, to better define incidental projects. There was also a focus on the need to address excavation, blasting, and stockpiling to protect public health and the environment, while acknowledging the complexity of implementation and the need for legal counsel.

Additionally, the role of Act 250 in managing environmental impacts was highlighted, with a call for collaboration with experts to address these issues effectively. Planning Commission Vice Chair Joshua Goldstein noted the challenges of balancing community input with legal constraints, and Etienne Hancock cautioned that bylaws should not impede new construction. Etienne added that Act 250 changes often concern a wider scope and that compliance is measured against the Town Plan rather than the Zoning Bylaws. Tyler and Brent Raymond explained that the necessary statutory process, including public hearings and legal review, is a complex undertaking that would likely take longer than six months to complete properly. Ultimately, the Selectboard decided to move forward with the current bylaw revisions while postponing changes to the rock extraction language until a later date.

7:30PM - OLD BUSINESS

1. Continued discussion on Draft Local Option Tax Fund Use Policy

The Selectboard reviewed a draft local option tax fund use policy, with George raising concern about the wording regarding expenditures versus use of the term allocations. This item will be returned to the board in two weeks for approval.

7:42PM - APPROVE WARRANTS

Motion made by Richard Craig to approve the warrants. Motion seconded by Leah Hollenberger. Motion carried. (5/0)

7:45PM - SCHEDULE

- 1. Tuesday, February 17, 2026 - SB Meeting - 5:30PM**
Wednesday, March 4, 2026 - SB Regular/Organizational Meeting - 5:30PM
Monday, March 16, 2026 - SB Meeting - 5:30PM

7:50PM - OTHER BUSINESS

None

7:51PM - ADJOURN

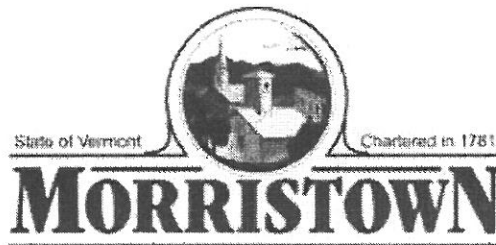
Motion made by Richard Craig to adjourn. Motion seconded by Laura Streets. Motion carried. (5/0)

Meeting adjourned at 8:45pm

Submitted and filed this 2/5/2026.

Bonnie McDermott, Scribe

Please note all minutes are in Draft form and are subject to approval at the next Selectboard meeting.



Town of Morristown
PO Box 748
Morrisville, VT 05661

FIREWORKS PERMIT APPLICATION

Applicant Name

Thomas W. Snipp

Date Submitted

2/9/2026

Physical/Mailing Address

178 Demars Rd Morrisville, VT 05661

Phone

802-279-0256

Email

4Snipps@comcast.net

Purpose of Fireworks Permit

Family Gathering

Date of Fireworks

2/20/26

Starting Time

8:00 pm

End Time

8:30 pm

Rain Date

2/21/26

Physical Location of Fireworks

Backyard of residence

Location of Fireworks Storage

Outside Storage Shed

Type & Quantity of Fireworks:(Acceptable Measures of Quantity Pounds or Number of Pieces)

1.3 (Class B/Display)

1.4 (Class C/Consumer)

Roman Candles/Sparklers/Cakes

Company or Individual Providing Display:

Self

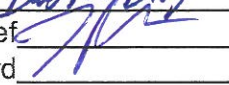
If using 1.3 /Class B:

BATFE License #

BATF License Type:

By Signing below I affirm that the Fireworks display will be conducted according to NFPA #1123 regulations regarding site selection, storage & performances; and the guidelines established by the Town of Morristown.

For Office Use Only

Approval of Fire Chief		Date	<u>2/11/26</u>
Approval of Police Chief		Date	<u>2/13/26</u>
Approval of Selectboard		Date	



Proposal to Transfer Land to the Town of Morristown

Submitted by:

Matt Kelly, Director of Land Protection, matt@stowelandtrust.org

Tom Rogers, Executive Director, tom@stowelandtrust.org

Stowe Land Trust

PO Box 284

Stowe, VT 05672

802-253-7221

February 9, 2026

1. Executive Summary

Stowe Land Trust (SLT) is pleased to submit a proposal to transfer ownership of approximately 150 acres of conserved, undeveloped land at the end of Cote Hill Road to the Town of Morristown. This land, formerly part of the Muddy Moose enterprise, includes an existing trail system, diverse wildlife habitat, scenic waterfalls along Jacob Brook, and a floodplain forest along the Lamoille River. A conservation easement co-held by Stowe Land Trust and the Vermont Housing and Conservation Board will permanently protect these values. Transferring the land to the Town will ensure it is managed in line with community goals and the Town Plan, while also supporting local recreation and boosting the town's recreation-based economy. We are grateful for the strong community support for this project and look forward to partnering with the Town to care for this land for the long term. Stowe Land Trust purchased and conserved this property with a potential goal of eventual town ownership and we are proposing to transfer it to the Town at no cost.

2. Property Description

- **Location:** 2930 Cote Hill Rd, Morristown VT 05660
- **Acreage:** Approximately 150 acres
- **Current Owner:** Stowe Land Trust
- **Deed Reference:** TBD
- **Current Condition:** undeveloped forest, floodplain, riparian areas along Jacob Creek, existing trail system

3. Public Purpose and Community Benefit

The property includes roughly 5 miles of recreation trails designed for non-motorized activities, including Nordic skiing, snowshoeing and hiking. It also features a series of stunning waterfalls along Jacob Brook, which are accessible by an existing foot trail. It also features roughly 12 acres of floodplains along Lamoille River, which help to maintain flood resilience in the region.

Community benefits include:

- Public Access & Recreation
- Wildlife Habitat Conservation
- Flood Resilience
- Forest Management
- Consistence with Town Plan

4. Proposed Terms of Conveyance

SLT proposes to convey the fee simple ownership to the Town under the following general terms:

- **Type of Transfer:** Donation
- **Purchase Price (if any):** \$0
- **Conservation Easement:** A conservation easement will be placed on the property prior to transferring ownership to the Town. SLT and VHCB will work in good faith with Town Counsel and the Morristown Conservation Commission to ensure the terms of the conservation easement are in accordance with Town goals and requirements.
 - **Permitted Uses:** Non-motorized public recreation, forest management, and other uses to be described in the conservation easement.
 - **Restrictions:** No development, no subdivision, and other restrictions to be described in the conservation easement
 - Final terms would be subject to review and approval by Town Counsel.

5. Stewardship and Land Management

- **Ongoing Management:** The Town would be responsible for property management, including trail management. SLT will provide oversight to ensure activities comply with the terms of the conservation easement. The Town would agree to form a Trails Committee that would report either to the Selectboard or to the Conservation Commission. The Committee would be tasked with making trail management decisions, creating project and maintenance budgets, and other

related tasks. An SLT staff is willing to participate on the Committee as a non-voting member to help answer questions about the conservation easement and provide input on trail management issues and decisions.

- **Funding to Support Trail Maintenance and Infrastructure:** SLT is committed to fundraising a total of \$87,000 to support trail management and new infrastructure. SLT will release funds to the Town upon receipt of invoices or cost quotes for materials, contractor work, and other items listed below. SLT is committed to working in good faith with the Town to obtain necessary permits and developing a site plan for a future Parking Area.
- Below is a proposed \$87,000 budget. Items are categorized as one-time costs or ongoing costs (for a period of 5 years).

Operations and Maintenance Fund		
Item	Type	Amount
PA Construction	one-time	\$18,000
PA permitting and site plan	one-time	\$7,000
Equipment Shed	one-time	\$8,000
Snow groomer (drag)	one-time	\$9,000
Snow mobile	one-time	\$10,000
Trail design consultant	one-time	\$7,000
Other trails equipment	one-time	\$3,000
Kiosk	one-time	\$3,000
Subtotal		\$65,000
PA plowing	ongoing (5 years)	\$4,000
Winter grooming	ongoing (5 years)	\$15,000
Annual maintenance	ongoing (5 years)	\$3,000
Subtotal		\$22,000
Total		\$87,000

- **SLT Monitoring:** SLT staff will conduct annual monitoring visits to ensure conservation values are maintained. The Town will be informed of all monitoring activity and any violations of the easement will be brought to the Town's attention.
- **Existing Infrastructure:** There are roughly 5 miles of existing trails, a wooden bridge across Jacob Creek, and posted trail maps throughout the forest.
- **Future Infrastructure:** SLT will work with the Town in good faith to obtain the necessary permits and designs for the parking area. SLT will work with Town officials to identify any updates to the existing trail system, including re-routing

existing trails and/or creating new trails, to support public access and minimize potential for encroachments on neighboring properties.

