

BOARD OF SELECTMEN
SELECTMEN MEETING
TUESDAY, FEBRUARY 14, 2012 - 7:00 P.M.
GREAT HALL

Meeting came to order at 7:00 p.m. with Selectmen Troy E. Garron, Kim R. Roy and Michael J. Schleiff present.

The following business was discussed:

AGENDA

The Agenda for Tuesday, February 14th, was unanimously approved without revision.

PLEDGE OF ALLEGIANCE

The Board as well as those attending tonight's meeting stood to recite the Pledge of Allegiance.

MINUTES

Moved by Garron and seconded by Roy, the Board unanimously approved the following Selectmen Minutes:

Regular Session – February 3, 2012

Moved by Roy and seconded by Schleiff, the Board approved the following Selectmen Minutes. Garron was not present at this meeting therefore he abstained from the vote.

Regular Session – January 24, 2012

Executive Session – January 24, 2012

AFFIRMED COMMITMENTS AND WARRANTS

Moved by Garron and seconded by Roy, the Board unanimously affirmed approval for the payment of the following commitments and warrants with the exception of Schleiff abstaining from the Police Department payroll in warrant #62:

Payroll Warrant	# 62	\$ 328,412.87
Vendor Warrant	# 63	\$ 69,870.72
Withholding Warrant	# 64	\$ 122,692.42
Vendor Warrant	# 65	\$ 329,520.67
Ambulance Commitment	# 1B	\$ 23,400.27

APPROVED COMMITMENTS AND WARRANTS

Moved by Garron and seconded by Roy the Board unanimously approved payment of the following commitments and warrants with the exception of Schleiff abstaining from the Police Department payroll in warrant #66:

Payroll Warrant	# 66	\$ 321,912.23
Vendor Warrant	# 67	\$ 179,113.07
Withholding Warrant	# 68	\$ 119,460.56
Mobile Home Park License Fee	# 02	\$ 5,160.00

Moved by Garron and seconded by Roy, the Board unanimously approved payment of the following Selectmen bills:

Peter J. Epstein, Esq. (legal services/Jan.)	\$ 1,100.00
Deutsch William Brooks (legal services/Jan.)	\$ 858.30
Atty. Lawrence P. Mayo (legal services/Jan.)	\$ 3,238.75
National Grid (billing 12/16/11-1/18/12 for concession stand)..	\$ 21.91
MMMA (Seelig-3/15/12)	\$ 30.00
Lowe’s Charge (storage crates for Police Station)	\$ 136.32
Margret Logan (mileage reimbursement)	\$ 148.19
Malloy, Lynch, Bienvenue, LLP (audit-yr. ending 6/30/11)	\$ 6,000.00
Cushman insurance (renewal of 3 policies)	\$ 68,915.00

The Board acknowledged payment of the following Selectmen Office Payrolls:

Week Ending 1/28/12	For	\$ 5,761.70
Week Ending 2/11/12	For	\$ 5,761.70

GENERAL MAIL / BUSINESS

Job Postings

There are two job openings within the town hall office. The first position is for a Finance Committee Secretary, deadline for applications is February 21st. The other posting is for an Administrative Assistant in the Town Clerk’s office, deadline for applications is March 2nd. Seelig mentioned that both postings are on the town’s website for anyone who may be interested.

SCHEDULED APPOINTMENTS

Truck Exclusion Hearing

A informal discussion regarding a truck exclusion for Walnut Street was scheduled for this evening and residents from Walnut, Pine, Plymouth and Thompson street we invite to come. Schleiff began the meeting by bring the audience attending and the viewers up to speed of where they are, how it was started and what information has been gathered regarding the process of determining if a truck exclusion is warranted. Before beginning Seelig had asked that the residents give their name and address so it is on the record for the minutes when asking questions. Schleiff began by stating that the Old Colony Planning Council had completed the Halifax/Bridgewater heavy vehicle traffic pattern study. This study analyzed the traffic patterns on the roadways of Halifax and

Bridgewater. Schleiff read a paragraph of the cover letter from Old Colony Planning Council's report dated September 26, 2011 (see attached exhibit A, outlined in red). He then proceeded to read from page 2, which was that one or more of the following may be sufficient justification for truck exclusion:

- A volume of heavy commercial vehicles, which usually is in the range of five (5) to eight (8) percent, reduces the utilization of the facility and is cause for a substantial reduction in capacity or safety.
- The condition of the pavement structure of the route to be excluded indicated that further repeated heavy wheel loads will result in severe deterioration of the roadway (subject to MassDOT review).
- Notwithstanding the foregoing, in certain instances where land use is primarily residential in nature and a municipality has requested exclusion only during hours of darkness, a specific night exclusion may be granted.

He explained that they break it down into corridors and that "*Walnut Street Corridor*" is approximately 1.94 miles. This corridor includes Walnut Street (approximately .77 miles) in Halifax and East Street (approximately 1.17 miles) in Bridgewater. In addition, Cherry Street (side Street) in Halifax and Plymouth Street (side street) in Bridgewater were included in the "*Walnut Street Corridor*"

He also went on to explain the "*Elm Street Corridor*" (attached exhibit B outlined in red) and then asked if Elm Street was part of this truck exclusion and Seelig explained that measurements for Elm Street were done as part of a second study but is not part of the discussion this evening.

From data that was collected in December 2010, Schleiff mentioned observations that were noted, which are listed below:

- Heavy vehicles are traveling on secondary roads in order to cut across to other state numbered routes.
- All counter locations well exceed the 5% threshold of heavy vehicles.
- Cars are traveling above the observed speed limits by an excessive amount.
- Pavement conditions are in disrepair and demonstrate safety issues for vehicular travel.
- There are no bicycle and pedestrian accommodations.

Schleiff then read four letters from residents who were all for the truck exclusion (letter are attached as exhibits C, D (includes pictures), E, and F). He also added that he had a letter from the Traffic Safety Committee stating that at their meeting on January 11, 2012 they voted to recommend to the Board of Selectmen to proceed forward with the truck exclusion for Walnut Street and Pine Street. Schleiff had asked the Board if they had anything to add and Garron stated that he has gone down to Walnut Street numerous times and have seen that trucks do move to the side of the road to pass people and have seen traffic jams. Roy mentioned that she also has been down that road and has attended a couple of the Traffic Study Committee meetings and can see why they are in favor of this truck exclusion. She added that the Highway Surveyor is aware of the road conditions on this street and there are plans for improvements but she fears that once the road is paved there will be issues with speed as the road is a straight away.

