

**Town of Needham  
Board of Selectmen  
Minutes for June 13, 2017  
Powers Hall  
Needham Town Hall**

6:45 p.m. Informal Meeting with Citizens: John Feldman, 95 Dana Place spoke with the Board concerning the MBTA and idling trains next to his home.

7:00 p.m. Call to Order:  
A meeting of the Board of Selectmen was convened by Chairwoman Marianne B. Cooley. Those present were Daniel P. Matthews, John A. Bulian, Maurice P. Handel, Matthew D. Borrelli, Town Manager Kate Fitzpatrick, and Recording Secretary Mary Hunt.

Ms. Cooley welcomed members of Boy Scout 13 who are observing the Selectmen's meeting.

7:00 p.m. Public Hearing Continuation: Change of Manager/Residence Inn  
Karen D. Simao, McDermott, Quilty & Miller, LLP, David Laurent, Proposed Manager, and Michael Colvecchio, Director of Loss Prevention for Colwen Management Inc., d/b/a Residence Inn by Marriott Needham appeared before the Board to discuss an application for a change in Manager.

Ms. Simao explained Mr. Laurent's background in the hotel industry includes direct experience in the service and sale of alcohol in the hotel environment, most recently having been an approved Manager of Record in Concord, MA. Ms. Simao said Mr. Laurent is TIPS trained and certified.

Ms. Fitzpatrick indicated all paperwork is in order.

Ms. Cooley invited public comment. No comments were made.

Ms. Cooley asked for comments from the Board. No comments were made.

Ms. Cooley said she is hopeful Mr. Laurent will hold the General Manager position for a while. She reminded Mr. Laurent of a previous alcohol issue at the hotel. Mr. Laurent said he understands.

Motion by Mr. Bulian that the Board of Selectmen approve and sign an application for a Change in Manager to David Laurent for the Residence Inn by Marriott Needham, 80 B Street, Needham and to forward this application to the ABCC for approval.

Second: Mr. Handel. Unanimously approved 5-0.

7:04 p.m. Public Hearing Continuation: Eversource Energy - Dartmouth Avenue

Motion by Mr. Matthews that the Board of Selectmen vote to continue this public hearing to the June 27, 2017 Board of Selectmen meeting at 7:00 p.m. at the Broadmeadow School Performance Center.

Second: Mr. Bulian. Unanimously approved 5-0.

Mr. Borrelli reiterated the presence of the builder is necessary at the meeting.

7:07 p.m.

Public Hearing: Water & Sewer Rates

Dave Davison, Assistant Town Manager/Finance, Chris Seariac, Superintendent of Water and Sewer, Evelyn Poness, Town Treasurer/Collector, and members of the Water and Sewer Rate Structure Committee including John Cosgrove, Jr., Tom Loughran, Steve Rosenstock, and John Tallarico appeared before the Board to recommend the rate proposal which is explained in the June 9, 2017 memo. Mr. Davison commented Richard Merson, Director of Public Works is not in attendance.

Mr. Davison stated the Water and Sewer Rate Structure Committee met on June 5, 2017 and voted to recommend the rate proposal explained in the memo of June 9, 2017. He said the Committee supports the proposed water and sewer rate schedule as presented to the Board last year. He said at that hearing, the rate proposal that took effect on July 1, 2016 increased the average annual water/sewer bill by 2.8%, the rate proposal recommended to be effective July 1, 2017 increases the annual bill by 1.5%. He said there is no change recommended to the domestic water rates, nor to the irrigation rates. The sewer step rates would increase from a high of 2.6% to a low of 1.5%.

Mr. Davison said efforts to encourage reduction and conservation of water appears to be having an effect because consumption by Needham residents has been declining. Mr. Davison noted there is a way to go to reach the goal of no more than 65 gallons per person/per day. Discussion ensued on residents using irrigation water, which Mr. Davison said has increased significantly. Mr. Davison commented for FY2016, 25% of all domestic water usage was for irrigation, noting the all-time high record. Mr. Davison said while the Water and Sewer Rate Structure Committee feel the current rate structure appears to be working, it agreed more time is needed to encourage residents to reduce excessive irrigation, and therefore recommended not to change the rates.

Ms. Cooley reminded residents of the DEP imposed water restriction.

Mr. Handel asked what percentage of irrigation water is used by the highest users?