- **Land Trust Support:** SLT will continue to provide stewardship support through regular monitoring, volunteer recruitment and oversight, and general assistance by staff and volunteers as time and resources permit.

6. Tax Revenue Implications

- The land is currently enrolled in the Use Value Appraisal (UVA) program (aka Current Use). Therefore, the potential loss in tax revenue associated with Town ownership would be the sum of the taxes paid to the town by SLT and the “Hold Harmless” payment received from the State.
- The UNOFFICIAL ESTIMATE of annual lost revenue (direct tax + hold harmless payment) is **\$6,068.09**, which is subject to change.
- It is worth noting that the conversion of the 8 dwellings now owned by Downstreet Community and Housing Development from short-term rentals to full time residences will likely increase the market value of those dwellings, and thus taxes generated from those properties may partially offset losses in tax revenue associated with Town ownership of the undeveloped 150.6 acres.

7. Due Diligence and Condition of Title

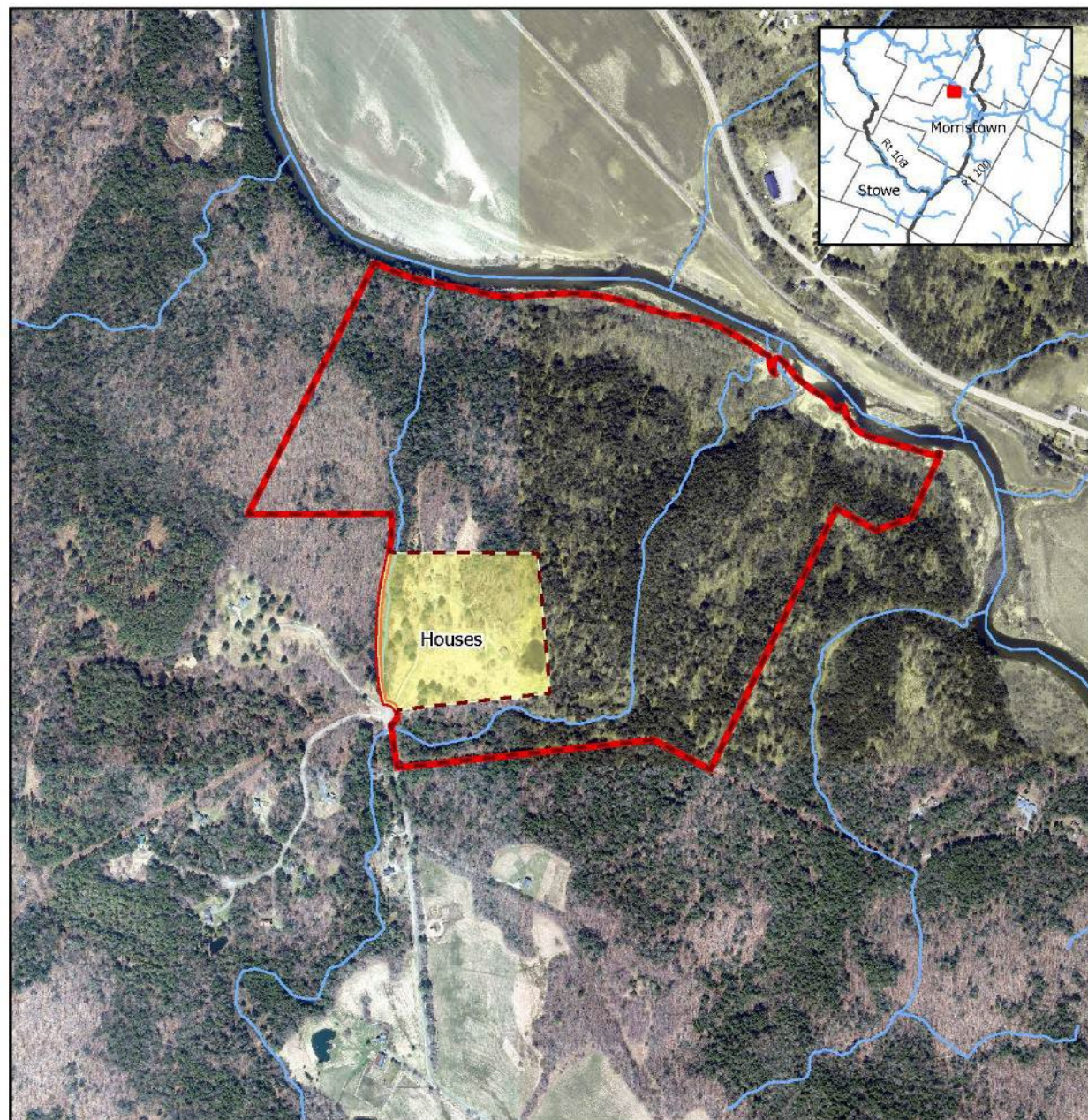
The Land Trust will provide, as applicable:

- Clear and marketable title
- Boundary survey or existing recorded survey
- Environmental assessments (if any)
- Disclosure of known encumbrances or rights-of-way

8. Requested Selectboard Action

The Land Trust respectfully requests that the Selectboard:

1. Review this proposal; and
2. Vote to proceed in good faith to work towards a transfer of ownership from SLT to the Town; and
3. Authorize next steps, including coordination with Town Counsel and scheduling any required public process.



Muddy Moose

- Muddy Moose Property
- Streams and Rivers
- Housing Parcel (18 ac)
- Conservation Parcel (150 ac)

Feet

0 500 1,000 2,000

STOWE
LAND TRUST



Map created by Matt Kelly
 Date: 9/24/2025
 Stowe Land Trust
info@stowelandtrust.org | 802 253 7221
www.stowelandtrust.org
 Data: VCGI, SLT, State of Vermont
 THIS MAP IS NOT A SURVEY

**Muddy Moose
Trail Network
Morrisville, VT**

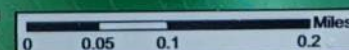
Trail Descriptions

- Easy meadow path.
- Wooded loop with moderate hills.
- Moderate hills. Gets you deeper into the woods.
- This roller coaster of a trail gains you access to the swimming beach.
- Our most technical trail that follows along the ravine of Jacobs Brook.
- Waterfall Loop. Our most popular and photographed trail.