Schleiff was down there a couple weeks back and there were numerous trucks coming and going and some were driving in the middle of the road. He stated he

was parked at the stop sign on Summit Street just observing as to where these trucks were coming from and a truck came up behind almost hitting him. His assumption was that the driver probably wanted to avoid Walnut Street and went up this street. He does realize that Halifax has spent a lot more time on this than Bridgewater and is hoping that they will be on board with this. He did say that representatives from Bridgewater were at the last Traffic Safety Committee when the recommendation was made and they agreed that they have seen the same problem on their end (East Street) and they also want to get it going. Both towns need to be on the same page before we go to DOT.

Schleiff then went on to say that if this truck exclusion does occur it will draw traffic to the center of town and that Rt. 106 and 105 will be impacted. Schleiff wanted everyone to keep in mind that other areas will also need to be addressed because moving a problem from one area will cause another one in another spot and stated that the probability of another street light, at the cost of half million dollars, here in town may happen if this truck exclusion were to occur as well as reconfiguring intersection of Route 105 and 106. He just wanted to make everyone aware of the cost that is involved in doing all this and that the safety on Walnut Street needs to be addressed but also we need to keep in mind the traffic alternatives and how that affects other residents in town.

Roy is concerned about the traffic coming off Rt. 105 getting on to Rt. 106 therefore a light might be needed but the next question is can the town afford to install one. Although she was told that if it was too inconvenient for the trucks to take the turn off of Route 105 then they would reroute themselves another way. Roy did not know how true that was but wanted the residents to know that they are looking at all the options and do know what the Thompson Street residents may be facing.

Garron wanted to say that when this first came up one of his concerns was the diversion of traffic but his main concern is to try and find a solution. He stated that he truly believes and supports that this truck exclusion needs to be done and stated that it's going to cost us no matter what whether it's peace of mind or putting the light in. He added that coming through Halifax to get to Rt. 44 is one of the quickest ways from Rt. 104 and Rt. 18. If it does not go through because of Bridgewater at least Halifax did make an attempt. Schleiff's feeling is that no monetary value is worth a life and for the reason of a young boy getting hit by a car a few years back that is why the Traffic Study Committee was established. He realizes that it's a tough time here but the Board is presenting the facts this evening as they see them and offering their comments and support so now it's up to the residents.

Garron stated that there always has to be a tragedy first before things get done so before a life is lost. The Board hopes to convince Bridgewater then the state to allow this exclusion to happen.

At this point Schleiff opens the discussion to the audience for any questions or comments they may have.

Mohammad Nasser - 55 Walnut Street

Mr. Nasser asked when was the report done and Schleiff said in 2010, stating that the Town of Halifax requested that OCPC collect data on Walnut Street in response to resident's concerns relating to the volume of heavy traffic utilizing this facility. Report came out September 26, 2011.

Carol Waterman - 176 Thompson Street

Ms. Waterman lives between Summit and Thompson Street and that area was done over a number of years ago by P.A. Landers and a sink hole developed in front of her house in the road and has been repaired a number of times but every time the trucks go by the hit and the house shakes. Also that is a high speed lane at that spot because of it being a straight away. She has experienced difficulty getting out of her driveway and once she is out of her driveway they are on her tail because of the fact that they are traveling at a high speed. Schleiff realizes that it's a rural section and drivers figure there is no one around watching them so they speed. She added that someone is going to hurt and that there are people walking and kids ridding their bikes and there are no sidewalks there is no where for them to do either. Schleiff agreed.

Phil Tringali – 98 Walnut Street

Mr. Tringali said before going into to much detail he wanted to hear from anyone who was not in favor of putting the truck exclusion in place to hear their objections.

Schleiff said that the forum tonight was for any one for or against it and anyone can speak their mind.

Tringali wanted to continue to state why he is against it. One issue is the growth in the traffic on Walnut Street as well as the conditions of the road, which has been talked about. Big concern is loss of lives that have not occurred. He added that the traffic increase at the intersection of 106 and 105 is inevitable and will happen in time. The big concern is the heavy trucks that go down Walnut Street. He can hear when trucks start on Walnut Street and heads up to East Street. Banging of the trucks he watches it every day. He stated that we went through this with BRS saying that they have been backing off but still about sixty percent of trucks from BRS are still traveling this route and they have not cut down on the amount of trucks coming down Walnut Street. He does not care what they are saying it's not happening, they have been through all this before and he would like to hear why there would not be an exclusion down there adding that this is a bad situation only to get worse.

Gordon Andrews – 688 Plymouth Street

Mr. Andrews asked if they could have an overview of the process.

Schleiff stated that Seelig could probably give a better insight of the process.

Seelig started by saying to start the process first a study needed to be done, which it has. After tonight's discussion the Board of Selectmen will decide to petition or request to Mass Highway or DOT for a truck exclusion. An alternate route for the trucks will need to be provided, which will be Rt. 105 and Rt. 106 if the trucks are not able to use East and Walnut Street as well as Cherry or Pine. Seelig wanted

everyone to keep in mind that we need Bridgewater on board because Walnut Street becomes East Street in Bridgewater. Seelig said that he has spoken with East Bridgewater and it very likely that they will be on board with this because they have a truck exclusion on Route 104 for a short distance which forces them to go onto Route 106 instead. If Bridgewater and East Bridgewater say yes and Halifax Board of Selectmen are for it then it all goes to the State and they make a decision to approve the truck exclusion. A big factor that will be looked at is how big of a detour do the trucks have to take. Several years ago there was a truck exclusion for Furness Street and the detour that the trucks needed to take was minor. The detour that is being proposed for this exclusion is much more significant and DOT will take that into consideration. If Bridgewater and East Bridgewater are not on board then this exclusion cannot happen but Halifax can still go ahead and make road improvements to Walnut Street or place a traffic light at Rt. 106 and Rt. 105.

Roy had asked Seelig if DOT approves it is there some funding that because it was mentioned at one of the meetings that if state funds were used to create the road then an exclusion could be granted and he said no.