Mr. Davison said the percentage of irrigation water by the highest users is not known, noting however, the percentage of all users that fall into that rate is less than 8% of customers.

Mr. Borrelli noted concern for the largest user in Needham having declining water consumption. He suggested a meeting with the user to estimate the next 5 years of water use as it will help Needham. Mr. Cosgrove said the user is very guarded with information, noting consumption of soda has also decreased. Mr. Borrelli asked about water rates over the next 5 years. Mr. Davison said it is anticipated rate increases will be required.

Mr. Bulian said people must understand the unhappiness over the DEP mandate, but the Town is doing everything possible to remedy the situation. He said it is unfortunate 8% of irrigation water users use great amounts of water affecting everyone.

Mr. Matthews said issues exist in rate setting, and the rules require the Town to ban water when other communities do not have to adhere to a ban. He said it has to do with Needham's robust water system and by being a dual source community (wells and MWRA). He commented regulations require Needham be held to the most restrictive standard on each side of the ledger. Mr. Matthews said giving up use of Needham's own water is not a good thing in the long run. He commented doing something "more onerous" with rates won't effect people who need to be more careful in their use. He said another option is to get the State to change their policy. Mr. Matthews said the expensive part is not the water, rather the pipes, maintenance, and people. Mr. Matthews said a goal of the Town is to continue working towards a rational policy and enlist the public for better participation. He thanked the committee for their work.

Ms. Cooley asked for a way to get the answer to Mr. Handel's question about the percentage of irrigation water used.

Ms. Cooley invited public comment. No comments were made. She said the Board will continue to receive public comments at [selectmen@needhamma.gov](mailto:selectmen@needhamma.gov) until its next Board of Selectmen meeting on June 27, 2017, when a vote will be taken.

Ms. Fitzpatrick pointed out the average residential annual cost is \$35 over a 10 year period, which she said is an important story to tell when compared with other towns.

7:35 p.m.

Amend the Procedure for Designer Selection by Town Agencies:

Dave Davison, Assistant Town Manager/Finance and Steve Popper, Director of Design and Construction appeared before the Board with a request to update the Town's designer selection policy that was last amended by the Board in March 2012. Mr. Davison said procuring on-call services for certain elements of design and construction work on public buildings would provide greater efficiency on small and large building repair and construction projects, than having to procure the services on a piecemeal basis. To procure on-call related services, the Board's policy needs to be updated.

Mr. Borrelli clarified the request allows for an on-call relationship with design and construction firms.

Motion by Mr. Handel that the Board approve the amended policy on the Procedure for Designer Selection by Town Agencies dated June 13, 2017 and that the Chair be authorized to sign the revised policy.

Second: Mr. Bulian. Unanimously approved 5-0.

7:40 p.m. Appointments and Consent Agenda:

Motion by Mr. Borrelli that the Board of Selectmen vote to approve the Appointments and Consent Agenda as presented.

APPOINTMENTS: No Appointments were made at this meeting.

CONSENT AGENDA:

1. Approve Consent to Easement Structure No. 17-06 from the US Army Corps of Engineers, a project to improve the boardwalk and dock at the Eastman Conservation Area. The Consent will allow the Town of Needham to install and maintain a boardwalk, resurface portions of the Eastman walking trail, and position a section of a ball field on a portion of Charles River Natural Valley Storage Area Tract 1700E.
2. Accept the following donation made to the Needham Community Revitalization Trust fund: \$100 from Josephine & Daniel Gleason, \$70 from John & Patricia Cogswell, \$210 from Evelyn & Ralph Poness.
3. Approve a request from the Public Health Department for a 20(b) exemption to allow the following school employees to work as seasonal packers/drivers for The Traveling Meals program: Dawn O'Halloran, KASE Program; and Catherine Murray, Broadmeadow School Cafeteria.
4. Water and Sewer Abatement Order #1239
5. Support Youth Services' "Needham Unplugged" for the month of March 2018 including its annual no-meeting night which will be held on Thursday, March 15, 2018.
6. Ratify a One Day All Alcoholic Beverages Only license for Ernest A. Steeves, of the Village Club who hosted a Birthday Party on June 2, 2017 from 7:00 p.m. to 11:00 p.m. The event was held in Highlandville Hall at the Village Club, 83 Morton Street, Needham.
7. Ratify a One Day All Alcoholic Beverages Only license for Ernest A. Steeves, of the Village Club who hosted a Graduation Party on June 3, 2017 from 7:00 p.m. to 11:00 p.m. The event was held in Highlandville Hall at the Village Club, 83 Morton Street, Needham.
8. Approve a One Day All Alcoholic Beverages Only license for Ernest A. Steeves, of the Village Club to host a Baby Shower event on June 17, 2017 from 7:00 p.m. to 11:00 p.m. The event will be held in Highlandville Hall at the Village Club, 83 Morton Street, Needham.

