

TOWN OF FOXBOROUGH
SELECTMEN'S MEETING
MINUTES
NOVEMBER 18, 2014

Members Present: Lorraine A. Brue, Chairman
John R. Gray, Vice Chairman
Virginia M. Coppola, Clerk

Others Present: William G. Keegan, Jr., Town Manager
Ms. Mary Beth Bernard, Assistant Town Manager
Ms. Joyce Carlson, Ancient Marinere
Mr. Lowell Carlson, Ancient Marine
Mr. David Mohler, Executive Director of Planning, DOT
Mr. Steven Jones, Director of Transportation Customer Service MBTA
Representative Jay Barrows
Mr. Patrick Shields, Senator Timilty's Office
Mr. David Brown, Town Resident

James DeVellis and David Feldman were not present for this meeting.

The meeting was brought to order at 7:00pm by Chairman Lorraine Brue.

Ms. Brue reviewed the agenda.

7:00pm – Citizen's Input – David Brown, 17 Merigan Way – Mr. Brown stated that he had watched the liquor hearings last week. Mr. Brown has a passion for the enforcement of our liquor regulations. He was disappointed to see that there could be no input from the public at large during these hearings.

Mr. Brown is pleased to see that the Board is taking a tougher stand on these violations which now includes suspensions which Mr. Brown feels that is the only way to get any real action from the license holders.

7:00pm – Selectmen's Update – Ms. Brue wanted to thank the Advisory Committee, Mr. Keegan and the entire Town Hall for the presentation they did last night at Town Meeting. The presentation went over very well and she is very grateful for the work that went into that.

Ms. Brue also appreciated Mr. Feldman's and Mr. DeVellis' comments for making it a successful evening for everyone.

They will continue to work on the Sign By-Law development.

This coming Sunday just before the Patriots Game starts there will be a flyover of F15's.

Thursday morning there will be a meeting at Patriot Place regarding the local transportation. This meeting will take place at CBS Scene.

Ms. Brue made a special request that they are looking for a citizen volunteer to participate on the Personnel Wage By-Law Committee. They are looking for someone with either a personnel and/or legal background. Anyone interested please contact the Town Hall.

7:15pm – Public Hearing Fusion 5 – Ms. Coppola read the public hearing notice. Ms. Brue stated that the attorney for Fusion 5 requested that we continue the hearing until November 25, 2015 at 7:15pm so the discussion will be held at that time.

Motion made by Virginia Coppola that the Board of Selectmen continue this hearing until November 25, 2015 per the request of the attorney for Fusion 5. Seconded by John Gray. **Vote 3-0-0**

Action Items

Motion made by Virginia Coppola to approve the renewal of a Hackney License for Kevin M. Davis expiring November 18, 2016. Seconded by John Gray. **Vote 3-0-0**

Motion made by Virginia Coppola to approve the request for Change of Hours for Messah Enterprises d/b/a The Country Store to open at 10:00am on Sundays. Seconded by John Gray. **Vote 3-0-0**

Motion made by Virginia Coppola to approve the request for Change of Hours for Trader Joe's Inc., to open at 10:00am on Sundays. Seconded by John Gray. **Vote 3-0-0**

Motion made by Virginia Coppola to accept the resignation of Caroline Godin from the Cultural Council effective October 29, 2014 and thank her for her past service. Seconded by John Gray. **Vote 3-0-0**

Motion made by Virginia Coppola to accept a donation of \$200 for the Foxborough Skateboard Fund from the John F. Kelley Memorial Fund care of Martha Slaherty. Seconded by John Gray. **Vote 3-0-0**

Motion made by Virginia Coppola to accept a donation of \$100 to the Animal Control Office for adoption of a dog by Charlene Bastien. Seconded by John Gray. **Vote 3-0-0**

The Board has a Public Event application from the Foxborough Recreation Department in which Debbie Giardino was present to tell them about this event.

Ms. Giardino stated the Foxborough Recreation Department has formed a new collaboration with the Foxborough Jaycees. Both groups are sponsoring an event called "Light Up The Night". This will be a weekend event. Ms. Giardino explained the events of the weekend.

Motion made by Virginia Coppola to approve the Public Event application of the Board of Recreation for the first annual Light the Night event on Foxborough Common November 29, 2014. Seconded by John Gray. **Vote 3-0-0**

7:20pm Lakeview Pavilion – Alcohol License Fee Waiver – Mr. Keegan stated that this is an item that is unusual as they are dealing with a local business who has obviously been the victim of a fire. The groundbreaking ceremony was held a few weeks ago.

The ABCC has recommended to the Town that in situations where businesses have come across a situation like this that the Board actually waive the fee for the upcoming year. Mr. Keegan noted that this business has not asked for any money back from the current year which actually they lost most of their business for this current year.

As a good will gesture Mr. Keegan is asking the Board to waive the fee for the upcoming year. It is also a consideration if the Board so chooses that if they do go back into business for the upcoming year the Board could prorate that fee if they so choose.

Mr. Keegan stated that their plan is to possibly be open by next September but obviously things can change.

Ms. Brue asked if all Lakeview Pavilion needs to do is sign the paperwork and provide proof of the liquor license liability insurance and then they can waive the fee. It is authorized by Mass General Law. Mr. Keegan stated correct.

Motion made by Virginia Coppola that the Foxborough Board of Selectmen waive the liquor license fee for Lakeview Pavilion for 2015. Seconded by John Gray. **Vote 3-0-0**

Action Items (Cont'd)

Motion made by Virginia Coppola to approve the donation to the Animal Control Office of \$200 from Ellen and Howard Ebner of Sharon for animal adoption and an additional donation. Seconded by John Gray. **Vote 3-0-0**

Motion made Virginia Coppola to approve the application for Change of Hours for JAK Corner Store, 79 Summer Street to allow for 10:00am Sunday openings. Seconded by John Gray. **Vote 3-0-0**

Ms. Brue asked Ms. Bernard, Assistant Town Manager to give everyone an update on what she has been working on.

Ms. Bernard wanted to remind any employees or Board Members that they are holding a Darkness to Light training tomorrow morning at the Boyden Library from 9:30am – 11:30am. This program was well underway prior to her employment and it is a great commitment that the Town has made to protect the children from child abuse and they have committed to have all of their employees trained by December 15, 2014.

They are excited to have reenergized the Personnel Wage Board and have a meeting tomorrow evening. This is a five (5) member Board and they currently only have four (4) members so anyone interested that has a human resources or employment legal background they would love to have them volunteer.