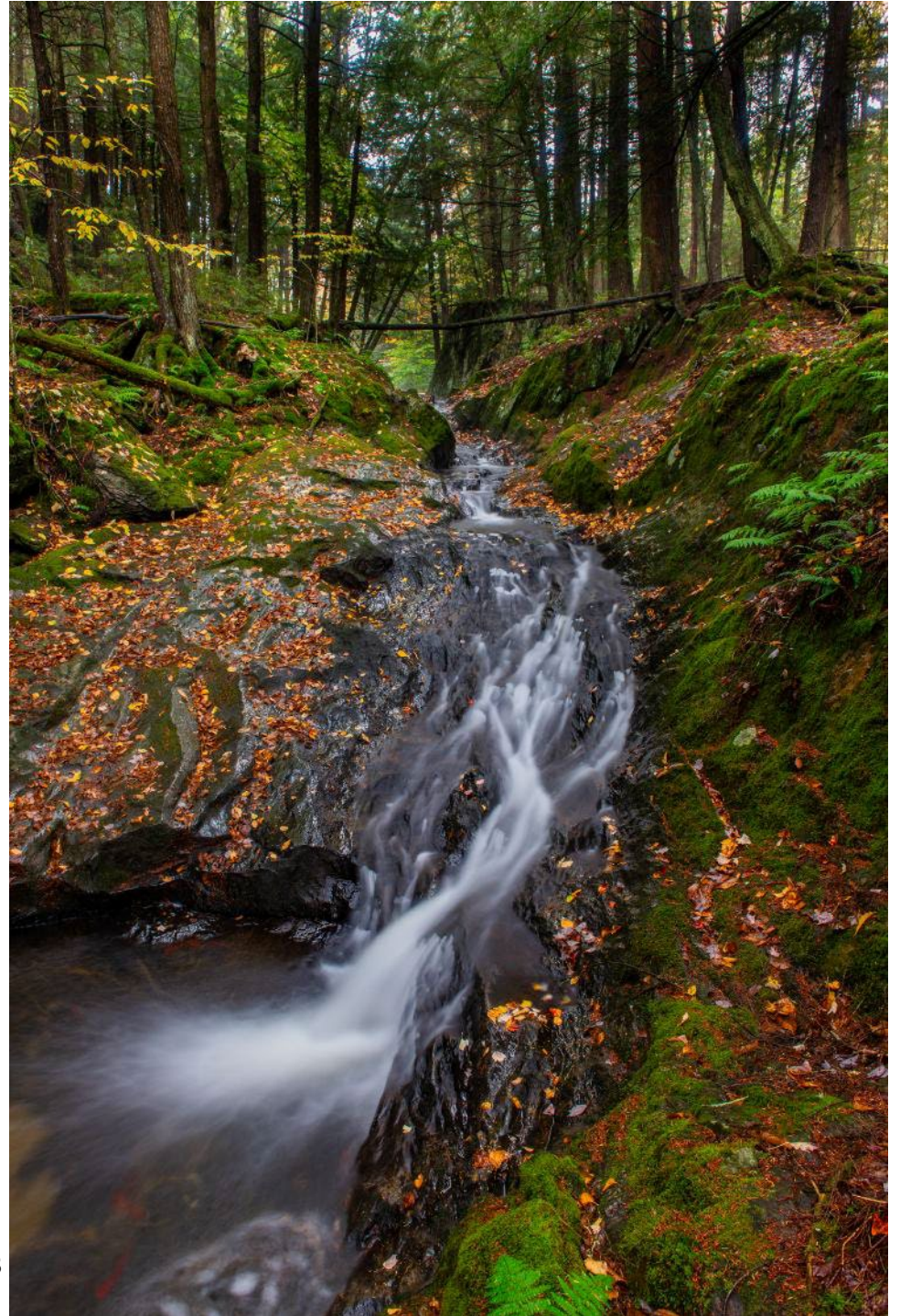
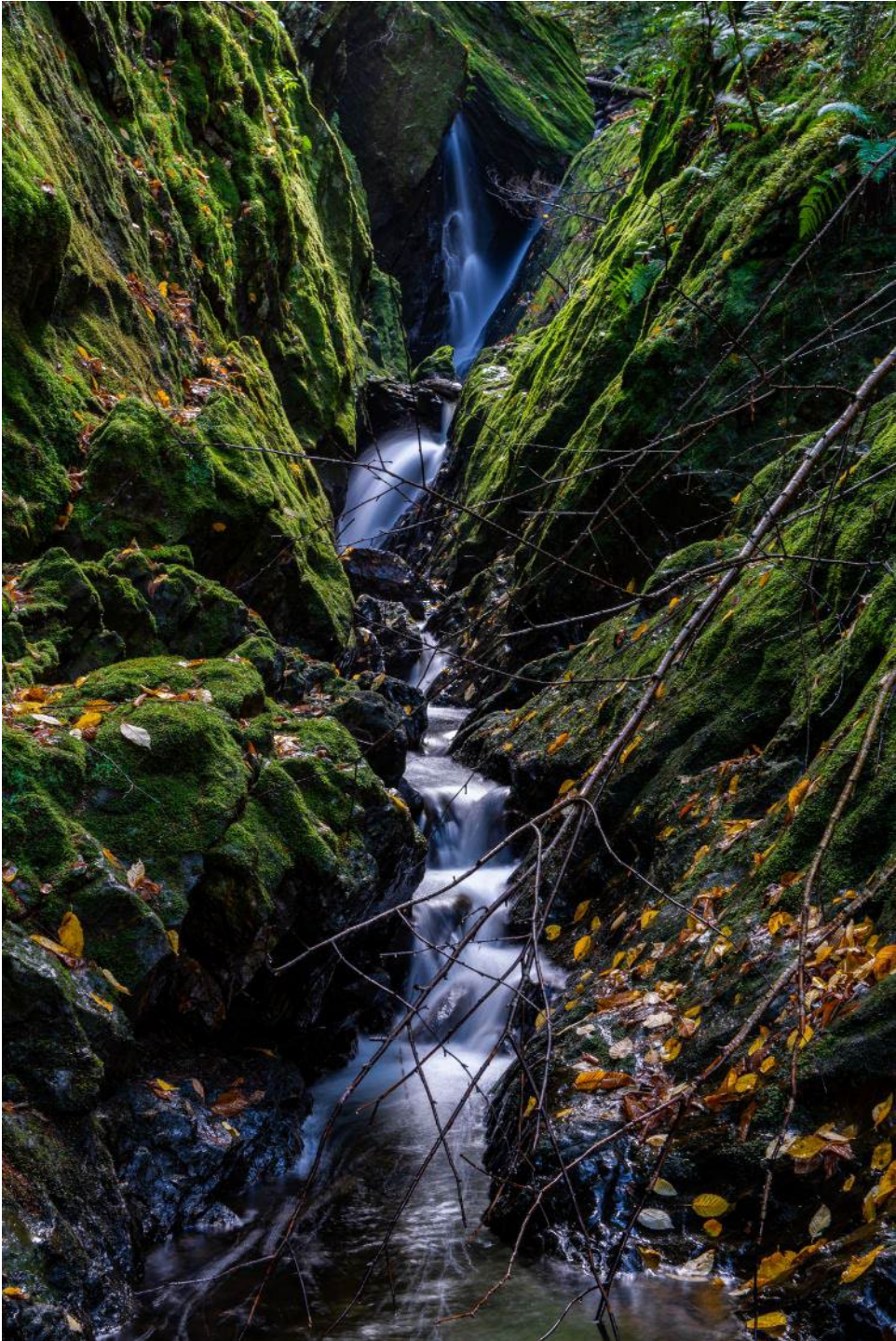
Legend

- Welcome Center
- Moose Barn
- Cabins
- Points of Interest
- Bridge
- Doubletrack Trails
- Singletrack Trails
- ... Waterfall Loop
- Streams
- Fields

Map by Brooke Scatchard
Sinuosity: Flowing Trails
www.Flowing-Trails.com









Re: Introduction and Parking Discussion re: potential Habitat Lot sale

From Julie Pickett <juliepickett802@gmail.com>

Date Wed 01/28/2026 12:54

To Brent Raymond <braymond@morristownvt.gov>

Cc Kendra Aber-Ferri <kaber-ferri@centenniallibrary.org>; Judith Alberi <jalberi@morristownvt.gov>

Hi Brent,

I would be happy to attend a joint meeting with the Town and School district. Hopefully Kendra can come as well, as she is more aware of how the parking lot is used during the day.

Julie

On Wed, Jan 28, 2026 at 12:23 PM Brent Raymond <braymond@morristownvt.gov> wrote:

Thank you, Kendra. I have blind-copied the Selectboard on my reply so they have full context of the library's support and concern via your below response.

I have begun looking into what authority, if any, the Town has to formally request the School District use their own parking. While our ability to require changes is likely limited to enforcement of existing parking ordinances, I agree it would be constructive to communicate these concerns to the School District and explore whether we can work together with the library to identify a practical solution that addresses everyone's needs.

With that in mind, would you, Julie, or other members of the Library Board be interested in participating in a meeting with the School District and the Town to discuss this further?

Thank you, Kendra. I have blind-copied the Selectboard on your reply so they have full context.

This is a reminder to Selectboard members that our meetings are governed by Vermont's Open Meeting Law, which mandates that all meetings be open to the public and held in an accessible location. To comply with this law, please avoid discussing board matters via email, as doing so could inadvertently result in a violation. If you have any questions or concerns, don't hesitate to reach out.

Best,
Brent

Brent Raymond, PMP
Town Manager

Pronouns: he/him/his ([why this?](#))

Town of Morristown, VT

[43 Portland Street](#) | PO Box 748 | Morrisville, VT 05661

Work: 802-888-5147

Braymond@morristownvt.gov

www.morristownvt.gov

Notice: Under Vermont's Public Records Act, all e-mail, e-mail attachments as well as paper copies of documents received or prepared for use in matters concerning Town business, concerning a Town official or staff, or containing information relating to town business are likely to be regarded as public records which may be inspected by any person upon request, unless otherwise made confidential by law.