9. Approve a One Day Wines & Malt Beverages Only license for Morgan Murphy of TripAdvisor to host an event for Global Volunteer Day on June 20, 2017 from 3:00 p.m. to 6:00 p.m. The event will be held at TripAdvisor, 400 1st Avenue, Needham.
10. Approve a One Day Wines & Malt Beverages Only license for Morgan Murphy of TripAdvisor to host an event for IINE on June 22, 2017 from 6:30 p.m. to 7:15 p.m. The event will be held at TripAdvisor, 400 1st Avenue, Needham.
11. Approve a request from the Charles River YMCA to hold its 4th of July Road Race in Needham on July 4, 2017 from 6:30 a.m. to 11:00 a.m. pending receipt of approval by the DPW. The route of the race has been approved by the following departments: Police, Fire, and Park and Recreation.
12. Grant permission for the following residents to hold block parties:

Name	Address	Party Location	Party Date	Party Rain Date	Party Time
Robert Petitt	80 Robinwood Ave	56-96 Robinwood Ave	7/22/17	N/A	3pm-9pm
Jenny Berk	10 Hollow Ridge Rd	Hollow Ridge Rd	6/24/17	N/A	4pm-11pm
Daniel Burns	6 Louart Drive	Wildale Circle	9/9/17	9/10/17	4pm-7pm

Second: Mr. Bulian. Unanimously approved 5-0.

7:40 p.m. Department of Public Works:  
Anthony Del Gaizo, Town Engineer appeared before the Board with 1 item to discuss:

1. Sign Notice of Traffic Regulation - Rockwood Land  
Motion by Mr. Handel that the Board vote to approve and sign the Notice of Traffic Regulation Permit #SS17-06-13 requiring that Rockwood Lane eastbound be designated a stopped street at the intersection of Richard Road.  
Second: Mr. Bulian. Unanimously approved 5-0.

7:42 p.m. Sewer Rate Relief Credit:  
Dave Davison, ATM/Finance and Evelyn Poness, Town Treasurer/Collector appeared before the Board concerning a Sewer Rate Relief Credit for residents. Mr. Davison explained that at the October 18, 2016 meeting, the Board of Selectmen approved the application for sewer rate relief from the Commonwealth of Massachusetts. He noted the rate relief is offered to communities that have made sewer infrastructure improvements which were financed by debt. The State has distributed \$734 to the Town of Needham for this purpose. Mr. Davison recommended a flat per account credit be applied on the first bill that each account receives during the first quarter of FY2018.

Motion by Mr. Handel that the Board approve a one-time flat sewer rate credit of \$0.07 per account billed during the first quarter of FY2018 to reflect the State sewer rate relief money received from the Commonwealth.  
Second: Mr. Bulian. Unanimously approved 5-0.

7:45 p.m. Public Information Session: MBTA

Jody Ray, MBTA Assistant General Manager of Rail Operations, Ernie Piper, MBTA Chief Mechanical Officer, and Bob Huggins, MBTA General Superintendent, and Denise Garlick, State Representative appeared before the Board to discuss subjects such as service on the Needham commuter line, train idling, train horn noise, and other issues pertinent to the Town.

Ms. Cooley stated emails and comments were received from residents concerning train horn noise, maintenance, and schedule related issues.

Denise Garlick, State Representative said positive communication and clearly defined issues are essential for a successful outcome. She commented the Town, legislative delegation, commuters, and residents have been engaged in multiple discussions with the MBTA and Keolis. Ms. Garlick said discussions have been constructive, realizing the issue is very complicated. She noted discussion topics included the Needham commuter line and several difficult days of service, timing of alerts, and overall scheduling. Ms. Garlick commented discussions continue on train idling during the winter and silent grade crossings. Ms. Garlick said she feels a responsibility to broker the discussion, encouraging residents to ask questions by stating the issue and asking what could be the solution.