They are looking at compensation strategies and are looking at a workshop for compensation plans.

Ms. Bernard will be introducing an employee survey to the Personnel Wage Committee for their edits and they will be surveying employees on topics of interest in employment benefits, wellness and just general working conditions.

They have a lot of things on the agenda to get this Board going again.

Ms. Coppola stated that she attended the Southeastern Regional Vocational High School in South Easton open house on Saturday and was very impressed with the school, they offer a lot for the students.

7:35pm – Public Hearing – Ancient Marinere – Alteration of Premises – Ms. Coppola read the Public Hearing Notice.

Ms. Carlson stated that they want to remodel the downstairs lounge to improve and modernize it. They also want to add seating to make it more appropriate to the size of the building. Their plan is to move the bar in approximately six feet and it will be shaped almost identically as it is now but it will be brought in more so they can allow more seating for their motel guests.

Their motel is growing and in order to accommodate the guests at the motel as well as their regular customers they do not have appropriate seating for the food part of it. They are trying to make it more appropriate to what the business is doing at this time.

Mr. Gray asked how many additional seats they will have. Ms. Carlson stated they are changing the seating from 77 to 125.

Mr. Gray asked if this was total occupancy. Ms. Carlson stated no, they also have a small bar upstairs that seats 33.

Ms. Carlson stated that they are also permitted for an outside bar which there is no seating capacity.

Ms. Coppola asked if these plans have already been reviewed by the inspector and also police and fire. Ms. Carlson stated that Mr. Casbarra took care of all of that.

Ms. Coppola asked when they planned on starting the renovations in which Ms. Carlson stated tomorrow.

Mr. Gray asked if they had to move a wall to move the bar back. Ms. Carlson stated that they are not doing any structural work whatsoever, they are moving a door but it doesn't affect the structure in any way.

Ms. Brue asked how long the remodeling would take. Ms. Carlson stated that they have been given six months but hopes it will be done in four.

Motion made by Virginia Coppola to close the public hearing on MBC Inn & Lounge, Inc. d/b/a Ancient Marinere. Seconded by John Gray. **Vote 3-0-0**

Motion made by Virginia Coppola to approve the Alteration of Premises request from MBC Inn & Lounge, Inc. d/b/a Ancient Marinere. Seconded by John Gray. **Vote 3-0-0**

Information Items

Ms. Brue read the Information Items which included:

1. Foxborough Zoning Board information regarding move of a nonconforming sign at 29 Washington Street.
2. State Police Parking Lot Inspections which took place on October 26, 2014. Ms. Brue asked Chief O'Leary to comment on this as there appeared to be a few inconsistencies with what's expected to be found versus what was found with the lots.

Chief O'Leary stated they check on the lots to make sure that they are in compliance. All of the lot owners are working under a license issued by the Board of Selectmen and they wanted to make sure that the standards in the license are being upheld.

Chief O'Leary asked Captain Morrey of the State Police to undertake the actual inspections for them because his staff was over-committed with the security issues around the stadium.

They have completed their report and Chief O'Leary will be directly contacting the lots himself and then he will provide a report to the Board in the near future of the overall findings of the inspections.

Ms. Brue asked if this was something that they just do once a season. Chief O'Leary stated unfortunately not even that frequently but with the assistance of the State Police they were able to conduct a thorough review of all the lots that are licensed by this Board.

Ms. Coppola stated that one lot was licensed for 360 cars but it was 98 over the permit.

Chief O'Leary stated he will address that overage with the owner of the lot as it could impact the relicensing of the lots if this is a continuing practice.

Ms. Coppola stated in fairness to the other lot owners who follow the rules; she feels this is something that should be looked at.

Ms. Coppola asked if all the lots on this report. Chief O'Leary stated they had to break off due to some traffic related issues so the team assigned to this could only complete a certain percentage.

3. Ms. Brue had a letter from Mr. Keegan asking for consideration for appointment to the 495 Metro West Community Commission.

Mr. Keegan stated that this is a special commission that was approved by the legislature during the past year asking for individuals to serve on a commission to evaluate and meet the needs of the region. It will be looking at economic development issues and transportation issues.

Given Mr. Keegan's background and professional experience he felt it would be appropriate and also with the Town of Foxborough being one of the major contributors to the economic development in the region he has submitted his name for serving on this commission.

4. Foxborough Zoning Board of Appeals regarding a site plan review for Wyman Village, 8 Community Way for a 40B comprehensive permit application.
5. Xfinity announcing their rate changes.
6. U.S. Department of Transportation Federal Aviation Phase 3 of the Boston/Logan Airport Noise Study.

Mr. Gray stated that they are experimenting with flight patterns going in and out of Logan and because Foxborough falls within the 20 mile we had to be informed.

- 7, Foxborough Planning Board regarding an accessory apartment special permit request.

7:50pm – MBTA – Presentation Proposed New Train Service in Foxborough – David Mohler, Executive Director of Planning for the Department of Transportation and Chairman of the MPO

Mr. Mohler stated that if anyone needed to reach him after the hearing, he could be reached at 857-368-8865 and his E-Mail is david.mohler@state.ma.us

Mr. Mohler stated the project is extending the commuter rail down to Gillette Stadium where there is a current commuter rail platform and that this is the Fairmount line which is the only commuter rail line which operates wholly within the City of Boston.

They would extend the line from Readville down to Foxborough with no stops in between and then would express back from Foxborough to Readville and make the various stops after Readville back to South Station.

An aerial view of Gillette Stadium where the current platform is and was explained to the Board.

Mr. Mohler stated that in 2010 and 2011 there were two separate studies done both of which examined the need for a commuter rail to Foxborough. Both studies estimated that approximately 650 new riders would ride from that station. That translates to 500 parking spaces needed.

They then met with the Kraft Group to discuss the possibility of converting the current commuter rail platform from an event only platform to a commuter rail platform. This would mean a weekday service; the Fairmount line itself does not have a weekend service. This would probably mean two morning peak trains and two evening peak trains with one midday train at least until they determine if they need more.

There may be construction of a maintenance or layover facility. The parking is existing parking that the Kraft Group would make available to the MBTA during normal commuting times. The Kraft Group would manage/operate the parking and they would take the operating revenue out of the parking payment and then the excess revenue would be given to the MBTA to help subsidize the operating costs of this project.