From: Kendra Aber-Ferri <kaber-ferri@centenniallibrary.org>

Sent: Wednesday, January 28, 2026 12:07

To: Brent Raymond <braymond@morristownvt.gov>

Cc: Julie Pickett <juliepickett802@gmail.com>

Subject: Re: Introduction and Parking Discussion re: potential Habitat Lot sale

Hi Brent,

Good morning. I spoke with my Trustees (and I'm cc'ing Julie on this so that she can further explain their stance on this if you have additional questions) and while they fully support Habitat's mission, they are concerned about reducing available parking for library patrons. Parking is currently already an issue on a regular basis as the lot is used by the school district employees on the weekdays. I thought that it might be possible for the Town to ask the school employees to park in their own lots above the school, to mitigate this issue, but if that isn't an option, then I do foresee this having a negative impact on folks in the community and further reducing access to the Library.

Respectfully yours,

Kendra

Kendra Aber-Ferri

She/her/hers

Library Director | Morristown Centennial Library

8028883853

kaber-ferri@centenniallibrary.org

www.centenniallibrary.org

7 Richmond Street, Morrisville, VT 05661

On Wed, Jan 28, 2026 at 9:39 AM Brent Raymond <braymond@morristownvt.gov> wrote:

Kendra,

Please see the attached email chain, including your January 22 reply and the subsequent communications between you and Robin. This morning, I also received this separate email from

you.

This appears to be exactly the same position you shared in your January 22 reply, but I want to confirm that I am not missing anything. As the Selectboard considers approval of the land transfer, they will likely be looking for assurance that the library supports the project despite the potential reduction in parking spaces. I want to be sure I accurately and fairly convey the library's feedback and position when discussing this with them.

Thank you,
Brent

Brent Raymond, PMP
Town Manager
Pronouns: he/him/his ([why this?](#))
Town of Morristown, VT
43 Portland Street | PO Box 748 | Morrisville, VT 05661
Work: 802-888-5147
Braymond@morristownvt.gov
www.morristownvt.gov

Notice: Under Vermont's Public Records Act, all e-mail, e-mail attachments as well as paper copies of documents received or prepared for use in matters concerning Town business, concerning a Town official or staff, or containing information relating to town business are likely to be regarded as public records which may be inspected by any person upon request, unless otherwise made confidential by law.

From: Kendra Aber-Ferri <kaber-ferri@centenniallibrary.org>
Sent: Wednesday, January 28, 2026 09:20
To: Brent Raymond <braymond@morristownvt.gov>
Subject: Re: Introduction and Parking Discussion re: potential Habitat Lot sale

Hi Brent,

I'm not sure what you are refering to? I had trouble sending you an email so perhaps it just went through? Not sure

Warmly,

Kendra

Kendra Aber-Ferri

She/her/hers

Library Director | Morristown Centennial Library

8028883853

kaber-ferri@centenniallibrary.org

www.centenniallibrary.org

On Wed, Jan 28, 2026 at 8:59 AM Brent Raymond <braymond@morristownvt.gov> wrote:

Hi Kendra,

Is this a re-send of your email from last week ... Jan 22nd?

Best,
Brent

Brent Raymond, PMP
Town Manager
Pronouns: he/him/his (why this?)
Town of Morristown, VT
43 Portland Street | PO Box 748 | Morrisville, VT 05661
Work: 802-888-5147
Braymond@morristownvt.gov
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From: Kendra Aber-Ferri <kaber-ferri@centenniallibrary.org>
Sent: Thursday, January 22, 2026 15:05
To: Brent Raymond <braymond@morristownvt.gov>
Cc: Robin Pierce <rpierce@vermonthabitat.org>
Subject: Re: Introduction and Parking Discussion re: potential Habitat Lot sale

Hi Robin and Brent,

Good afternoon! The Library heartily support all opportunities to grow lower-income housing in Morrisville (and beyond). We believe very much in the work that Habitat is doing.

Regarding the municipal lot, it's kind of a complex situation. Unfortunately, we already have a parking issue because the folks at the School District Offices park in the lot during the day. We often see both, our lot, and the municipal lot, full. We regularly have patrons tell us that they couldn't find parking and so weren't able to come in. It's particularly an issue for parents of small children and older folks with limited mobility who can't walk from further away. If the school district office folks would be willing to park elsewhere, I think there would be no issue at all.

Perhaps the Town might be willing to talk to the School District to see if there are other parking options for the school employees?

Warmly,

Kendra

Kendra Aber-Ferri

She/her/hers

Library Director | Morristown Centennial Library

8028883853

kaber-ferri@centenniallibrary.org

www.centenniallibrary.org

7 Richmond Street, Morrisville, VT 05661

On Wed, Jan 21, 2026 at 3:58 PM Brent Raymond <braymond@morristownvt.gov> wrote:

Hi Robin and Kendra,

I wanted to take a moment to introduce the two of you.

Robin works with Habitat for Humanity, and Kendra is with the Morristown Centennial Library. I thought it would be helpful for you to connect directly as the Selectboard moves closer to final consideration of the proposed sale of the lot across the street from the library to Habitat for the construction of a home.

Kendra, I also wanted to give you a heads-up that while the original concept was to at least maintain the current number of parking spaces associated with that lot, there is a possibility that the final layout could result in the loss of up to three spaces. Before anything is finalized, I asked Robin to reach out to you to check in and see whether the library has any concerns or feedback related to parking impacts. Kendra - please speak with Maggie about a library supporter, Mr. Valentine, who happened to call me within an hour of my meeting with Robin at 11:30. He had dropped by the office the day before and spoke with Judi as I was at a meeting.

I'll let the two of you take it from here, but please don't hesitate to loop me back in if it would be helpful.

Best,
Brent

Brent Raymond, PMP
Town Manager

Pronouns: he/him/his ([why this?](#))

Town of Morristown, VT

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District 6
Certcode 0807-0

CERTIFICATE OF HIGHWAY MILEAGE
YEAR ENDING FEBRUARY 10, 2026

Fill out form, make and file a copy with the Town Clerk, and submit the Mileage Certificate on or before February 20, 2026 to: Vermont Agency of Transportation, Division of Policy, Planning and Intermodal Development, Mapping Section via email to: aot.mileagecertificates@vermont.gov or if necessary via mail to: VTrans PPAID - Mapping Section, 219 North Main Street, Barre VT 05641.

We, the members of the legislative body of MORRISTOWN in LAMOILLE County
on an oath state that the mileage of highways, according to Vermont Statutes Annotated, Title 19, Section 305,
added 1985, is as follows:

PART I - CHANGES TOTALS - Please fill in and calculate totals.

Town Highways	Previous Mileage	Added Mileage	Subtracted Mileage	Total	Scenic Highways
Class 1	3.053				
Class 2	15.410				
Class 3	73.67				
State Highway	14.756				
Total	106.889				
* Class 1 Lane	0.405				
* Class 4	9.39				
* Legal Trail	1.11				

* Mileage for Class 1 Lane, Class 4, and Legal Trail classifications are NOT included in total.

PART II - INFORMATION AND DESCRIPTION OF CHANGES SHOWN ABOVE.

1. NEW HIGHWAYS: Please attach Selectmen's "Certificate of Completion and Opening".

+0.02 mi CL3 TH-541 (High St) intersection with TH-1 reconfiguration and added approach

2. DISCONTINUED: Please attach SIGNED copy of proceedings (minutes of meeting).

3. RECLASSIFIED/REMEASURED: Please attach SIGNED copy of proceedings (minutes of meeting).

4. SCENIC HIGHWAYS: Please attach a copy of order designating/discontinuing Scenic Highways.

IF THERE ARE NO CHANGES RECORDED THIS YEAR: Place an X in the box and sign below.

☐

PART III - SIGNATURES - PLEASE SIGN.

Signatures of Selectmen/ Aldermen/ Trustees:

Signature of T/C/V Clerk: _____ Date Filed: _____

Please sign ORIGINAL and return it for Transportation signature.

AGENCY OF TRANSPORTATION APPROVAL: Signed copy will be returned to T/C/V Clerk.