Mr. Matthews suggested discussion begin with the MBTA commenting on specific topics detailed in emails from residents. Ms. Cooley said most comments from residents related to the sound and frequency of horn noise. She said idling in winter, noise from maintenance of trains on the tracks in Needham Heights, condition of the platforms, and tree roots that have been paved over were also of concern to residents.

Mr. Ray said grade crossing horns are required by federal regulation, must be certified, and fall within acceptable Federal Railroad Administration guidelines. He explained the testing process of train horns for certification. He said a specific pattern of sound is required (two long, one short, one long) beginning no less than 15 seconds from a grade crossing, and no more than 20 seconds from a grade crossing. He commented sometimes the horn sound is longer at the end as a result of the train slowing down for some reason until occupying the grade crossing. He commented bells at grade crossings and some towns having a whistle ban. Mr. Ray said the federal government has placed the responsibility of whistle bans on cities and towns, noting the MBTA does not support whistle bans as it believes horns provide another measure of warning motorists. Mr. Ray said he could assist Needham if it wanted to apply for a whistle ban through the FRA, commenting detailed requirements must be met. Mr. Ray said other options available for increased safety at grade crossings include raised barriers and photo enforcement. Discussion ensued on implementation of a whistle ban, and/or the possibility of eliminating the grade crossing at the Needham golf course.

Mr. Huggins commented on the minimum (and normal) state of affairs for maintenance of locomotives in Needham Heights, and the anomaly of the last two winters. He commented on types of train maintenance during hot weather, cold weather, and required daily inspections both internally and externally. He said locomotives are started one hour before each morning departure. Mr. Huggins said weekend maintenance includes one hour for a series of checks for each locomotive laying over, taking place after 11 a.m. He said the MBTA has had to compensate for “break in” issues on new locomotive fleets over the past two winters. Mr. Huggins acknowledged during a big snowstorm the trains will idle more than on a normal night, and the amount of idling over the past two winters will not happen again. Ms. Cooley told representatives from the MBTA residents have shown interest in an express train in/out of Boston in the morning and afternoon. Mr. Ray said later this summer the schedule will be reviewed, noting express trains typically require additional equipment which is not currently available.

Ms. Cooley invited public comment.

Lloyd Bain, 67 Maple Street asked the allowable FRA decibel level. Mr. Ray said he does not know “off the top of his head.” Mr. Bain said the legal limit is 110 decibels, noting his property is 300 ft. from the tracks and the noise is loud and deafening. Mr. Bain said it is unhealthy and affects the quality of life. He suggested MBTA representatives come to Needham in the morning or evening listening to loud and long sound of the horn. Mr. Ray said federal regulations cannot be changed, and the only way to stop the horn from sounding is with an official whistle ban. He said horns are calibrated by testing. Ms. Cooley clarified the perception of sound variation and loudness is real, varying tremendously at times.

Sarah Miller, 95 Dana Place said the engine parks next to her home. She said within the last two weeks trains have started at 5 a.m. waking her family. She said the noise is extremely loud inside and outside, and the quality of life for her family and neighbors is affected. Ms. Miller said the issues were not present before Keolis taking over in 2014. She invited MBTA representatives to take decibel readings at her home. Ms. Miller said she is puzzled by the lack of consistency with trains parking.

Don Basch, 36 Maple Street asked Mr. Ray if he acknowledges variation in train horns. Mr. Ray said he has heard differences, and probably for different reasons, most recognizably due to an engineer who is doing something other than what is supposed to be done. Mr. Basch asked the MBTA to direct and monitor crews with the assurance of safety, but no more decibels than needed. Mr. Ray concurred rules must be followed, agreeing to check horn calibration. He pointed out during a snowy winter the horn will not sound as loud. Mr. Huggins commented rules for sounding horns became federal regulation approximately 10 years ago.

Eric Bailey, 64 Hillside Avenue echoed comments of the previous speaker saying he notices a significant variation in the duration of the horn. He asked what is the definition of long and short, as it relates to the duration of the sounding of the horn? Mr. Piper said the engineer should start to apply the whistle 15 to 20 seconds before approaching a grade crossing, depending upon speed. He said duration varies, but should be consistent in the location Mr. Bailey was referencing. Mr. Bailey said engineer discretion is part of the problem. Mr. Ray told Mr. Bailey it appears the engineer is not complying with the rules. Mr. Bailey suggested the MBTA visit the crossings in early morning.