They met with the Kraft Group for several months, beginning in January. In March they executed a Letter of Intent which laid out the four corners of a possible agreement. They do not have an agreement, it is a nonbinding letter of intent which basically states MassDOT was interested in doing this and they were amiable to MassDOT doing this. They talked about the fees for parking and a layover facility.

They have been in negotiations; they have not finalized these negotiations.

They brought Mr. Keegan in to talk about this and Mr. Keegan very appropriately stated that they would need to go speak with the legislators and the Board of Selectmen.

At the request of a Representative Barrows and Senator Timilty in early November they met with the entire delegation which included Representative Barrows, Senator Timilty and their staffs as well as representatives of Walpole and Sharon. Mr. Mohler explained to Mr. Keegan that he had to meet with those people first before he could meet with the Board.

They are meeting with the Walpole Board of Selectmen on December 2, 2014.

They will take all of the public comments to figure out whether this makes sense and is an appropriate thing to do. If they do this they first have to finalize their negotiations with the Kraft Group and then they have to make improvements to the Framingham secondary line to accept commuter rail and then they can begin operating. This will not happen this year and this probably will not happen next year either.

The Framingham secondary line is currently owned by CSX but in July they got authority from their Board of Directors to buy it. Mr. Mohler expects this deal to close hopefully by the end of the calendar year subject to surface transportation board approval.

They bought this line not because it extends to Foxborough but because this line is a valuable piece of property that connects the Framingham, Franklin and Worcester lines.

Mr. Gray stated that if MBTA have been meeting with the Kraft Group since last January why they would approach this without approaching the two most impacted towns first. Mr. Mohler stated that it is clear that they did this poorly but it is not unusual for them to speak to the land owner when they want to do something that impacts private property particularly when what they need is significant help from a private land owner.

Mr. Gray stated they have been told the last couple of years by the Commonwealth of Massachusetts and the MBTA that the MBTA is broke so how could they possibly spend \$23M when they don't have money. Mr. Mohler stated that this is not a \$23M expenditure. Buying the Framingham secondary line is an expenditure of MassDOT money not MBTA money. The actual expenditure that would be capital to operate this service is minimal because it is an extension of an existing service so there will be no new train sets and the revenue that comes from parking will hopefully pay the subsidiary that the tickets don't pay.

Mr. Gray asked what the yellow line from Foxborough to Mansfield is all about. Mr. Mohler stated that the entire yellow line is the Framingham secondary. It goes from the Worcester Commuter Rail Line all the way down to Mansfield. That is the line they are currently buying from CSX.

Mr. Gray asked as part of this program if they were envisioning service to Mansfield as well. Mr. Mohler stated no nor to downtown Foxborough.

Mr. Gray stated that it is his understanding that the carriages will be different and the travel from Foxborough to Walpole will be a separate line and then they would have to transfer from that train to a regular commuter rail. Mr. Mohler stated no. There are two issues; one is right now the Fairmount line is a commuter rail line operating from between 6-9 cars and a locomotive. In the short term that will be the train that comes down to Foxborough and goes back and forth. They are examining purchasing diesel locomotive vehicles for use throughout their system. DMU's are self-propelled vehicles that operate on commuter rail tracks utilizing 2-3 cars. They would be more akin to the Green Line.

The first commitment they would have if they purchased DMU's is to run them on the Fairmount line. If that happens they will run DMU's from the Fairmount line down to Foxborough and back. They will never run a commuter rail line making a shift in Walpole and get on a different train.

Mr. Gray stated that Mr. Mohler had stated that there would be 650 new riders using this line would that be 650 commuters going into Boston from the Foxborough area or would that be

traffic going both ways. Mr. Mohler stated that would be 650 commuters coming from Foxborough to Boston.

Mr. Keegan asked if the service from the Foxborough station to Readville will be an express service. Mr. Mohler stated yes.

Ms. Coppola asked where the trains would be housed.

Mr. Mohler stated there are three possibilities with the commuter rail to Foxborough:

1. They would continue to store the trains in Readville.
2. They would build a layover facility in an area they could come to agreement with the Kraft Group on (only 2-3 trains would be laying over in Foxborough).
3. Park the trains at the commuter rail platform area if there was enough space but that is not there plan.

Ms. Coppola stated that it is her understanding that the diesel trains that they are using now run all night. Mr. Mohler stated no, they do plug-ins now.

Mr. Jones stated the locomotives are shut down and only if the temperature dropped below zero then they would ask permission to turn them on because of the cold weather. It is not unlike a diesel car that you would plug in at night to keep the engine warm.

Ms. Coppola stated that they received a copy of the minutes from their meeting on June 18, 2014 and one of the stated reasons for this plan was because of the lack of parking at Walpole, Sharon and Mansfield stations. Ms. Coppola doesn't recall anyone ever coming to the Board of Selectmen asking for increased parking at Mansfield. The Town of Foxborough actually provides the residents of Foxborough with parking for Mansfield because Foxborough has their own parking lot on County Street.

Mr. Jones stated that they struggle with parking everywhere. In Mansfield they have approximately 800 parking spaces and they load somewhere around 2,100 people a day coming inbound.

Mansfield, Sharon, Beverly and Salem are their heaviest loading stations on the system out of the thirteen (13) lines. Sharon is run by the city and there is somewhere between 540-550 spots and they load somewhere around 1,400 people a day. Mr. Jones can't comment on what Ms. Coppola is stating for Foxborough. Between 8-10 years ago in Walpole they built a satellite parking lot because of constraints on their parking.

Ms. Coppola stated that she would imagine a use of a satellite parking lot with shuttle to the stations would be a less expensive option for the MBTA to use than putting money into a station that supposedly is for lack of parking at other stations.

Mr. Gray knows that they have met with the Kraft Group a number of times and would like them to tell the Board exactly when the need was determined, how it was determined and who

determined it. Mr. Mohler stated starting in 2010 Housing & Economic Development did a feasibility study and then again in 2011 a second a further study was conducted. Those were all public documents and they are where they came up with their figures of 650 riders.

Mr. Gray asked where was the origination of the idea. Mr. Mohler stated it was Housing & Economic Development. The origination of the idea was in issues related to housing and economic development in Foxborough, more specifically Patriot Place.

Mr. Gray asked who started the conversation. Mr. Mohler stated that he did not know.

Ms. Brue stated that the second study was initiated by Mirick O'Connell Law Firm in Worcester, MA. Ms. Brue had attended a meeting several years back where it was a surprise to many that there was this review going on and they asked specifically where this was coming from. Mirick O'Connell funded the study and talked about the idea of the commuter rail ending in Foxborough and potentially connections to Providence, Framingham, all the way through.