APPROVED:

Representative, Agency of Transportation

DATE:



January 21, 2026

Re: 2026 Town Road and Bridge Standards

Dear Municipal Officials,

The Vermont Agency of Natural Resources and the Vermont Agency of Transportation have jointly updated the Town Road and Bridge Standards, effective January 21, 2026. These standards are an updated version of the 2019 Town Road and Bridge Standards. Sections 1 and 2 (Municipal Roads and Class 4 Roads) are still required for hydrologically-connected roads under the Municipal Roads General Permit (MRGP). Section 3 (Perennial stream crossings) is still required statewide and must follow the DEC Stream Alteration Standard. Adoption of standards for non-hydrologically-connected roads remains optional. Municipalities may continue to use their own town road standards if the town standards meet or exceed the State template.

The major changes to the optional standards (Sections 4-8) apply to **Section 5 – Drainage Crossings**, cross culverts that move water from one side of the road to the other. When a municipally owned or maintained cross culvert is replaced, it must now be at least 18 inches in diameter, where road layout allows. Culverts that frequently plug, wash out, or fail during storms are expected to be upsized when replaced. Section 5 provides a clearly adopted standard for drainage (cross) culverts that are not otherwise covered by the MRGP or stream alteration standards. This section does not apply to intermittent or perennial streams, which continue to be handled under their own standards.

Municipalities are encouraged to consider adoption of additional optional standards to improve the resiliency of municipal highway infrastructure, enhance public safety, and to realize as many benefits as possible from the FEMA Public Assistance program. VTrans District personnel are available to work with any municipality in explaining the various options and to answer questions related to the new town road and bridge standards template. Please contact your nearest VTrans District Office for assistance and information.

Sincerely,

A handwritten signature in black ink, appearing to read "Julie Moore".

Julie Moore P.E.

Secretary

Vermont Agency of Natural Resources

A handwritten signature in black ink, appearing to read "Joe Flynn".

Joe Flynn

Secretary

Vermont Agency of Transportation

TOWN ROAD AND BRIDGE STANDARDS

(January 21, 2026)

MUNICIPALITY OF _____, VERMONT

The Legislative Body of the Municipality of _____ hereby adopts the following Town Road and Bridge Standards which shall apply to the construction, repair, and maintenance of town roads and bridges.

The standards below are considered minimums. Municipalities that have construction standards / specifications in place that meet or exceed the minimum standards: indicate adoption date and include as Appendix C. **Date of Adoption:** _____

Municipalities must comply with all applicable state and federal approvals, permits and duly adopted standards when undertaking road and bridge activities and projects.

Any new road regulated by and/or to be conveyed to the municipality shall be constructed according to the minimum of these standards.

Circle **YES** or **NO** below to indicate town adoption of that section of the Standards

Road and Bridge Standards Sections	Hydrologically-connected road segments*	Non-hydrologically-connected road segments**
Section 1 – Municipal Road Standards	YES (Required by MRGP)	YES NO
Section 2 – Class 4 Road Standards	YES (Required by MRGP)	YES NO
	Town wide	
Section 3 - Perennial stream- bridge and culvert standards	YES (Required by DEC Stream Alteration Standard)	
Section 4 – Intermittent stream crossings	YES NO	
Section 5- Drainage crossings	YES NO	
Section 6 - Roadway construction standards	YES NO	
Section 7 - Guardrail standard	YES NO	
Section 8 - Driveway access standard	YES NO	

Road segments – ANR Resources Atlas includes a map layer of all of Vermont’s municipal roads divided into 100-meter (328 foot) segments, each with a unique identification number.

***Hydrologically-connected road segments** - are those municipal road segments and catch basin outlets, Class 1-4, as shown on the ANR Natural Resources Hydrologically-connected municipal road segment layer (<http://anrmaps.vermont.gov/websites/anra5/>) or the Road Erosion Inventory Scoring (MRGP Implementation Table portal) layer (<https://anrweb.vt.gov/DEC/IWIS/MRGPReportViewer.aspx?ViewParms=True&Report=Portal>).

****Adoption of standards on non-hydrologically-connected road segments** does not indicate that these road segments are then subject to the Municipal Roads General Permit (MRGP).

Municipalities may also find additional resources in the latest version of the [Vermont Better Roads Manual](https://vtrans.vermont.gov/sites/aot/files/Better%20Roads%20Manual%20Final%202024.pdf).
<https://vtrans.vermont.gov/sites/aot/files/Better%20Roads%20Manual%20Final%202024.pdf>

Road and Bridge Standards Sections

Section 1 – Municipal Road Standards - See Appendix A

These standards are required by Act 64 and the DEC Municipal Roads General Permit (MRGP) for hydrologically-connected roads only.

Municipalities may adopt Section 1 Road standards by road type for non-hydrologically-connected roads/segments/catch basins.

Section 2 – Class 4 Road Standards - See Appendix A

Section 3 - Perennial stream - bridge and culvert standards

Bridge and culvert work on perennial stream crossings must conform with the statewide DEC Stream Alteration Standard.

“Perennial stream” means a watercourse or portion, segment, or reach of a watercourse, generally exceeding 0.25 square miles in watershed size, in which surface flows are not frequently or consistently interrupted during normal seasonal low flow periods. Perennial streams that begin flowing subsurface during low flow periods, due to natural geologic conditions, remain defined as perennial. All other streams, or stream segments of significant length, shall be termed intermittent. A perennial stream shall not include the standing waters in wetlands, lakes, and ponds.

Streambank stabilization and other in-stream work must conform with the statewide DEC Stream Alteration Standard.

For River Management Engineer Districts: https://dec.vermont.gov/sites/dec/files/wsm/rivers/docs/RME_districts.pdf

Section 4 – Intermittent stream crossings – See Appendix B for sizing table and graphic. These standards are above and beyond the culvert standards in Section 1.

“Intermittent streams” are defined as streams with beds of bare earthen material that run during seasonal high flows but are disconnected from the annual mean groundwater level.

Section 5 – Drainage crossings (NOT perennial or intermittent streams)- Upon replacement, municipally owned or maintained cross culverts shall be a minimum of 18”. Undersized drainage crossings shall be upsized 6-12” if road geometry allows. Indications that a culvert is undersized include a culvert that plugs with sediment and/or gets washed out during rain events.

Section 6 - Roadway construction standards – Sub-base and gravel standards

All new or substantially reconstructed gravel roads shall have ____inches* thick gravel sub-base, with an additional ____inches* top course of crushed gravel.

All new or substantially reconstructed paved roads shall have ____inches* thick gravel sub-base.

*Municipalities shall indicate their own construction criteria.

Section 7 - Guardrail standard

When a roadway, culvert, bridge, or retaining wall construction or reconstruction project results in hazards such as foreslopes, drop offs, or fixed obstacles within the designated clear-zone, the AASHTO Roadside Design Guide will govern the analysis of the hazard and the subsequent treatment of that hazard. For roadway situations, an approved barrier system may be steel beam guardrail with 6-foot posts and approved guardrail end treatment. If there is less than 3 feet from the rail to the hazard, then steel beam guardrail with 8-foot posts shall be used. The G-1D is an example of an approved guardrail end treatment. For bridge rails systems, VTrans bridge rail standards shall be referenced

Section 8 - Driveway access standard

The municipality has a process in place, formal or informal, to review all new drive accesses and development roads where they intersect town roads, as authorized under 19 V.S.A. Section 1111. Municipality may reference VTrans Standard A-76 Standards for Town & Development Roads and B-71a and b Standards for Residential and Commercial Drives; the VTrans Access Management Program Guidelines; and the latest version of the Vermont Better Roads Manual for other design standards and specifications.

Passed and adopted by the Legislative Body of the Municipality of _____, State of Vermont on _____, 20____

Selectboard / City Council / Village Board of Trustees:

Appendix A

MUNICIPAL ROAD STANDARDS

The following standards constitute the minimum required Best Management Practices (BMPs) for municipal roads. These standards shall apply to the construction, repair, and maintenance of all town roads and bridges.

It is the municipality's responsibility to maintain all practices after installation. Roads not meeting these standards must implement the BMPs listed below in order to meet the required town's standards.