Gene Clinton – 702 Plymouth Street

Mr. Clinton asked that if this exclusion went through does that mean that the truck traffic on 106 to Pine Street to 105 would double or triple. Schleiff did want to say double or triple but said that it certainly would increase. Seelig asked if he was asking how many more trucks would be on Thompson Street and Clinton wanted to know on 106 to Pine Street to 105. Schleiff wanted to say that the bulk of the traffic would be vehicles from BRS because that what seems to currently be going down there.

Seelig stated its roughly 2000 vehicles per day of which fifteen percent is heavy vehicles so a minimum of about 300 more trucks per day.

Edward Lane – 82 Walnut Street

Mr. Lane stated that fifty percent of the trucks will go through Bridgewater instead of Halifax and that Halifax will decrease in truck volume. Seelig said that if you make it less convenient for trucks do they will seek a different route. This will all be up to the drivers and traffic conditions. Garron added that it also depends on where the truck are delivering to whether is Wal-Mart or Stop & Shop or trucks making gravel deliveries or removing gravel they will still come through town so you can't say whether the traffic will double of triple because the drivers will find alternate routes within Halifax, Bridgewater or go down Rt. 44 or Hanson. He added that as stated earlier there is no guarantee that there will not be any suffering on somebody if this is to happen.

Gene Clinton – 702 Plymouth Street

Mr. Clinton wanted to add that we have Cisco coming into Plympton and they are going to be having plenty of trucks coming in and wanted to know how much of an effect will that have on Halifax. Schleiff added that we have seen an increase on Rt. 105 since Oak Point was built and that road is getting beat up let alone if a casino went in Middleboro or if there is another housing boom. He added that industrial parks are coming in left and right and no matter what happens we are going to get in increase in traffic. We can't hide from it and yes it is frustrating.

Bruce Wood – 64 Carver Street

Mr. Wood wanted to state that all these trucks going down these roads have built these roads, built our houses and our economy. He realizes that it's an inconvenience and asked how many speeding tickets have been issued on Walnut Street for the speeding trucks. Schleiff made it know that he is right and they are not here tonight to put down the truck drivers and that they see that the roads are in bad shape and that's why we are having this forum to discuss all these matters. Mr. Wood went on to say that on Southworth Street in Brockton they have exempted trucks from going down there and people living on the street on writes down the truck company and a plate number report it to the police department and that driver and truck gets issued a four hundred and fifty dollar fine for using that street. He does not want residents calling for every truck that goes down there getting fined because they made a mistake and went down the street in error or they are making a private delivery. He feels that they will be fined because that is the only way you are going to stop them. Schleiff wanted to say that if you are doing business on the street then you are able to go down there to do so. Wood went on to say that you are going to want your plow drivers, the fire trucks, the ambulance you are going to want numerous service trucks for house improvements those trucks will be fine but it is being said the sixty percent of the trucks are from BRS. Why can't the police sit down there for a while and the drivers will catch on real quick or how about a speed limit sign. Woods said that there is practical approach to this instead of this truck exclusion. Schleiff wanted to respond to this by saying that deliveries can be made if an exclusion was done and that exclusion is being proposed mainly to keep drive thru traffic from a residential area for concerned safety. And added that we have two patrol men on during the day and they cannot sit down there all day and does not see this as a way to monitor the truck traffic. Schleiff said we know that the roads need repairing and believes that the Highway Surveyor is working on that and going to have lines painted so drivers don't drive from one side to the other. Mr. Wood said that it's been concern for years and efforts have been made to but it continues to be a problem and added that if there is no speed limit sign then it makes it tough for everyone. The road is going to be fixed but then you have to realize that doing so will make it easier for cars to speed down and because it is far from town. Schleiff said that these discussions have been discussed with Traffic Safety Committee, Highway, Police, lots of heartache to get to this point and he appreciates his comments.

Roy added that patrols have gone down and there was a speed sign there for a period of time but thinks that the residents did not have a problem with the speeding but the drivers of the trucks needing to drive on the opposite side of the road because of the conditions and the drivers of the cars were getting frustrated so they go around the trucks. Most of the issues are the trucks traveling on the wrong side of the road.

Garron wanted to respond to Mr. Woods comments and said that we need to think about the quality of life. People would like to sleep or feel safe on the roads and if this can be done without inconveniencing the truck driver then that is what he would like see done. If we do nothing then that is saying that the Board does not care about a certain part of our population and that's not true so he said we are trying to find that boundary. This discussion could go on and on the fact is that we need to diminish a dangerous situation that has existed for a long time and

wanted to add that there are laws stating that trucks can start up before a certain time or they need to be a specified weight. He does not feel that we are doing anything that is unreasonable or going to hurt the trucking industry.

William Balfour – 156 Thompson Street (corner of Walnut)

Mr. Balfour has lived in town over forty years and said for the most part the traffic does not move fast on Walnut Street because the road conditions are so bad. From Summit Street to Rt. 105 they don't move fast, they go within the speed limit. He said as Roy said trucks travel up the opposite side of the road because the water main that was put in fourteen years ago has collapsed. Traveling west on Walnut Street is better than traveling toward East Bridgewater and he does not think that this exclusion is going to cut the traffic down. Mr. Balfour can't imagine why the Board of Selectmen would want to dump the traffic on Rt. 105 not to mention it is a bike route, when you have a road that is not being used to its full extent because it's so bad.

Garron said that this room is full of people and the Board is responding to their concerns. This issue is brought before us because we have to deal with it whether Garron likes it or not. It is the people that live on the street who are seeing that they speed and he has seen it himself. The problem was brought to us, it was researched and now we are trying to deal with it the best way the Board knows how. Schleiff mentioned that the less populated areas where there are no patrols are where the speeding is going to take place.

Seelig wanted to explain a little about what would constitute a thickly settled area and how a speed limit is determined. He started by saying that when the study was done OCPC considered Walnut Street to be a thickly settled area. A sign can be put up stating that it's a thickly settled area but can't put up a sign that says 35 mph because if you did then a speed limit study needs to be done and how this done is that you measure how fast vehicles are going down the road. For instance, if you take one hundred cars and rank them from the slowest to the fastest and when you hit that eighty fifth car whatever that car is going would be the speed limit that the State would say is for that road. Seelig said there are numerous cars and trucks that drive over the speed limit on this road and even if there was a speed limit sign posted people will not obey them anyway. Seelig said that we can enforce a thickly settled sign more than we could a 35 mph sign.