John Feldman, 95 Dana Place noted inconsistency where engines are started and maintenance is done in Needham Heights. Mr. Piper said the three trains have designated track, but can vary in length. Mr. Feldman said trains outside his home are very intrusive, particularly within the last several weeks. Mr. Feldman commented on decibel testing he took, saying the MBTA is four times over the number of decibels of the State standard. He asked the MBTA to come to 95 Dana Place at 5 a.m. for decibel reading. Mr. Feldman said the MBTA has created a maintenance depot which interferes with sleep. He asked the Board of Selectmen to enforce the State's standard for decibels. Mr. Feldman asked for a contact person available 24 hours/7 days a week who can address issues. Lastly, Mr. Feldman said the maintenance area is an environmental issue requiring clean up. Mr. Huggins responded and gave his phone number to the Board, saying he needs to know of any issues. He commented the maintenance operation will be reviewed and changes will be considered if possible.

Don Forde, 66 Harris Avenue said the train is loud. He asked if the Selectmen would meet with representatives of the Needham Golf Course asking they consider a tunnel to alleviate the situation. He said the golf course crossing affects Birds Hill, Harris Avenue, and the "ladder" streets. Ms. Fitzpatrick told Mr. Forde after a meeting was held in January 2017, a survey was completed at the golf course. She said cost estimates will be presented to the Board.

Mike Samarel, 218 May Street asked the Board the status of the Quiet Zone study prepared over a year ago, and will there be an opportunity for public comment? Ms. Cooley said the Board does not yet have a position on a Quiet Zone. She commented a Quiet Zone is a significant cost and other alternatives must be considered.

Steve Buckley, 1049 Highland Avenue said he is exposed to both horn noise and train idling. He asked about the agreement to move a train into Boston rather than have it idling all night near his home? He said he believes the engineers turn on all the trains at 5 a.m. He said there is too much noise, bad air quality, and lack of control. He asked "where is the disconnect?" Ms. Cooley clarified there appears to be 2 1/2 hours of train idling, suggesting if the 7:30 a.m. train could be parked elsewhere less idling time would be a benefit. She asked the MBTA to honor the request.



Jacob Goldberg, 110 Maple Street said the noise is loud, imploring the Board of Selectmen consider a Quiet Zone. He said the cost is approximately \$1 million and is less than 1% of the Town's annual budget.

Greg Raiz, 50 Barrett Street said it is hard to balance regulations with public needs. He commented the MBTA position not supporting a Quiet Zone may not be enough, suggesting the MBTA can support safety and work with the Town to increase safety while reducing noise. Mr. Raiz said less idling will save money. He commented on utilization of certain trains. He said there are opportunities for an express train increasing utilization and the number of people riding on one train, whereby reducing trains not full at certain times.

Matt Grennen, 66 Maple Street said the sound of the horn is insane, and can be heard the entire length from Hersey station to Needham Heights. He said something needs to be done about the horns.

David Miller, 95 Dana Place said residents should not have to be expected to become accustomed to noise pollution in violation of state and federal law. He said it is not "ok." He commented the noise is beyond obtrusive, and the smell of diesel fuel is throughout his home. He said a diesel locomotive is not legally allowed to idle more than 30 minutes, with a few exceptions. Mr. Miller said the municipality has the right and responsibility to enforce the Clean Air Act, and the Town of Needham can stop the idling of trains.

Phil Mack, 72 Maple Street said all trains give 4 long blasts of the horn. He commented no one is on the train after 9 p.m. Mr. Mack also said the new light on Great Plain Avenue backs up traffic on Maple Street. He suggested block heaters in all diesel trains.

Ms. Cooley asked for comments from the Board.

Mr. Handel said the issue is quality of life and serious health concerns, and there must be a way to minimize idling and mitigate the noise. Mr. Handel said people living next to the tracks are affected more than other residents, and the sound of the horn can be heard almost anywhere in Needham. He said the health issue is of great concern and must be addressed.