Feasibility

Municipalities shall implement these standards to the extent feasible. In determining feasibility, municipalities may consider the following criteria: The implementation of a standard listed in Part 6 of this general permit does not require the acquisition of additional state or federal permits³ or noncompliance with such permits, or noncompliance with any other state or federal law. The implementation of a standard does not require the condemnation of private property; impacts to significant environmental and historic resources, including historic stone walls, historic structures including structures registered on either the Vermont State Register of Historic Places or the National Register of Historic Places, or removing vegetation within 250 feet of a lakeshore; impacts to buried utilities; and excessive hydraulic hammering of ledge. Additionally, the implementation of any standard shall not be required if it would render the road unsafe for travel.

Municipalities shall document in the REI Reassessment each instance where feasibility affects implementation of the standards.

Standards for All Construction and Soil Disturbing Activities

Following construction and soil disturbance on a hydrologically-connected road segment, all bare or unvegetated areas shall be revegetated with seed and mulch, hydroseeded, or stone lined within 5 days of disturbance of soils, or, if precipitation is forecast, sooner. Projects authorized under the Construction General Permit (CGP 3-9020) or Individual Construction Stormwater Permit (INDC) shall instead comply with the terms and conditions of that permit.

Standards for Open Drainage Roads (Not Class 4)

The following are the required standards for all non-compliant hydrologically-connected open drainage roads. To maintain compliance with the requirements of this General Permit, municipalities shall apply these standards to all new construction, general BMP maintenance, and significant upgrades of stormwater treatment practices.

A. Roadway/Travel Lane Standards

1. Roadway Crown

- a. Gravel roads shall be crowned, in or out-sloped:

Minimum: $\frac{1}{4}$ " per foot

Recommended: $\frac{1}{4}$ " – $\frac{1}{2}$ " per foot or 2% - 4%.

³ Self-verification under a non-reporting permit category does not constitute a permit for purposes of this section.

- b. Paved/ditched roads shall be crowned during new construction, redevelopment, or repaving where repaving involves removal of the existing paving.

Minimum: 1/8" per foot or 1% Recommended: 1% -

2%.

2. Shoulder berms (also called Grader/Plow Berm/Windrows)

Shoulder berms shall be removed to allow precipitation to shed from the travel lane into the road drainage system. Roadway runoff shall flow in a distributed manner to the drainage ditch or filter area and there shall be no shoulder berms or evidence of a "secondary ditch". Shoulder berms may remain in place if the road crown is in-sloped or out-sloped to the opposite side of the road from berm side of road. The shoulder berm standard only applies to open drainage gravel roads.

A. Road Drainage Standards

Roadway runoff shall flow in a distributed manner to grass or a forested area by lowering road shoulders or conversely by elevating the travel lane level above the shoulder. Road shoulders shall be lower than travel lane elevation. If distributed flow is not possible, roadway runoff may enter a drainage ditch, stabilized as follows:

1. For roads with slopes between 0% and 5%: At a minimum, grass-lined ditch, no bare soil. Geotextile and erosion matting may be used instead of seed and mulch. Alternatively, ditches may be stabilized using any of the practices identified for roads with slopes 5% or greater included in Sub-part B.2, below.

Recommended shape: trapezoidal or parabolic cross section with mild side slopes; two foot horizontal per one foot vertical or flatter and 2-foot ditch depth.

2. For roads with slopes 5% or greater but less than 8%:

- a. Stone-lined ditch: minimum 6"- 8" minus stone or the equivalent for new practice construction. Recommended fractured stone with 2-foot ditch depth from top of stone-lined bottom,
- b. Grass-lined ditch with stone check dams⁴, or
- c. Grass-lined ditch if installed with disconnection practices such as cross culverts and/or turnouts to reduce road stormwater runoff volume. There shall be at least two cross culverts or turnouts per segment disconnecting road stormwater out of the road drainage network into vegetated areas or spaced every 160'.

3. For roads with slopes of 8% or greater: Stone-lined ditch. Stone-lined ditches are not required if the toe of the ditch backslope is located outside of the town right-of-way.

- a. For slopes greater than or equal to 8% but less than 10%: minimum 6"-8" minus stone or the equivalent for new construction. Recommended fractured stone with 2-foot ditch depth from top of stone-lined bottom.

⁴ See check dam installation specifications.

b. For slopes greater than 10%: minimum 6-8" minus stone. Recommended 12" minus fractured stone or the equivalent. Recommended 2-foot ditch depth from top of stone-lined bottom.

4. If appropriate, bioretention areas, level spreaders, armored shoulders, and sub-surface drainage practices may be substituted for the above road drainage standards.

C. Drainage Outlets to Waters & Turnouts

Roadway drainage shall be disconnected from waterbodies and defined channels, since the latter can act as a stormwater conveyance, and roadway drainage shall flow in a distributed manner to a grass or forested filter area. Drainage outlets and conveyance areas shall be stabilized as follows:

1. Turn-outs - all drainage ditches shall be turned out to avoid direct outlet to surface waters.
2. There must be adequate outlet protection at the end of the turnout, based upon slope ranges below. Turnout slopes shall be measured on the bank where the practice is located and not based on the road slope.
 - a. For turnouts with slopes of 0% or greater but less than 5%: stabilize with grass at minimum. Alternatively, stabilize using the practices identified in Sub-parts (b)-(c), below, when possible.
 - b. For turnouts with slopes 5% or greater: stabilize with stone.
 - c. For slopes greater than 5% but less than 10%: minimum 6"-8" minus stone or the equivalent for new construction.
 - d. For slopes greater than 10%: minimum: 6-8" minus stone or equivalent for new construction. Recommended 12" minus fractured stone or the equivalent.

D. Municipal Cross Culverts and Intermittent Stream Culverts

1. All municipal culverts- Culvert end treatment or headwall required for areas with slopes 5% or greater, if erosion is due to absence of these structures. End treatment or headwall is required for new construction on road segment slopes 5% or greater.
2. All municipal culverts- Stabilize outlet such that there will be no scour erosion, if erosion is due to absence or inadequacy of outlet stabilization. Stone aprons or plunge pools required for new construction on road segment slopes 5% or greater.
3. Cross culverts- Upgrade to 18" culvert (minimum), if erosion is due to inadequate size or absence of structure.
4. In instances where intermittent streams enter the municipal road drainage network, the Secretary requires culvert sizing based on in-field and mapping techniques described in the Intermittent Stream Crossing Sizing Guidance, found in Appendix B.
5. Drainage culverts conveying perennial waters are subject to coverage under the DEC Stream Alteration General Permit. MRGP Standards do not apply to culverts conveying perennial waters.

6. A French Drain (also called an Under Drain) or French Mattress (also called a Rock Sandwich) sub-surface drainage practice may be substituted for a cross culvert.

E. Driveway Culverts within the municipal ROW

1. Culvert end treatment or headwall required for areas with road segment slopes of 5% or greater, if erosion is due to absence of these structures. End treatment or headwall is required for new construction.
2. Stabilize outlet such that there will be no scour erosion, if erosion is due to absence or inadequacy of outlet stabilization. Stone aprons or plunge pools required for new construction.
3. Upgrade to minimum 15" culvert, 18" recommended, if erosion is due to inadequate size or absence of structure.
4. Intermittent streams may enter the municipal road drainage network, and in these cases, the Secretary requires culvert sizing based on in-field and mapping techniques described in Appendix B.
5. Driveway culverts conveying perennial waters are subject to coverage under the DEC Stream Alteration General Permit.

Standards for Closed Drainage Roads

Catch Basin Outlet Stabilization: All hydrologically-connected catch basin outlets shall be stabilized to eliminate all rill and gully erosion. Catch basin outlet stabilization practices include: stone-lined ditch, stone apron, check dams, culvert header/headwall, and green stormwater infrastructure practices such as bioretention practices, when appropriate.