Schleiff mentioned about the eighty fifth percentile speeds recording on Walnut street corridor stating that they average 46 mph and made a point that if the pavement is better then the drivers go faster. Also within the report it stated that because of the poor road conditions vehicles are traveling on the opposite side of the road making it very difficult for people to walk and ride bikes.

Mohammad Nasser - 55 Walnut Street

Mr. Nasser wanted to state that he spoke about one thing and it is the safety of Walnut Street. Now he hearing that they are going to fix the roads which will create a more dangerous situation and that it's not only trucks but its cars with teenagers, who come in the middle of the night and screech down the street so paving the road, is not going to help with the safety on the street. He requested about six years ago to put signs up. Yes a sign was put up but it was just one sign that says children that can't even be seen because of the tall grass. It's not just the

maintenance of the road but the safety. Mr. Nasser has requested this to the Chief and Seelig many times. It's not just the trucks it just drivers being reckless. We are not supporting having the problem taken off of Walnut Street and exported to Thompson Street. We asked Bridgewater to come in as well as Bridgewater Sand and Gravel and they did not show so what is the solution to this. There was a fatality at the corner of Thompson and Walnut at one time. Schleiff said there is no way of getting away from the increase in traffic in Halifax.

Michael Zarrella – 19 Pine Street

Mr. Zarrella's main concern is that the condition of Pine Street is not suitable for the amount of trucks and the weight that come down there. Half way down on Pine Street is a bridge and the condition of that bridge (provided pictures that are included in exhibit D) at this moment is poor having trucks come down this street will only add to it. Also if something happens to the bridge then Pine Street will become a split dead end street requiring not just the commercial traffic to be rerouted but also residential. Thus looking at a truck exclusion for Pine street should also be considered. Mr. Zarrella understands that that the town does not have extra money to fix the bridge hence if it was to break it would take years to find the funds to fix it. Schleiff wanted to add that when you need money you can find it and there is always someone willing to step up to the plate and help.

Brenda Pettingill – 98 Pine Street

Mrs. Pettingill agrees with Mr. Zarrella regarding the bad shape the bridge is in. She added that the bog on Pine Street has been re vamped so a lot of trucks have been coming down there to go to the bogs. If you excluded trucks coming one way they are going to have to use the other way which will upset the residents from that end. Also she stated that this bog produces cranberries which are his lively hood.

William Wood – 131 Thompson Street

Mr. Wood stated that he lives right across the street from Walnut Street and is opposed to it because he likes the idea of the trucks having to slow down in front of his house to take a left or right turn. His main concern is if trucks are coming down going towards Middleboro at full speed and someone needs to make a leftturn in front of them there surely is going to be another death. He thought more signs would be good as well as an exclusion. He also brought up the point that when he is pulling out of driveway and there are leaves on the trees he needs to get out quick. Roy asked him what kind of signs would he like to see and he said if there was an exclusion on Walnut Street he would like to see a sign that states no left turn and make them go up to Summit Street and turn left because this area seems to be where more people get hit. He has been here for forty years and has seen between fifty to seventy five accidents and one death. His concern is safety.

Elsie Wood – 131 Thompson Street

Ms. Wood said that at this time when the trucks come down Walnut Street they need to stop before making a right turn if there is a truck exclusion then Rt. 105 will be a straight away and trucks if trucks are coming from Middleboro and want to take a left onto Walnut that poses a safety issue.

Schleiff asked her if the exclusion was to happen would this same issue need to be addressed and Mrs. Wood said yes. Schleiff said that we did have OCPC looking at the cause and effect that this will have throughout the area and we are not just looking at the exclusion but also looking at the issues that arise. Mrs. Wood asked that if the exclusion did happen would it be an option to make Walnut Street a one way, where you could have cars coming from Walnut onto Thompson therefore using Summit Street. Schleiff said if you have a concern with a particular area to send a letter to the Traffic Safety Committee, which can be sent to the Board of Selectmen. Mrs. Woods added that there may be elderly people are traveling from Oak Point who may be tuning onto Walnut Street and she would hate to see an accident happen if a truck was cruising along and did not have the ability to stop.

Chuck Sherman - 2 Cherry Street

Mr. Sherman stated that he lives on the corner of Cherry and Walnut Street. He said that it was mentioned that eighty five percent of the traffic on Walnut Street travels 45 mph with that being said he asked if anyone has the statistics if a fully loaded truck needed to stop how long it would take him to do so and asked if there has been any consideration for the children on the buses or the residents in the neighborhood? Seelig said that there is no specific description as to how long it would take an eighteen wheeler to stop in an emergency and stated that it's a matter of physics.

Bruce Wood – 64 Carver Street

Mr. Woods knows that the town does not have money for maintaining the road but is wondering if anyone has looked into county or federal grants to get these two roads resurfaced and repaired properly he does not necessarily mean with sidewalks but made the right width, getting the potholes fixed and fixing the water main issues as stated by a resident earlier. Getting them fixed therefore not requiring trucks to be diverted to an alternate route. Schleiff believes it's on the schedule and was told by Highway that there a two streets in that general vicinity that have priority and the funds will be coming from Chapter 90 money. This is up to the Highway Surveyor and he cannot speak for him but this is what he has been told.

John Shea – 530 Thompson Street

Mr. Shea asked if there has been a count on the how many trucks go down Pine and Walnut Street. He stated that his house is built close to the road and every truck that goes by his house his house shakes. Seelig mentioned earlier that on Walnut Street the estimate is about three hundred heavy vehicles each day and one hundred on Pine Street per day.

Rick Greeley – 847 Plymouth Street

Mr. Greeley began by saying that alternative route will not be a problem for him but if you're driving a fifty three foot truck and at the intersection of 105 and 106 making the turn is going to be a big problem for truck drivers. This is a tight corner and needs to be taken into consideration. Schleiff said that this problem was mentioned at one of their meetings and said that cars would probably need to back off in order for the truck driver to make the turn. Greeley said that trucks

might need to back up in order to make the turn and this is something that needs to be taken into consideration.