Mr. Bulian agreed with comments made by Mr. Handel. He said it is clear to him it was different before Keolis took over, and not good for the health, safety, and well being of residents. He commented federal regulations for blowing of horns is nationwide, saying he is not sure he believes it is a federal rule. He said safety is important, but there seems to be too much redundancy with lights, bells, horns, gates. Mr. Bulian said he cannot recall any incident on the tracks in Needham. He asked the MBTA to seriously consider making corrections to horn noise and idling for the residents of Needham. He said he is interested learning more about a

whistle ban, noting a Quiet Zone is expensive. Mr. Ray clarified creating a Quiet Zone results in a whistle ban. Mr. Bulian suggested a modification.

Ms. Cooley said a Quiet Zone is multilayered requiring quad gates and sensors to achieve a whistle ban. Mr. Ray suggested looking at the Federal Railroad Association website for options to consider at grade crossings.

Mr. Borrelli said he feels the frustration neighbors have towards idling trains. He commented on the agreement to remove trains at night, saying it was successful. He said residents understand when a train is removed there are still issues, but the situation is much better. He commented on a long term solution, and asked if there is a way to move the depot to a commercial area? Mr. Borrelli asked if the noise from the compressor will be continuous? Mr. Piper explained the concern with having two train sets, rather than three in Needham, is that if there is a mechanical failure another train cannot be brought in as a replacement and train cancellation would occur. Mr. Piper said he will work with the Town, but it is a genuine operational concern. Ms. Cooley said the residents have been heard and she asked the issue be worked on.

Mr. Borrelli asked why the MBTA does not support a Quiet Zone? Mr. Ray said while many cities and towns in Massachusetts have adopted Quiet Zones, there have been accidents where Quiet Zones have been in place. He said drivers frequently admit they were distracted and not paying attention, and without a horn sounding nothing would alert them. Mr. Ray said people have driven into the side of a train even with gates down and the horn sounding. Mr. Ray reiterated the horn provides an added measure of safety at a grade crossing. Mr. Borrelli thanked Mr. Ray for that information, finding it helpful. Mr. Borrelli suggested the MBTA look at the emails submitted by residents as they contain great comments and suggestions.

Mr. Matthews said he appreciates and understands the comments by residents, as well as the willingness of the MBTA to come to Needham and to work with the Town. He said a Quiet Zone is in the hands of Needham noting the significant cost, but probably manageable if it is the only way to address the noise. Mr. Matthews reiterated the heightened risks involved with Quiet Zones. He commented the engineering required at grade crossings is significant and may cause problems people are not thinking about in terms of managing intersections and the thousands of people that use the roads during severe weather events. He said the Quiet Zone study presents many questions and consideration for different options. Mr. Matthews said the railroad, infrastructure, and layout of the Town dates back hundreds of years. Mr. Matthews pondered the question “do people want to be in a place where they enforce rules that seem to be unreasonable, or do you want to be in a place where the rules are ‘kind of’ enforced?” He acknowledged that he does not have the answer. He reminded the audience the Town has five grade crossings in the space of about a mile- not the type of engineering anyone would build today where thousands of people live. He commented much is the same with the situation

in Needham Heights, saying an active maintenance depot would not be built in a residential neighborhood. He reiterated the trains are important to the Town and community, and difficult issues remain. He summarized he appreciates the comments, and hopes progress can be made.

Ms. Garlick concluded saying tonight's meeting has been extraordinary. She said what happens next is the plan of action, noting the Board of Selectmen and the Town Manager have a great responsibility in helping to find solutions, as does Keolis and the MBTA. She summarized the issues being train idling, duration, health issues, maintenance and location of the depot, horn/whistle noise and calibration, Quiet Zones, Golf Course grade crossing, and schedule changes/alerts. Ms. Garlick said the Town Manager and Needham Police have Mr. Piper's cell phone number. She commented the idea of using double decker trains during peak times is interesting and worth pursuing. She acknowledged the quality of life in Needham is very good, partly because of quality transportation. She concluded saying the plan of action is to close the loops on the issues and inform the public. She suggested scheduling another meeting to continue discussions, with residents finding out more about how issues are being resolved on the Town's website. Ms. Garlick said she hopes residents are satisfied with this portion of the meeting and that the plan going forward.

Ms. Cooley closed the public hearing. She thanked the public for their comments and representatives from the MBTA, saying she looks forward to the follow up and future actions.