Mr. Mohler stated that it is not unusual for H.E.D. as part of their brief to do economic development to look at transportation as a linchpin driver to economic development. Transportation is not just transportation's sake it is also about economic development.

Mr. Keegan stated that H.E.D. normally does studies based on regional economic potentials and because of the development going on at Patriot Place is that why this was viewed as being an area of potential growth. Mr. Mohler stated absolutely.

Ms. Brue stated where the Mirick O'Connell presentation was viewed by a small group in the town the reaction at that time was certainly strong with concerns raised about having a train come to Foxborough and the impact on Foxborough at that time. Fast forward to now Ms. Brue believes that was one of the two studies used to identify this need.

Ms. Coppola asked if there is a station is it a higher assessment. Mr. Mohler stated not true.

Ms. Coppola asked if a town held a town meeting would the residents have a say yes or no in whether or not they want a station in the town. Mr. Mohler stated the state is not bound by local zoning or local decisions in that way; however, if the Town of Foxborough overwhelming doesn't want a train station they care what they think and they are not in the business of shoving an infrastructure down people's throats.

Ms. Coppola asked if there was a law that says the MBTA cannot establish any new stations or lines as long as they continue to be in the red. Mr. Mohler stated no, there have been proposals in the legislature about that, but they have not passed that.

A lengthy discussion ensued about the cost of DMU's.

Ms. Coppola stated the Board would like any information on this project. Mr. Mohler stated of course and apologized for the misinterpretation of the Request for Information. Mr. Mohler stated they will send the Board both the staff summary and the LOI because they are public

records and everyone has a right to see them. Ms. Coppola asked if they could broaden that to anything that has anything to do with this train station.

Mr. Mohler stated they don't generally take notes at their meetings, particularly in their negotiation meetings. As the MOU is still in negotiation it is not public record yet and if they ever execute it, it will become a public record.

Ms. Coppola stated that they had taken a vote to spend the \$23M in purchasing the Framingham secondary line which is a done deal. What other MOU was Mr. Mohler just speaking about. Mr. Mohler stated that as he stated in the beginning they have a Letter of Intent between them and the Kraft Group which he believes sometime in March it got executed so it is a fully executed document therefore it is public record. Mr. Mohler will send this to the Board.

They are currently negotiating an MOU with the Kraft Group and if they decide to do this they would execute this and it would be the binding agreement that says they are going to do the parking and they are going to find 5+/- acres for them to possibly have a labor facility. It also has commitments about train service during the peak and off-peak. It is under negotiation and is not a document that is public record or binding anyone. If they ever get to the point where that document is signed, it will become public record and Mr. Mohler will give the Board a copy of it.

Ms. Coppola asked if putting a facility on Kraft property is something that would have to go through the Foxborough Planning Board for site plan review. Mr. Mohler stated that it is his understanding that the MBTA and MassDOT are exempt from those laws.

Ms. Brue asked if they would be purchasing that property. Mr. Mohler stated that there already is a commuter rail platform there and they aren't proposing to make any changes to that platform and that station.

Mr. Gray asked if they would be purchasing the parking area and layover section. Mr. Mohler stated that they would not purchase this but would be seeded the fee in the 5+/- acres.

Ms. Coppola stated that the 500 proposed parking spaces designated for the commuter rail parking would be taken out of the stadium parking and she believes the Foxborough Planning Board has parking regulations that you need so many spaces. This would be taking 500 spaces out of that mix. Mr. Mohler stated that those 500 spaces are again during commuter rail commute hours. It is not during Saturdays and Sundays, games or concert evenings. It is during the two trains in the morning peak and two trainings in the evening peak and during the day.

Ms. Coppola stated that they have concerts in the summer during the week and if they designate those parking spaces for commuter rail parking then that takes away 500 spaces that they have for event parking. Mr. Keegan stated that in fairness to Mr. Mohler, he doesn't believe he can answer that question and that is a question that should be directed to the owners of the property and to the Foxborough Planning and Zoning Boards.

Mr. Gray stated that the need was determined completely independently of the towns of Foxborough and Walpole and completely independent from input from the Kraft Organization. Once that need was determined the MBTA/MassDOT approached the Kraft Organization to negotiate the use of their land is that true.

Mr. Mohler didn't know if the first part of Mr. Gray's statement is true as he was not involved in those studies so he doesn't know what if any information was provided or sought from citizens in Walpole, Foxborough or the Kraft Group.

Mr. Mohler stated that he could say yes to Mr. Gray's second part of his in question in that MassDOT determined that there was a need based on those studies and their own assessment of their commuter rail system, parking and all those issues that there was a need to extend commuter rail service to Foxborough if it could be done at a reasonable cost. They then engaged the Kraft Group in those discussions.

The Board wanted a copy of the H.E.D. study and any minutes/deliberations by H.E.D. and asked Mr. Mohler to let Mr. Keegan know who he could contact to get that information. Mr. Mohler stated that he will get a contact person for Mr. Keegan and he will personally reach out to them and see what they have.

Mr. Keegan stated that he believes the MBTA and H.E.D. should be present for this discussion.

Mr. Mohler suggested that Mr. Keegan develop questions and send it to Mr. Mohler and he will get the answers for him.

Ms. Coppola stated that Mr. Mohler had stated that he wanted to give the Board as much information as they needed to make a decision. Ms. Coppola wanted to know what decision they needed to make.

Mr. Mohler stated the decision the Board has to make is whether they as the elected representatives of Foxborough think this is a good idea. This is not a decision that is a yes or no. It is a decision that they should have asked them in the beginning. That doesn't mean that they won't do what they feel is appropriate but they won't do it without taking the Board's advice under consideration.

Ms. Coppola stated that it's not just the Board of Selectmen it is also the input from the Planning Board, Zoning Board of Appeals and the citizens of Foxborough going along with our Master Plan. There are a lot of opinions that have to be gathered before a final decision.

Ms. Brue stated they envision having another meeting and invite the entire town to hear at a larger venue to make sure that there is adequate space for everyone. Mr. Mohler stated that he will come back again and based on the questions that Mr. Keegan submits to him he will see who his supporting people will be.

Ms. Brue stated that one basic piece of information she is looking for is obviously there were financial analysis performed that led up to the decision that it make sense to purchase this and

specifically around the operation of this line which caused them to initiate the discussions with the Kraft Organization.