John Shea – 530 Thompson Street

Mr. Shea had asked that if the traffic is diverted to Rt. 105 and if Bridgewater and East Bridgewater goes with this how long would it take to go through the process of traffic being diverted off of Walnut and Pine Street, would it be six months, a year, two years how long? Schleiff's understanding is that there is no time limit. Seelig is guessing that they are talking months not weeks or years for them to make a decision and once it's approved it would be up to the Board to advise the Highway Surveyor to put up the necessary signage. Seelig hopes that it in the matter of weeks but the State can take as long as they want to make their decision whether it's one way or the other.

Edward Lane – 82 Walnut Street

Mr. Lane wanted to point out that at the intersection of Walnut Street and Rt. 105 if a driver is coming from Walnut Street and taking a right to go towards Middleboro they would need to back up if a truck was making a turn on to Walnut Street. Trucks just glide in to go onto Walnut Street and do not come to a complete stop. The width of Walnut Street is less than 106 and 105 and if walking down the street you are looking in every direction for cars or trucks coming down the street. Schleiff said that there are streets throughout town that are also narrow for example streets around the lakes and that all the roads are not up to today's standards. Mr. Lane also said that he walked around his house last year and noticed a crack in the foundation, he is one hundred and fifty feet off the road and he is confident that it is caused from trucks. Mr. Lane also said that the town is going to spend money to fix the roads only to have them get ruined again in four or five years. Schleiff wanted to point out the trucks do pay their share on excise taxes and part of that money he believes is Chapter 90 money that comes back to the town. Mr. Lane just stated that he is only saying from a safety perspective and does not think the road is made for trucks and if the road is fixed he would think that it would need to be expanded to make it safe.

Mohammad Nasser - 55 Walnut Street

Mr. Nasser wanted to hear from the Highway Surveyor as to what the plan if there is one for this year for Walnut Street is. The Highway Surveyor said that he was working on it and then Mr. Nasser asked if he had a plan and Badore said that they were going to grind and repave it because that all we can afford. Mr. Nasser said that will take care of the safety problem and Schleiff said a better road means more speeders but also for car owners it would be less wear and tear on their vehicles. Mr. Nasser mentioned that a sidewalk would be nice as well as the paving. Roy noted that we not widening the street therefore will still have the same problem of trucks fitting on the road.

Shannon Hadorn – 74 Walnut Street

Ms. Hadorn asked will the paving fix the sloping that the road has now because part of the reason the trucks move over is because of the poor conditions of the road then cars are coming down on the opposite side of where they are suppose to be. She stated that she called a couple months back because of this issue and a no passing sign was put up but as it was said earlier a sign is only a sign unless

someone obeys it. She also wanted to know when the road is repaired will there still will be a tilt, if so then trucks still will not stay on their side of the road. Her concern is the trucks moving to the middle of the road and the cars passing them. Ms. Hadorn experienced car being within feet of her and her child while waiting for the bus because of the poor conditions of the road. She is out there every day with her child and is amazed at what people do going up and down Walnut Street

Schleiff asked Highway Surveyor, Bob Badore, what could be done with this problem and Badore said it will still have a slope but you will not notice it as much and reason for the slope is to get rid of the water. Schleiff asked if there would be less of a crown in the middle of the road and Badore said yes.

45 Summit Street (name given inaudible)

This gentleman asked when you exclude the road does that mean the whole road or just part of the road. For instance can a sign be placed at Summit Street stating that trucks can longer travel at that point and then they would have to go onto Summit Street or East Street where it connects to Walnut. Seelig said the intent would be from the border in Bridgewater to the intersection of Thompson Street therefore the entire street of Walnut will be a truck exclusion then on Pine Street the northern end of Rt. 106 to the southern end of Rt. 105/Thompson Street. He added that if this goes forward signage would need to be put up so that trucks know that there is a truck exclusion.

Schleiff stated that if there were no further questions he would like to ask the Board if they wanted to go forward with a decision or advise for another meeting. Garron said that he is ready to vote and stated that he realizes that not everyone is going to be happy but this exclusion is a good beginning and to keep in mind that there will be people speeding when repairs are done. He also wanted to say that people need to come to town meeting and vote when there is a need for more officers to voice their opinion and support the police chief and that we need the personnel to do the job and at this time we do not have the staff to do it. Roy was prepared to vote but wanted to say that when the repairs are done for Walnut Street the road still will not be safe for trucks because of the width and as she mentioned earlier no decision is going to please everybody. She added the concern of the intersection of Rt. 106 and 105 and that a traffic light might be needed so that there would not be a safety issue on another road. Roy said that the Chair mentioned that the town would have to find the money for the light if it comes down to it. Schleiff said that the Traffic Safety Committee is looking at the effects if a truck exclusion was to happen and they are aware that it will affect other areas. The Board of Selectmen, Highway Department, Traffic Safety Committee and Police Chief are all here to serve the best we can with the limited resources we have at this time.

Moved by Garron and seconded by Roy, the Board unanimously voted to put forward the request to the State for the exclusion on Walnut Street and Pine Street.

Schleiff mentioned and it passed unanimously and we will be notifying Bridgewater and East Bridgewater of the Board's vote this evening.

Mark Millias – Appointment to Planning Board

Schleiff wanted to begin by apologizing for the delay in having Mr. Millias come in and explained that the Board wanted to give any other applicants the opportunity to also come in and meet with them. Schleiff noted that Millias has experience in land surveying and Millias said that he has twelve years experience in that field. Garron asked Millias why he wanted to serve on the Planning Board and he said that he has the knowledge to read surveyor plans and that he enjoyed doing. He also asked what his perception of the Planning Board and he stated he would try to base his decision on what he thought the majority would agree on and would make sure things were done not only to the law but what made sense to everybody that it would be effected. Garron asked when he said everybody did he mean the town or the residents. He said anyone who would be affected and residents in particular. Garron thanked him.