Standards for Connected Class 4 Roads

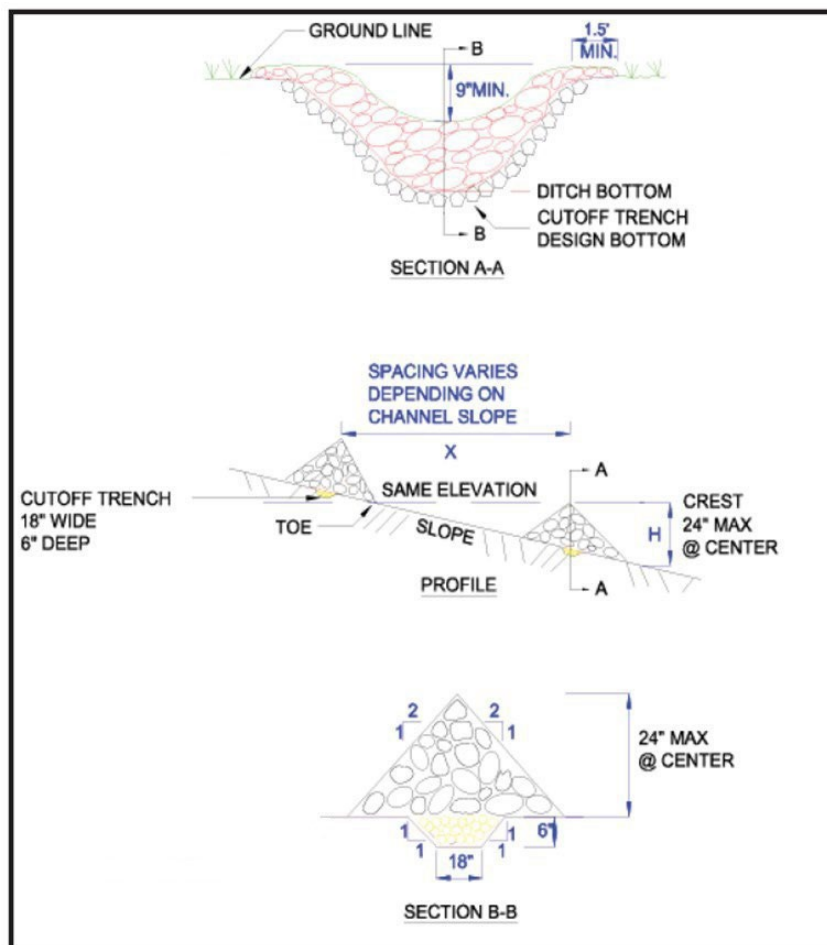
Stabilize any areas of gully erosion identified in the REI with the practices described above or equivalent practices. Disconnection practices such as broad-based dips and water bars may replace cross culverts and turnouts.

Stone Check Dam Specification

- Height: No greater than 2 feet. Center of dam should be 9 inches lower than the side elevation
- Side slopes: 2:1 or flatter
- Stone size: Use a mixture of 2 to 9 inch stone
- Width: Dams should span the width of the channel and extend up the sides of the banks
- Spacing: Space the dams so that the bottom (toe) of the upstream dam is at the elevation of the top (crest) of the downstream dam. This spacing is equal to the height of the check dam divided by the channel slope.

$$\text{Spacing (in feet)} = \frac{\text{Height of check dam (in feet)}}{\text{Slope in channel (ft/ft)}}$$

- Maintenance: Remove sediment accumulated behind the dam as needed to allow channel to drain through the stone check dam and prevent large flows from carrying sediment over the dam. If significant erosion occurs between check dams, a liner of stone should be installed.



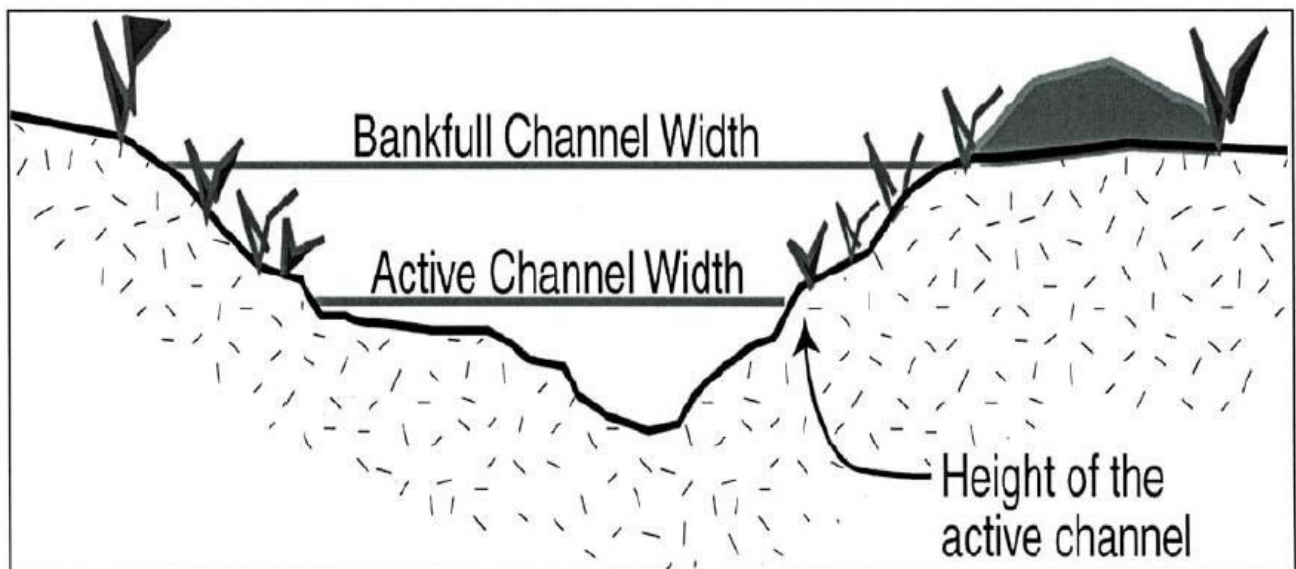
Appendix B. Intermittent Stream Crossing Specification

VT DEC Watershed Management Division Date: June 2022

Per 6.3.D of the Municipal Road General Permit, all municipal road crossings on intermittent streams require sizing of new and replacement structures to be based on the Active Channel Width (ACW).

1. Intermittent streams will be field identified and consist of a defined channel entering the road network and a defined channel leaving the road network. The absence of surface base flows for an extended period of the year and the watershed size, typically under 0.25 mi², differentiates these stream channels from perennial stream channels.
2. Hydraulics sizing of intermittent stream crossings will conform with the VTrans Hydraulics Manual for the roadway classification, Chapter 4 - Table 4-2. The design of these culverts will satisfy criteria in Chapter 6 - section 6.4.
3. Embedment of culverts on intermittent streams is often beneficial for sediment transport and to reduce the need to increase road heights when maintaining adequate cover above the pipe; minimum embedment of 1' for 4-6' culverts.
4. Culvert end treatments are required for intermittent stream crossings. Inlet and outlet headwalls must consist of any combination of VTrans stone fill with a grubbing layer, laid-up stone, reinforced concrete, and/or a culvert end section.
5. Culvert slope to match stream bed slope. Outlet apron at culvert end using of E-stone is recommended – see details.