Ms. Brue stated that she would imagine that this was not part of their MOI and just part of their routine financial analysis. When the Board requested all information on this topic and they receive one set of minutes she doesn't understand that. Mr. Mohler stated that this will be in the staff summary and the Board should not have received the minutes without the staff summary. That mistake was theirs and he will take responsibility for it.

Mr. Mohler stated that they did not buy the Framingham secondary because it allowed them to extend commuter rail service to Foxborough and that they fundamentally believe that buying the Framingham secondary was a good investment for MassDOT and MBTA because of its importance connecting three commuter rail lines.

Ms. Brue stated having read the 2008 study there was information in there that talked about low times that there was consideration for using a shuttle bus to either the Sharon or Walpole areas. If there is any information that this analysis was performed she would appreciate getting that information.

Ms. Brue asked if the deed has been executed yet. Mr. Mohler stated on the Framingham secondary, no but that is only because of the work that the lawyers are doing. Mr. Mohler's expectations are that it will certainly be executed by the end of the month and certainly by the end of the calendar year. This is the final step in the process before they get Transportation Board approval. Any time a commuter rail changes hands the STB which is a federally mandated and constituted group does a review to see if it is okay and appropriate.

Ms. Coppola asked where the MBTA Advisory Board was in the mix. Mr. Mohler stated that he doesn't believe they have any function in that; their function is primarily but not exclusively a budgetary review approval function.

Ms. Coppola asked if any revenue from ticket sales goes to the MBTA in which Mr. Mohler stated yes.

Ms. Coppola asked if the MBTA Advisory Board would have jurisdiction over those fees. Mr. Mohler stated that the budget doesn't get down to that level that they are voting on.

Mr. Mohler stated that his understanding of what the budget for the commuter rail is, is that it is a single line item that says here is the cost, here is the revenue and here is the other money that we are putting into the budget to fill the gap. Mr. Mohler doesn't believe they will find in the budget an individual itemized line by line assessment.

Ms. Coppola stated that the parking revenue from the 500 parking spaces would be shared and that the MBTA would not get the full parking fee. Mr. Mohler stated that the Kraft Group will operate and maintain the parking lot. Ultimately the Kraft Group will collect the fees from the 500 parkers, they will maintain (remove snow, make sure that it is clean and that people are

paying) they will from the revenue that they collect keep the cost of that part of the operation. The MBTA will collect whatever the net profit is.

Mr. Gray asked about the strategic portion of this line. Even if they weren't going to put a station or commuter rail service in Foxborough Mr. Mohler had stated that there was still a strategic importance on spending \$23M on that line. Mr. Gray asked what that strategic importance is and why it is worth that kind of money.

Mr. Jones stated that over the last 10-12 years they have had at least two derailments in Canton Junction which shutdown the northeast corner and service to the Stoughton branch and points south of Canton Junction. They could not get their trains around it. Have they had the ability to come over the Framingham line they could have made a loop as they can do on the north side of their railroad with some of the lines that PanAm owns. CSX would not let them in many cases come across that line to move their trains under those circumstances. Mr. Jones stated that he could not tell the Board that they would use it every day but when something happens and they have a portion of the line shutdown to be able to come from the Worcester line to the Franklin line to the main line is huge not only for the MBTA but Amtrak as well.

Ms. Brue stated its natural that the extension will go through Foxborough to the Mansfield Station because that is the only way you can complete the loop. Mr. Mohler stated that they have had no plan or discussions about ever extending the Foxborough commuter rail down to Mansfield. Mr. Mohler stated that they will own that section of the line but they will not operate on it unless an emergency. **(Later in the meeting Mr. Jones stated that there would be \$35M spent in upgrades and crossings).**

Mr. Keegan asked if the Foxborough/Mansfield line was used, would it only be used as a relief valve in the event that there was a problem on the northeast corner line. Mr. Mohler stated for the commuter rail yes or on the Franklin line. They would not necessarily upgrade the line to 40 mph speed just because it is a strategic asset that connects these lines.

Mr. Scollins informed the Board that the town is currently assessed at about \$116,000. Mr. Scollins read the cherry sheet manual how the formula is supposed to work and it doesn't seem to be working as what is explained in the manual. Foxborough with a population of 17,000 would be assessed at \$116,000. Norfolk is half the size of Foxborough, have one station and they are assessed at three times what Foxborough pays. It is very important to understand how an assessment would work for Foxborough when the station does come to the town.

Another concern that Mr. Scollins has is one of the great benefits that we get from being assessed by the MBTA assessment is that we get to redirect all of those dollars towards para-transit services and we currently use GATRA in Foxborough. We do use this extensively as Selectman Coppola stated we do have a lot for Foxborough commuters going to the Mansfield station about a half mile away. They use GATRA for that, for all of the main trains going in and out of the station.

Mr. Scollins stated that his question would be would there be any change to the towns ability to repurpose what is currently 100% of the assessment to the para-transit services should our

assessment change in any way. Mr. Mohler state the Metro West RTA currently gets the assessments from several Metro West Communities most of which have commuter rail stations so Mr. Mohler believes the answer is that it would not impact our limit and our ability to take our assessment and give it to GATRA but he will confirm that in writing or correct himself in writing if he is wrong.

Ms. Brue opened up the meeting to the public to ask questions.

Mr. Oliver from Foxborough asked with a new administration coming in January would that have any effect. Mr. Mohler stated that if they ultimately executed an MOU before December 31, 2014 there would be some contractual rights related to the MOU. The Governor and administration will always have impact. In relation to the DMU's it would be a capital expense that would happen during the next administration if it happens at all.

Mr. Oliver stated that he hasn't seen the platform at Gillette Stadium for four years but that it is terrible. Mr. Oliver hopes it will become a little more accessible. Also, will there be an environmental impact study done. Mr. Mohler stated that he does not believe this would trigger any thresholds that would require an impact study. They are not building anything, they are not generating significant traffic and it is an existing station.

Mr. Oliver asked how many signals will have to be changed. Mr. Jones stated that if they were to run commuter service out to Foxborough they would have to modify the current interlocking at Walpole so that they could take that switch and power it up so it would not be hand operated as it is today and they would have to put signals in the Foxborough station area to complete the block so that the signals talk to each other between Walpole and Foxborough so there would not be any conflicting moves.

Mr. Oliver stated that they said they would possibly use self-propelled trains, would it be 1-3 trains. Mr. Mohler stated that this is still being determined but thinks right now given the growth of ridership projected for commuter rail/DMU's they are leaning towards three.