Roy had asked if has ever attended town meeting and he said no he hasn't but he will going forward. Previously at one of the Board's meeting a question was asked if there would be a conflict of interest of him serving on the Planning Board and his father being the Building Inspector for the Town with that, Roy had asked if he had contacted the Ethics Commission to see if there would be a conflict and he stated that no one had mentioned that to him and did not realize that would be an issue. Seelig recommended that Millias contact the Ethics Commission and explain the situation and ask the commission that if there would be a time that a disclosure may need to be filed on any particular matter or all matters due to his father being the Building Inspector. Seelig did not see and issue of him serving on the Planning Board but there may be some matters he might have to state that he can make an unbiased decision despite his father being the Building Inspector. As stated by Roy this is just to protect Millias if anyone was to question him in the future.

Roy had asked the Planning Board if they were recommending Mark Millias to their Board and Gordon Andrews stated that they did have a discussion at one of their meetings and a vote was taken.

Moved by Selectmen Roy and seconded by Selectmen Garron, the Board unanimously appointed Mark Millias to the Planning Board, term to expire May 19, 2012.

The following joint vote between the Board of Selectmen and Planning Board was taken:

Selectmen Troy E. Garron	-	Yes
Selectmen Kim R. Roy	-	Yes
Selectmen Michael J. Schleiff	-	Yes
Planning Board Member Gordon Andrews	-	Yes
Planning Board Member V. Richard Greeley	-	Yes
Planning Board Member Robert Piccirilli	-	Yes

Seeing as the Planning Board was present Schleiff asked what the next thing that needs to be done to implement the Master Plan. Seelig stated that the Master Plan Committee had implemented a plan and presented a final version to the board of selectmen about a year and half ago. The next step would be to take the recommendations of the master plan and make the necessary changes to the by-

laws and any other changes that need to be done as stated in the plan. The final consensus was that the plan was all set and would be used as a guidance for future planning for the town.

Schleiff also had another issue he wanted to talk about with the Planning Board. At this time there are approximately twelve roads in developments that have been accepted by the town that are not receiving Chapter 90 money because there are forms that need to be filled out and filed with the State in order to receive the funds. The forms are asking for basic information such as curbing types, sidewalks, length of the road, depth of the asphalt, etc., which the Highway Department is trying to get. Schleiff had asked the Planning Board if they would be willing to help fill them out and they said they would. Seelig will forward the forms to the Planning Board.

Sue Duggan – Solar Farm – Monponsett Street

At the time Sue scheduled to come in to speak with the Board she thought that there was actually going to have a PILOT but things have taken a different direction. The town has provided the developer with how much the town uses in electricity, which last year's energy cost was about \$180,000 in the municipal buildings (includes the school). Part of the process is that the developer needs to provide the town with how much the revenue would be and there are two components that determine the revenue. One is the energy revenue and then the other is subsidiary that the government offers under the Green Communities Act of 2008, which is to get people to invest in developing wind, solar and renewable energy products so that they get a thirty percent federal credit on their (meaning the developer) taxes.

There are several towns that have PILOTS and East Bridgewater, who is in the process, has only gotten as far as the power purchase agreement. There is a PILOT in Dartmouth, but has not been signed yet because they could not come to terms and did not know a lot about it so they signed a power purchase agreement to give the town solar energy and will wait till they are up and running to see what the numbers are.

When the town was approached there were certain things we needed to do and in order to have a PILOT developed one being is that the town needs to know not what the revenue is as well as what the expenses will be. The developer has been asked this numerous times but has been very reluctant to share that information. It is Duggan's understanding that they would like a commitment from the town so that they can get the lender but the flip side may be that the lender would like to see a buyer first then proceed. She also thinks that the developer does not have much experience here in Massachusetts.

Another issue is the legal expense to draw up a PILOT and a purchase agreement. If you have a PILOT agreement it would need to be ratified at Town Meeting and soon as that happens it is sent to the Department of Revenue accompanied with an appraisal. The appraisal is needed because the PILOT payment that you are settling on is supposed to be equal to what you would tax it; in essence you are not giving anyone any breaks and should be similar. None of this can be done without the information.

Another thing that Duggan wanted to point out is that they have refused to chip in and pay for the legal work and the appraisal, which might be fifteen thousand,

three thousand of it would be for the appraisal. She has been in contact with Attorney Mayo but at this point she does not have any idea how much it would be because PILOTS for this type of thing are fairly new therefore a figure could not be pinned pointed as to how much it would be.

Garron wanted to clarify what Duggan has been saying. Garron asked in order for her to tax the developer she needs to know how much they are going to be making and she said yes. She added that they have been pretty straight forward on the revenue side but it's the expense figure she is not getting from the developer

She stated that costs have come down within the last six months for solar and a lot are going to China to get it because it is cheaper but as cost go down the dynamics change. Such as, people who signed up in the fall might have gotten the highest estimate of costs and might have ended up with higher or lower tax agreements it depends on the circumstances but the point she is trying to say is that she can't know what the new present value of this project is if she does not know what the expenses. Once Duggan gets that amount she can be at a point where she can say this is a good deal and this is what we want to do. The developer would like her to take the projection and the figures that they have given her but she is not going to do that one being is that she would not do it any way and the other is that she needs to provide an appraisal.

Seeing as the licensing process with the utility companies takes about four to six months the key question is are they going to get it or not or will they have to extend the transmission lines about two miles up to the center of town to connect to the grid which would be an added cost.

Duggan's feeling is that they don't have a lender or a municipality and they need us. Garron asked if this is the same people who have talked with Bridgewater College and Duggan said they are and Bridgewater has not gotten any further because they have issues of it not passing with the negotiating authority and Seelig added that there is a problem in the decision making process between the Town Manager and town council.

In Plympton they were going to do a few panels just over the line then another one on Center Street but this one has got put aside because a proposal had been presented to put panels in the industrial park where no one would see it but now there is a holdup because it's a land locked parcel and there is no way to get to it. There are so many if and or buts with this project that without a commitment you could go to town meeting, present it and they in turn can say we are not going to do this and the town is out all the money the put out.

What the Assessors would like to propose is that we wait and don't do anything about a PILOT agreement until they are up and running then they'll come back to us because they do not want to do a direct taxation.