9:25 p.m.

Town Manager:

Kate Fitzpatrick, Town Manager appeared before the Board with three items to discuss:

1. Approve and Sign Order of Taking Rosemary Property

Ms. Fitzpatrick recommends the Board of Selectmen approve and sign the Order of Taking dated June 13, 2017 with respect to the Rosemary property as authorized by the Town Meeting vote under Article 32 at the May 2017 Annual Town Meeting.

Motion by Mr. Handel that the Board vote to adopt an order of taking for land located in Needham as shown on a plan of land by Samiotes Consultants, Inc., entitled "Plan of Land in Needham, Norfolk County, Massachusetts" dated October 11, 2016 with a revision date of December 19, 2016, as set in the proposed Order of Taking dated June 13, 2017 contained in the Selectmen's packet.

Second: Mr. Bulian. Unanimously approved 5-0.

2. Ambulance Rates

Dennis Condon, Chief of the Fire Department and Dave Davison, ATM/Finance appeared before the Board with a recommendation to change the Town ambulance rates for emergency medical transport services.

Mr. Davison said it is the first rate change since 2009. He explained the revised rates for levels of service provided by the Town. He noted pending legislation addressing several issues, capping rates of today and only allowing an increase for inflation. Mr. Davison noted residential growth in Needham and the demand for more services. Discussion ensued on the mileage rate for travel beyond five miles and base rates.

Ms. Cooley commented the proposed mileage rate for travel beyond five miles still appears to be low relative to other towns. Mr. Davison said there was an attempt to balance the increase, saying the rate could be adjusted higher. He said roughly 95% of all transports is within five miles, and basically a non-issue. Chief Condon said many towns in Norfolk County must travel to Boston, but Needham is fortunate to have the Beth Israel Hospital in Town. He said he feels \$20/mile is a reasonable charge. Ms. Cooley commented she would have been in favor of a higher charge. Ms. Cooley asked for more information on the percent of Medicare trips vs. other trips. She also said she wanted to know more about adding another ambulance, BLS, and ALS and how each effects the Town’s operating costs. Mr. Davison said a future budget request will address those questions. He told the Board roughly 55% of trips are for BLS, 43% of trips are for ALS1, and 2% of trips are for ALS2. He commented on billing and collections.

Motion by Mr. Handel that the Board approve the revised ambulance rates as follows:

Basic Life Support (BLS):	\$1,200.00
Advanced Life Support (ALS1):	\$1,600.00
Advanced Life Support (ALS 2):	\$2,450.00
Extra EMT:	\$ 200.00
Mileage Rate (for travel beyond 5 miles):	\$ 20.00/per mile

and further that the rates become effective on June 30, 2017.

Second: Mr. Borrelli. Unanimously approved 5-0.

Ms. Cooley commented discussion on mileage rate (for travel beyond 5 miles) should continue, particularly if there is risk of the mileage rate getting frozen.

3. Public Facility Operations and Public Works Consolidation

Ms. Fitzpatrick updated the Board on a proposal to merge the Department of Public Facilities - Operations into the Department of Public Works in accordance with Section 20B (2) of the Town Charter. She said a public hearing will be scheduled for June 27, 2017.

- 9:50 p.m. Board Discussion:
- 1. Committee Reports  
No Reports were made.

Ms. Cooley reminded the Board the next Board of Selectmen meeting will be held on June 27, 2017 at the Broadmeadow School.

9:55 p.m.

Executive Session: (Exceptions 3 and 6)

Motion by Mr. Handel that the Board of Selectmen vote to enter into Executive Session.

Exception 3 - To discuss strategy with respect to collective bargaining or litigation if an open meeting may have a detrimental effect on the bargaining or litigating position of the public body and the chair so declares.

Exception 6 - To consider the purchase, exchange, lease or value of real estate, if the chair declares that an open meeting may have a detrimental effect on the negotiating position of the public body. Not to return to open session prior to adjournment.

Second: Mr. Bulian. Ms. Cooley polled the Board. Unanimously approved 5-0.

A list of all documents used at this Board of Selectmen meeting are available at:

<http://www.needhamma.gov/Archive.aspx?AMID=99&Type=&ADID=>

Note: The meeting adjourned at 10:45 p.m.