Mr. Oliver stated that there were two studies done on this railroad. One by the MBTA on 9/1/10 and one by the Southwest 495 on 9/9/10. The Town Planner has copies of both. There was a meeting at Town Hall regarding the 495 report.

Ms. Stephanie McGowan from Foxborough stated that she thinks the Board would be surprised at the amount of people that would use that train.

Ms. Longley from Foxborough stated that she was there three years ago when the MBTA spoke to the residents about the train and there was a large group of people that were not happy with this development. They felt that it was very much driven by the Kraft Organization and they weren't really interested in bringing it to their community mostly because of the noise and fuel emissions.

For those of the residents that live on that side of town that will hear the train and already deal with all of the traffic they need a much better explanation of diesel (how it is going to smell and how it is going to sound).

It is her understanding that one of our elected officials went to Newton to one of the neighborhoods that are affected by trains that idle and they are horrified by this. They don't like it and it has really affected their quality of life. Ms. Longley doesn't want that to happen here.

Ms. Kennedy from Foxborough stated that she is originally from Boston where they have transportation. She feels it would be a wonderful idea because a lot of people would like to go into Boston.

Ms. Wason, Foxborough Town Planner and MBTA Advisory Board Representative for the Town of Foxborough stated that she previously served on the MBTA Advisory Board in Walpole for many years and her concern is as a Walpole representative they were always told that additional service on the Franklin line was not possible due to a single track just south of the Norwood Central line up until almost the Norfolk line. She is concerned how they are going to thread the Fairmount line back through the Franklin service and not have issues with that and is that part of the reason that there is only two morning and afternoon trains and a midday train.

Mr. Jones stated that as far as threading the express trains out of Foxborough to Readville, part of the reason to not stop them obviously is because of the single track and they would adjust schedules to make sure that they could get the inbound out of Foxborough over that single track to Norwood Central back onto the double track so they wouldn't conflict.

With regard to the two inbounds in the morning, night and midday is much to determine the need or the demand of the ridership for the service. Mr. Jones believes as long as they keep the express service out of Foxborough and get it over the track to Readville that they can thread that through. They have a lot of single tracks throughout their system, it is tricky, it leads to delays when something breaks down but they can do it.

Ms. Coppola asked Ms. Wason as being a member of the MBTA Advisory Board if she was aware of this plan. Ms. Wason stated that she was not. Ms. Wason stated as Mr. Mohler pointed out the MBTA Advisory Board functions like Ad Com and just examines the budgets.

Mr. Udden from Foxborough had a concern about the long term vision of the project. Mr. Udden doesn't see where the benefit would be to people later in the evening coming here, enjoying themselves, wanting to do all of the right things and possibly take the MBTA home for their own safety as well as the public. Mr. Mohler stated that the beginning commitment would be at least two a.m. and p.m. peak period trains and one midday. If service justified it then that service could and would increase but they are not planning anything more than what they stated.

Representative Barrows urged caution that they have a \$325M budget deficit that they have banning around the last couple of weeks with the outgoing Governor. They could be facing some local aid cuts and other cuts. They don't know where it is going to happen but something is going to happen.

They also defeated the gas tax index which was going to help MassDOT fund some projects. It sounded like there was somewhat of a move to purchase the line done before the end of the year because there could be some concern on what the new administration might say.

To spend \$23M on a line that may or may not be used for additional commuter traffic over the course of 25 years that will cost over \$1M just for the purchase of the line and Representative Barrows hasn't read any studies as to what the upgrades to those tracks would be if it went on to provide a higher speed rail service.

Representative Barrows doesn't believe that there is anyone in the room that is against future economic development along Route 1. They all worked together on the Master Plan and have a very robust Planning Board and a very involved Board of Selectmen and community as a whole so we want to know.

Representative Barrows stated that if we can find all that out and begin with some caution he believes that they can figure out a way.

Mr. Mohler stated that he certainly did not mean to imply that they are rushing through the Framingham secondary purchase prior to the end of the administration. It has been on the schedule since June. They got their authority to purchase it in June, they had a deal in principal in June and it has taken until now to get the lawyers to be done. It is not being rushed through.

The people repealed the gas tax and that will have an impact on their capital budget. That will be an impact that the incoming administration will have to address and that will mean that some of the things that they are planning on doing today they probably won't be able to afford to do. Whether that includes this project or DMU's again no one knows today.

Ms. Brue invited the Walpole Board of Selectmen to make a statement.

Ms. McKenzie stated that they have a few things that concern them. They are very happy that they are coming to Walpole December 2nd but again this project started in June and then December 2nd is the first time they are going to be in Walpole.

Ms. McKenzie and Mr. Simpson were both on the Board when the study was done and at that time the Walpole Board of Selectmen responded to the study. In the study it stated that it really was not financially feasible to run the track through Walpole. They supported the fact that it was not feasible and that they weren't interested at that time. There has never been a time that Walpole has expressed interest.

The annex parking lot is very close to the line so it isn't really a satellite; it is within walking distance to the station. It is also on the Medfield side so if there are Medfield people looking to park they can make it even easier because they can park on that side.

Walpole's parking lot is not full and they also have had no one coming say they are looking for increased service.

If this is a study that is based on housing and economic development is there a plan for increased housing.

Is there a housing component that possibly fits into the Kraft property. Ms. McKenzie knows that Mr. Kraft purchased a piece of land that will connect the back of his property onto one of Walpole's roads and it is enough of an access that would possibly be an emergency egress. Mr. Jones stated that he has no idea what Mr. Kraft is doing. His understanding of the 600 figure is that of new riders and some that may come from Mansfield or Sharon or even Walpole.

Ms. Brue asked if there is any specific additional information requests that the Walpole Selectmen wanted to put forward.

Ms. McKenzie stated at their meeting December 2nd instead of repeating this meeting maybe they could move forward. Mr. Mohler stated anything they want discussed/answered to send them to him so they could be ready.

Mr. Simpson stated that he would like to see where the information about the new riders came from, how it was developed and when it was developed and is that a real viable foundation.

Will CSX be able to run their trains across the tracks. Mr. Mohler stated yes.

Who is going to pay for the upgrades of the train tracks and railroad crossings that they are going to need. Mr. Mohler stated that it will be MassDOT. Mr. Simpson asked if there was an estimate to this cost. Mr. Mohler stated there is an estimate and he will bring it to the Walpole meeting.