Roy asked if Duggan was going to negotiate that usage contract with them in the meantime and she said yes that is the way they would like it to go if they get up and running but in the meantime she does not think there is any harm in doing the Power Purchase Agreement. What this agreement entails is that solar energy that is produced from the solar project is transferred to the grid (NationalGrid); the town is then given credits, which at this time is fifteen cents per kWh, goes into a pool credits that is earmarked for the Town of Halifax then the excess energy then can be sold at 10.5 cents per kWh giving the town a discount of 4.5 cents. There

are a couple of other ways in which the town could benefit but those options can be discussed later. The best one that she has seen is East Bridgewater's Power Agreement, which she has forwarded to Mr. Mayo for him to look over and she would like to create Halifax's just like it.

Roy wanted to thank Duggan for her time and energy in looking into this and stated that she has done a wonderful job researching all this information. Duggan said that this is all new to her and it has been a learning experience.

What Duggan would like is a letter of intent that the town buys the energy should the project go forward. Again Mr. Mayo can work on the wording and Duggan thinks that what the developer is looking for is some type of commitment from the town so that they can bring such documentation to a lender. At this point she has not asked the Finance Committee for any money and talked with Seelig regarding the legal fees for working on the letter of intent. Schleiff agreed with Duggan's suggestion. She also would like to get an article on the warrant for town meeting to get authority to negotiate. Roy agreed and Schleiff asked if we had a place holder for that and it was stated we had two.

Garron asked if we needed to vote that motion and Duggan did not think that a vote needed to be taken to draft the letter if intent. Garron then asked if there needed to be a motion to go forward on this.

Moved by Garron and seconded by Roy, the Board unanimously voted to have Attorney Mayo draft a letter of intent.

GENERAL MAIL / BUSINESS (CONTINUED)

MMA Legislative Breakfast

Seelig mentioned that there is a breakfast on February 24th and if anyone from the Board is interested in attending to please let him know.

Letter of Commendation – Matthew Cunningham & Thomas Luckman

Chief Carrico has sent a memo to the Board in reference to Firefighter/EMT-P's Cunningham and Luckman quick and decisive actions on January 30th when they responded to a call for a resident who was in lethal cardiac rhythm.

Moved by Roy and seconded by Garron, the Board recommended that a letter be sent to both men praising them on their actions.

Planning Board Article for Town Meeting

The Planning Board is proposing changes in the section of the zoning by-law pertaining to floodplains. The Planning will submit the article with the changes to the Selectmen they in turn will send it back to the Planning Board for a hearing to be scheduled.

Moved by Roy and seconded by Garron, the Board unanimously voted to send the changes back to the Planning Board so that they can schedule a hearing.

Mosquito Control Program

Health Agent, Cathy Drinan, wanted the Board aware of the increase in the Mosquito Control District's budget. The increase is due to increases in the

/tools budget, a retiree buyout and in salaries. The Board was asked to sign a form that states that they have been informed of the increased budget and that the town plans to continue its membership in the district.

Moved by Garron and seconded by Roy, the Board unanimously voted to sign the form acknowledging that they are aware of the increased budget and that they plan to continue its membership in the District.

Taunton State Hospital

State Senator Pacheco is looking for letters from cities and towns in the southeastern Massachusetts opposing the closing of the Taunton State Hospital. Seelig has asked the Board if they would like to send a letter that they are not in favor of this happening.

Moved by Roy and seconded by Garron, the Board unanimously voted that they are opposing the closing of the Taunton State Hospital and that a letter be sent stating that the Halifax Board Selectmen are not in favor of this facility closing.

Fire Department Hovercraft

The Fire Chief has determined that the hovercraft is no longer in working condition and has asked that the Board declare it surplus (chief has no intention of purchasing another one). Seelig's intention is to start another round of vehicles up for sale after the existing six are sold and add the hovercraft to the list.

Ambulance Abatements

Moved by Roy and seconded by Garron, the Board unanimously voted to abate the following amount from the Ambulance Account:

January 2012	FOR	\$ 13,279.85
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Resignation - David Hurd/Historical Commission

Moved by Garron and seconded Roy, the Board accepted with regret, the resignation of David Hurd from the Historical Commission, effective immediately. A letter will be sent to him thanking him for his service to the town.

Donations from Wal-Mart and Stop & Shop for Halifax in Lights

Garron has been approached by the managers of both Wal-Mart and Stop & Shop asking that if the Board was seeking donations from them for this year's fourth of July event that a letter be submitted to them as soon as possible so they can forward it to their corporate offices so that there would be ample time to receive a contribution for the event.

Schleiff mentioned that he would like to see the Halifax in Lights Committee get the letters out. Seelig did mention that he has sent an email to the committee members but has not heard back from any of them at this point.

Moved by Roy and seconded by Garron, the Board unanimously voted to send a letter to Wal-Mart and stop & Shop requesting donations and have Seelig contact the Halifax in Lights Committee to ask them to contact the other businesses.

Computer Problems at the Water Department

Dick Clark is asking if there was any way to speed up the process so that the Collector can get set up to run debit and credit card payments so that the residents can pay their water bills.

Seelig stated that our current IT person is aware that he needs to set this up but he is finding it hard to find the time to commit to us and go to school. Seelig plans on spending some time on looking into a firm and in doing so he will ask if they could teach him how to fix any problems in house this way here there would be very little wait time on issues that may need addressing. Schleiff asked if we had any volunteers that might want to do this and Seelig said that it all comes down to their availability, being on call, remembering to do antivirus each year as well as other tasks that go along with maintaining the computers in the various departments.

Pepsi Volunteer Day

In Pepsi's effort to give back to communities Pepsi has volunteers who are looking to help towns or organizations that need support/help doing any form of community service scheduled for May 19, 2012. The deadline to submit the request to Pepsi is March 2nd. Seelig has forwarded this information to the other departments stating that if they have a project that might qualify for their help to take advantage of this and told the audience at home that they can contact the Selectmen's Office to get more details if they also are looking for volunteers to help with any community service. Garron suggested that maybe Highway and/or the Beautification Committee could schedule clean up day for May 19th. Seelig had also emailed this to the Beautification Committee and added that due to personal issues that have been taking up their time they have not had opportunity to move forward on any projects.