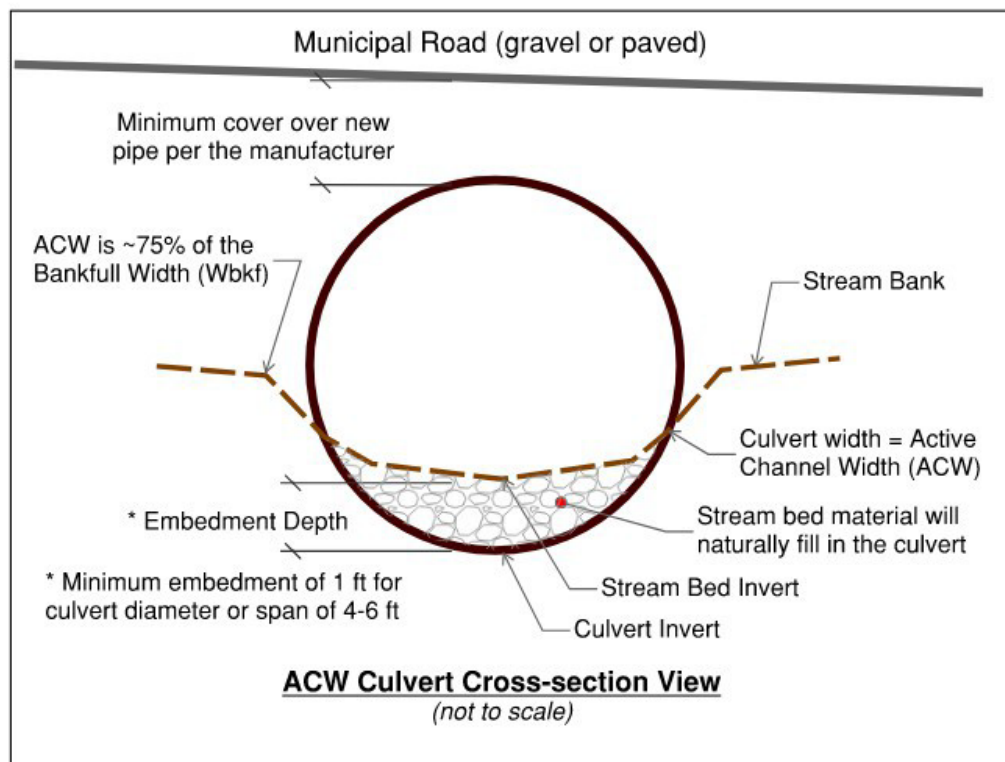
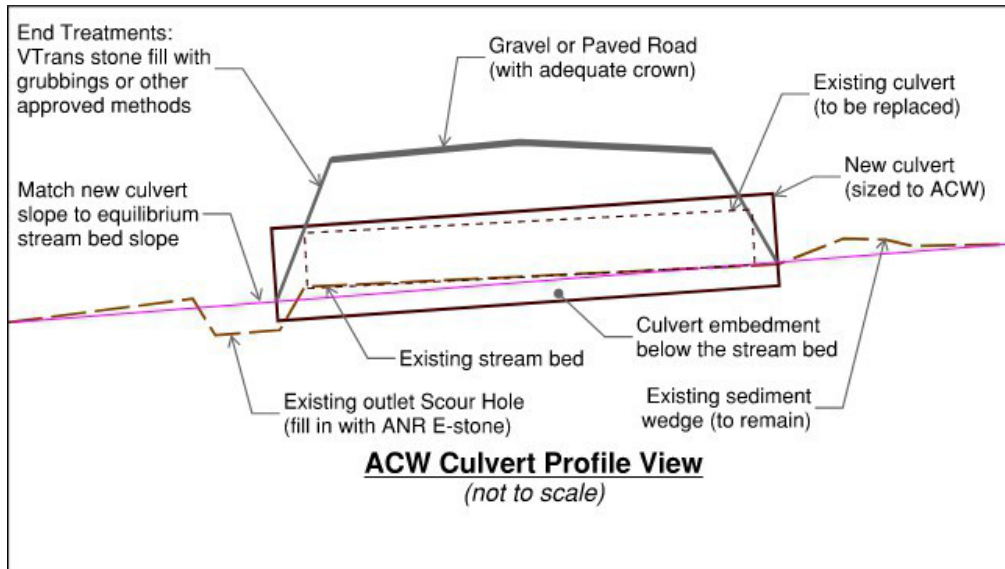
Determining the Active Channel Width on Intermittent Streams



Active Channel Width (ACW) is defined as the limits of streambed scour on banks formed by prevailing stream discharges, measured perpendicular to streamflow. The active channel width is narrower than the bankfull width (~75%) and is defined by a break in slope on the channel bank, typically seen as the edge of permanent vegetation.

Culvert Sizing for Crossings on Intermittent Streams:

Determine the ACW through field measurements, ***the culvert sizing will meet or exceed the Active Channel Width.*** * To obtain the measurements, go to a typical crossing location and obtain several upstream and downstream Active Channel Width measurements in riffles or straighter sections which are often the narrower channel width locations. * The selected active channel width for the structure will be a representative average of these field measurements.





LOCAL OPTION TAX FUND USE POLICY

Title and Authority

This policy shall be known as the **Local Option Tax Fund Use Policy** for the Town of Morristown, Vermont, and is adopted by the Morristown Selectboard under the authority granted to municipalities to assess a one percent (1%) local option tax pursuant to 24 V.S.A. § 138(b).

Purpose

The purpose of this policy is to:

- Establish clear and consistent guidelines for the use of revenues generated by the one percent (1%) Local Option Sales Tax assessed in Morristown.
- Ensure that such revenues are dedicated to long-term community benefit, fiscal responsibility, and reduced reliance on municipal property taxes.

Establishment of Local Option Tax Fund

- All net revenues received by the Town of Morristown from the Local Option Sales Tax shall be deposited into a separate, dedicated **Local Option Tax Fund** within the Town's financial system.
- Monies in the Local Option Tax Fund shall be appropriated only as authorized by this policy and by formal action of the Morristown Selectboard at a duly warned meeting.

Authorized Uses of Funds

Revenues in the Local Option Tax Fund shall be dedicated to the following purposes, which may be used individually or in combination as determined by the Selectboard during the annual budget process or by separate action:

Capital projects and infrastructure

- Funding design, construction, repair, and maintenance of municipal roads, bridges, sidewalks, stormwater systems, and related **infrastructure** necessary to support safe and efficient transportation and public services.
- Supporting other capital improvements to Town-owned facilities and equipment that extend useful life and reduce future operating or borrowing costs.

Public safety (EMS, fire, police)

- Purchasing, replacing, or upgrading capital equipment, vehicles, apparatus, and facilities for Emergency Medical Services, Fire, and Police departments.
- Supporting major one-time investments that enhance public safety, emergency preparedness, and response capacity, but not for routine ongoing operating expenses.

Debt reduction

- Paying down existing municipal debt principal and interest on approved capital projects and equipment to reduce long-term obligations.
- Avoiding or reducing the need for future borrowing when feasible by cash-funding appropriate capital expenditures.

Future emergency needs

- Building and maintaining a reserve within the Local Option Tax Fund or related reserve accounts for unanticipated emergencies, natural disasters, major equipment failures, or other unforeseen municipal needs requiring immediate financial response.
- Using such reserves only upon Selectboard approval at a meeting duly warned where the emergency nature of the expenditure is clearly identified.

Economic and community development

- Supporting economic and community development initiatives that strengthen Morristown's tax base, local businesses, housing opportunities, tourism, and overall quality of life.
- Examples may include, but are not limited to, downtown improvements, wayfinding, public spaces, placemaking projects, business support programs, and planning or implementation efforts in coordination with local, regional and state partners.

Reduction of municipal property taxes

- Applying a portion of Local Option Tax revenues to offset the municipal property tax requirement as part of the annual budget, thereby reducing the amount that would otherwise be raised from property taxpayers.
- The amount or percentage to be applied for property tax reduction shall be determined annually by the Selectboard during budget deliberations and clearly identified in the proposed budget presented to voters.

Administration and Oversight

- The Town Manager, or designee, shall be responsible for administering the Local Option Tax Fund, including accounting, recordkeeping, and preparation of recommendations to the Selectboard for the use of funds consistent with this policy.
- The Selectboard shall authorize all allocations from the Local Option Tax Fund by vote at a duly warned meeting, either as part of the annual budget adoption process or through specific actions on warned agenda items.

Transparency and Reporting

- The Town shall provide an annual report on Local Option Tax revenues, expenditures, and fund balance in the Town's Annual Report or equivalent public document.
- The report shall summarize how funds were used within each authorized category (capital projects, public safety, debt reduction, emergency reserves, economic and community development, and property tax reduction).

Relationship to Other Policies and Budget Decisions

- This policy is intended to guide Selectboard decisions and public expectations regarding the use of Local Option Tax revenues and shall be applied in conjunction with the Town’s capital improvement planning and annual budgeting processes.
- Nothing in this policy limits the authority of the Town’s voters to approve or reject municipal budgets or capital projects, or the authority of the Selectboard to amend this policy in the future by majority vote at a meeting duly warned.

Amendment or Repeal

- This policy may be amended or repealed by a majority vote of the Morristown Selectboard at a duly warned meeting, with any proposed changes listed as a separate agenda item.
- Any such action shall be recorded in the Selectboard minutes, and the updated policy shall be made available on the Town’s website and in the Town offices.

Selectboard Adoption

Adopted this ____ day of _____, 2026, by the Morristown Selectboard:

Selectboard for the Town of Morristown

Don McDowell, Chair

Richard Craig, Vice Chair

Laura Streets

George Cormier

Leah Hollenberger