Mr. Simpson asked if the defeated gas tax would have an effect on this because this was essentially touted as a transportation funding mechanism. Mr. Mohler stated that the defeat of the gas tax index will have an impact on their gas tax budget so in a sense anything that isn't already committed is subject to not being funded. Mr. Mohler believes that the purchase of the Framingham secondary is so far along in the process that it will likely be concluded before they do an assessment of that gas tax repealed index.

Mr. Simpson asked if there was any requirement of notification to the communities that the Framingham secondary that this purchase was planned or in the offing. Mr. Mohler stated that there is no requirement to notify communities in which a rail line passes when that rail line is being sold to another rail line.

Mr. Simpson knows that there was legislation that was to give notice to Walpole if there was going to be any line. Mr. Mohler stated that he was not aware of this and probably should be. Mr. Simpson stated that their delegation had some type of a law passed specifically notifying Walpole if this type of thing was going to occur.

Mr. Mohler stated that because there is a law should not be what forced them to come to them. It was their fault and he will take personal responsibility for this that they have not gotten out to them sooner.

Mr. Murdock a Walpole resident stated that the MBTA is broke. Did the Kraft Organization put any money upfront for the operation of that rail. Mr. Mohler stated no. Mr. Murdock doesn't want any noise or pollution.

Mr. Hamilton a South Walpole resident stated that his concerns are the financials and safety.

The financial question is that if he remembers right three years ago the parking in Foxborough was going to be free. Mr. Mohler stated that this parking would charge the going rate.

Mr. Hamilton travels the MBTA a lot and he chooses his station by the schedule. The schedule for Foxborough doesn't seem very attractive to him at this point.

Mr. Hamilton asked if he is correct in that Mr. Mohler stated that the parking fees are playing a role in their financial planning for this. Mr. Mohler stated that parking fees will help offset the added costs of operating the train.

Mr. Hamilton stated that they are going to upgrade the track system to 40 mph. In past meetings it has been said that the train will not travel greater than the freight train which is 10-15 mph. The Summer street passing is on a corner where if the train was traveling at that speed they train operator would not see gridlock or someone broken down on the tracks in time to stop.

Mr. Hamilton stated that he has spoken to CSX many times and they stated that regulations do not require gates for freight trains but they do require gates for passenger trains. Are they going to comply with having gates at Summer Street and the other crossings.

Mr. Jones stated that they will be updated with crossing gates and all the signal appliances that go with them.

Mr. Mathews, Executive Director for the 495 Metro West Partnership stated that to the best of his knowledge there have been three separate dialogs in recent years involving the commuter rail issue.

The first is the EOHD study that has been done. The point person on that project was April Anderson Lamoureux who unfortunately is no longer with the office. She has a successor and he is confident that she will be able to answer the Boards questions.

The second was the Regional Development Plan that EOHD took a lead role in. The 495 Metro West Development Compact. That looked at priority development areas, priority preservation areas and related infrastructure investments. This was another dialog with the town when this arose and the surrounding towns.

The third was the privately funded effort by Mirick O'Connell to do a Phase II study. When they became aware of that effort they held a series of outreach meetings in 2011. Again, because that is a private firm it is difficult to ask Mr. Mohler any questions about that.

Mr. Mathews understands the questions and concerns and will be happy to answer any questions the Board may have.

Ms. Brue thanked Mr. Mohler and Mr. Jones for coming and fielding their questions. They will work with Mr. Keegan in getting Mr. Mohler the questions and look forward to having another meeting which they will publicize to the residents.

One question that concerned Ms. Brue was executing the MOU with the Kraft Organization prior to the end of the year. Given the change in Governor she would like to talk to the Board about submitting a letter to Mr. Mohler requesting that MOU not be executed until all of the Boards questions have been answered and the public in both Foxborough and Walpole have the opportunity to digest that information and ask all of their questions to make sure that they can catch up with this progress that has progressed so far.

Ms. Coppola agreed and she would appreciate the opportunity to send a letter.

Mr. Gray agreed.

Mr. Gray asked when they would be seeing Mr. Mohler again. Mr. Mohler stated that he will be going to Walpole and work with Mr. Keegan. Mr. Keegan will send him the questions and he doesn't know if the Board wants to wait until they get some of the answers to the questions back to set up a meeting but he left that up to the Board.

Ms. Brue would like a full discussion with all of the Board members and following that meeting they will be able to figure out a normal meeting.

Ms. Coppola stated that if any of the Foxborough residents watching the meeting had concerns to send them to the Town Hall and they will gladly use their questions.

Ms. Brue stated that in terms of submitting the letter it should be addressed to Mr. Mohler carbon copying the representatives, Governor and Governor elect stating that this should be put on hold.

Mr. Keegan stated this is the start of an important decision making process and where Mr. Keegan stated that he isn't sure if they have a direct relevant decision but it certainly is an important direction that they would like to hear from this Board and Walpole whether this is important service or not. This dialog is very important for us reaching that and appreciates everyone's understanding of that.

Motion made by Lorraine Brue to submit a letter Mr. Mohler and to all the appropriate representatives including the Governor and Governor Elect requesting that the MOU between the Kraft Organization and the MBTA not be executed until such time as the towns involved have been engaged in adequate discussion. Seconded by John Gray. **Vote 3-0-0**

8:50pm – Town Hall Working Group

Mr. Keegan stated the Town Hall Working Group will be going into their next phase of discussions. A recap of what they were doing is to have the town execute the contracts between the designer of the project as well as the Overall Project Manager.

Mr. Yukna is working on getting those details worked out and will be getting those contracts to Mr. Keegan shortly. At this point in time the project will be effectively turned over to the Permanent Building Committee. They will be taking over the next phase of the project and is expected to take several months. They do expect to have several opportunities for people to have input on what the building will look like.

Secondly and foremost the process of establishing a central building maintenance function will be carried forward in the FY16 budget.

8:55pm – Town Manager Update

Trash Contract

A.J. Dooley who is a local trash collector for the Town of Foxborough approached Mr. Keegan with a proposal to assume the existing trash contract that the town has with Russell Disposal.

For the Board's understanding, trash contracts are exempt from MGL Chapter 30B which is the states purchasing guidelines. As such it is within the town's authority to deal directly with a contractor to provide this service.

Mr. Dooley indicated that it is his desire to take over the contractor on or around January 1, 2015.

The current contract with Russell Disposal expires on June 30, 2015 but also contains two (2) optional years that Mr. Dooley would like to exercise if he assumes the remaining portion of Russell Disposals contract.

If it is the Board's desire to proceed in this direction Mr. Keegan will proceed with Mr. Dooley to further develop the terms of the transfer of the contract.

Essentially most people realize that Mr. Dooley now has the majority of the community under his control and that Russell has been operating at a loss for quite some time now.

Obviously he has an interest in moving on and transferring that remaining work over to Mr. Dooley's control.

There are several concerns with that which Mr. Dooley has expressed an interest in addressing.

1. There are certain ways that people have their trash collected now which is consistent with how Russell offers it. Mr. Dooley has agreed to offer that approach.
2. Mr. Dooley is also interested in offering single stream recycling. This will certainly help reduce the overall trash stream into the waste stream. It also encourages more people to recycle.

Those are all the positive outcomes of that discussion. Certainly further discussions will have to be held and obviously we are working on developing Board of Health and Town guidelines on how we manage the trash program.

This contract going forward is we want to make sure we have ongoing trash collection for our town facilities. Aside from that the town is essentially out of the trash business.

That will be controlled through the powers of the commercial process where Mr. Dooley would effectively be offering this service to the majority of residents in the community.

Residents would still be free to select their collector from someone else but it is Mr. Keegan's understanding that there are only a couple of people that offer that current service.

Those are the changes that have been proposed and Mr. Keegan wanted to be sure before he proceeded any further that the Board is fully aware of what has transpired.

Time is of the essence because the reason why Mr. Dooley wants to start collections as of January 1, 2015 is because that is the next cycle of the collection of payments and he doesn't want to create any confusion with the public by having two (2) bills going out at the same time.

Mr. Gray asked if the purpose of the contract is to primarily secure a vendor for the town's trash and Mr. Keegan stated correct.

Mr. Gray stated otherwise Mr. Dooley has successfully operated without a contract. Mr. Keegan stated that right now the town has a contract with Russell Disposal and that contract expires on June 30, 2015. But it also provides a two (2) year extension beyond that which would mean that Mr. Dooley would essentially assume all of the responsibilities of that contract any anything that goes with that.

By in large the majority of the responsibility is to the private residents. The town doesn't essentially make any payments to Mr. Dooley on that behalf. Mr. Gray stated correct but for the privilege of securing those customers in town he has asked that he does collect the municipal trash. Mr. Keegan stated correct.

Ms. Brue stated that some of the contractual requirements that are in place with Russell understanding that those weren't applicable to Mr. Dooley because he was operating outside of a contract, will those be carried over to an agreement with Mr. Dooley. Mr. Keegan stated that those same terms would be carried over because what is being asked upon Mr. Dooley being the contractor is to assume the existing contract so there may be terms in there that are difficult for

Mr. Dooley to meet but the majority of those terms would be something that he would have to live up to.

Mr. Gray asked if in that contract it sets the standards of operation. Mr. Keegan stated that is correct.

Mr. Keegan just wanted to be sure before he proceeds in that direction that there is support from the Board to do that. The Board stated they had no issues.

Mr. Keegan also wanted to be up front with the public that this has transpired.

Town Counsel RFP

Mr. Keegan wanted to know how the Board would like to proceed from here.

Mr. Keegan stated that if the Board wants to evaluate each proposal they can set a deadline. The total scores from each Board member can be sent to Mr. Keegan and he will provide them with a final list of cumulative scores at the next scheduled Board meeting.

The Board can then decide how many of the firms they would like to interview.

Mr. Keegan's suggestion was that they start interviews in January so a decision can be made at the end of the month.

It was reflected in the RFP that the new counsel serve office on or around March 1, 2015. That date will largely determine how effectively this process is able to proceed from here.

Clearly there will be a transition period where the current firm Gelerman & Cabral have given their commitment that there will be no gap in coverage between now and then and they will work in cooperation with whoever is chosen as the final firm.

At this juncture if the process seems acceptable then Mr. Keegan will ask the Board to set a final date when all the rating sheets will be submitted to his office for consideration.

They can then do the math and come up with a final calculation for everyone.

Mr. Gray looked at the grading sheet and he looked at the proposals. He wasn't sure the grading sheet captured the key attributes of the firms that they are looking for. Mr. Keegan said the grading sheet can be reworked.

Mr. Gray didn't think the scoring system was the way to go.

Some of them were much less experienced than others and could be discounted pretty quickly.

What Mr. Gray would like to do is to hopefully at the next meeting discuss all the proposals and narrow the list down to a working three. Mr. Keegan stated that this is the Board's jurisdiction to set the process.

Ms. Brue stated that she isn't sure she could get through all the RFP's by the next meeting. She asked if maybe they could schedule this for the December 9, 2014 meeting.

Mr. Gray asked how much notice they would need to give three (3) law firms to get prepared for this. Mr. Keegan stated at least a week or two. Mr. Gray stated that if they could get this sorted out on December 9, 2014 it could work.

Ms. Brue stated that even not using the grid everyone could rank their choices.

Mr. Gray stated that he was already able to determine possible candidates and eliminated some.

Ms. Bernard asked if the Board wanted them to prepare an interview script. Mr. Gray stated that this would be helpful reserving the right to deviate from it.

Ms. Coppola asked if they should send questions they would like asked to Mr. Keegan and Ms. Bernard. Ms. Bernard stated yes.

Gillette Stadium Flyover

Mr. Keegan stated that Gillette Stadium officials were requesting media assistance in advising residents that there will be a flyover of two (2) F15 fighter plans prior to kick off of the Sunday game.

The 140th Fighter Wing and 131st Squadron from Westfield will be doing the flyover as part of the Patriots 2014 salute to the service.

In addition to the flyover the Kraft family and Patriots planned several family activities in order to honor veterans and active duty men in the military.

As part of the NFL salute, the league will donate \$100 for each point scored during its' 32 designated salute to service games to its nonprofit partners: The Matt Tillman Foundation, the USO and the Wounded Warrior Project.

RFP for Old Fire Station and Funeral Home

The RFP for the old fire station and funeral home will be in the Central Register tomorrow, November 19, 2014. Mr. Keegan will be asking the Board at the next meeting to clarify a few final details. They hope to have the process well underway and have something by the first of the year as to how we proceed from there.

Mr. Keegan thanked Sharon Wason for pushing this through.

Motion made by John Gray to adjourn at 10:00pm. Seconded by Virginia Coppola. **Vote 3-0-0**

Respectfully Submitted,
Debra A. Jarvis

Virginia M. Coppola, Clerk