On a side note, the Beautification Committee had gone to FinCom looking for \$2,000 for a sign for the corner of South Street and then another \$2,000 for landscaping improvements and they were not too receptive to it and reason being as stated by Roy is that although they appreciate the efforts of the Beautification Committee in this tough economic time the town does not have any extra money to spend. Schleiff looks at it as with Halifax in Lights and other event committees that they can go out and solicit donations to help defray costs which they did say they would be able to do when they met with the Board last year and with that being said Seelig mentioned that personal circumstances have come up they cannot commit to the time that is required. Schleiff does not want to leave them high and dry with no money to work with because it's the taxpayers who actually get to see the efforts that are being made. He also suggested an incentive such as if they raise so much money the town would give such and such amount to add to it. Schleiff is in favor of some amount but does not know how much and wants the committee to know that they are behind them. Garron stated that they should support the cause of beautifying the town. Garron had asked what the minimum they would need and Seelig said that they were looking for \$4,000 and that the budget came in a couple of days ago then forwarded to FinCom. Schleiff had suggested having signs by the carpentry class at the high school and the only cost would be for the material. Garron asked, with the Board's permission, could they contact the Beautification Committee to see what they need to get started. Garron

is going to try and get a list together of some places that the committee may be able to approach for donations.

Audit

A proposal from Malloy, Lynch, Bienvenue, LLP has been submitted for the following amounts; FY2013 \$18,500, FY2014 \$19,000 and FY2015 \$19,500.

Moved by Roy and seconded by Garron, the Board unanimously voted to support the proposal from Malloy, Lynch, Bienvenue, LLP for the audit with the stipulations that the approval is contingent on funding from Town Meeting.

Ambulance Abatement Request from a Resident

A resident here in town is seeking an abatement for a outstanding ambulance bill. This resident has a medical condition and is struggling financially. Seelig has spoken with the Administrative Assistant at the fire department and was told that this individual has received three checks from their insurance company to pay three bills of which the individual has turned over two of them and third was used to make a partial payment and the remaining amount was kept by the resident. He has recommended that the Board request that the Collector lien the property for the remaining amount of \$748.41. If the Board decides to abate the bill a criteria should be established to go by.

Roy thinks that they need to be very vigilant on this and show an example that if you do own property there would be lien on it if money is owed to the town. Garron added that when they have abated in the past they did not know if the individual had received the money or not. Garron motioned that they lien the property for the amount of \$728.41 and for any fees incurred (this motion was not seconded at this time).

Schleiff would like to give this person thirty days to pay before putting a lien on their property and asked if the resident was aware that a lien may be placed on their property and Seelig said he did not think so. Roy added that the town provided a service and they got the money that was the town's and spent it and she was not inclined to give them thirty days to pay it seeing as this bill was from services rendered in October of 2011 but way okay with Garron mentioning two weeks.

Moved by Roy and seconded by Garron, the Board voted as follows to lien the property for the amount that is owed to the town of Halifax for the services that were provided in which they received payment from the insurance company and give ten days to pay the bill and if not paid within ten days a lien will be placed on the property for the amount owed as well as any fees the town incurs to place the lien.

Troy E. Garron	-	Yes
Kim R. Roy	-	Yes
Michael J. Schleiff	-	No

Water Department Service SCAM

A flyer has been sent out from a firm by the name of HomeService USA Repair Maintenance Corp. They are asking residents to purchase a repair service policy

to cover the cost of water line that may break between the town's waster line and the resident's home. The town has no connection to this company and the Water Department's notion on this is that there are very few lines that fail thus the coverage is not considered necessary. No action was needed from the Board Seelig just wanted them aware of this.

Presidential Primary Election Warrant

The Board needed to sign six warrants for the election on March 6th.

Wright Property

Covenant has been filed by Mr. Turner

Joseph v. Halifax

The judge has ruled with the Town of Halifax in essence means Crystal Joseph has thirty days to have Odie moved from the town.

Extension of Time Letter – Comcast Negotiations

The negotiation time period for the town's new license with Comcast has been extended from April 18th to August 17th at the recommendation of Comcast and the Cable TV Advisory Committee. A letter has been drafted by town counsel and needs to be signed by the Chair of the Board.

Moved by Roy and seconded by Garron, the Board unanimously voted to have the Chair, Michael Schleiff, sign the letters of extension.

Letter of Support for Regionalization Grant

Health Agent, Cathy Drinan is asking the Board for a letter of support for a regional board of health grant. This grant would help pay for health agent circuit rider, a public health nurse and provide training for veterans in the field of public health.

Moved by Roy and seconded by Garron, the Board unanimously voted to have the Chair, Michael Schleiff, sign the drafted letter of support.

A copy of the letter will be forwarded to the Town's Veterans' Agent.

Town Meeting Articles for Solar Farm

It has been brought to the Selectmen's attention by Principal Appraiser, Sue Duggan that the minutes of December 13, 2011 are incorrect. Literally they are correct but factually they are not. The original intent was to have two articles one to give authority to negotiate a PILOT and the second to agree to a PILOT. The minutes stated that one was for an appraisal and the other for the agreement. This has been correct earlier this evening in the discussion the Board had with the Sue Duggan.

Homeless Student Mandate

The MMA has sent out a notice announcing that the State Auditor has decided that the transportation and education cost for a homeless student who wishes to be educated in the community where the student had lived is a mandate. MMA is

asking that municipalities request the Legislature fund the mandate for FY2012 and in the future.

Moved by Roy and seconded by Garron, the Board unanimously voted to send a letter to the Legislature asking to make sure that the above mandate is funded by the State.

Northlands Property

A meeting has finally been scheduled with the Capital Asset Management which will be on Wednesday February 22nd at 9:30 at the McCormick Building in Boston. Seelig has invited the Principal Assessor and the Board of Assessors. He has asked the Board if any of them was interested in attending. He added that he does expect someone from one or more of the town legislators' office to be there.

Elected v. Appointed for Treasurer/Collector Position

Two steps need to be taken in order to change the Treasurer/Collector position from elected to appointed. First, a vote at 2012 May Town Meeting would need to be taken to place the question on the election ballot then the question would be put on the election ballot in May 2013.

Roy has had a conversation with Treasurer/Collector, Kathy Shiavone, and although she was originally against it being an appointed position, she now supports that the Treasurer/Collector be an appointed position. Schleiff does not think it should be presented this year seeing as it is an election year for the position and would give more thought for maybe next year. Garron added that there are both pros and cons between elected and appointed and agreed with Schleiff that it is an election year and does not see the rush for the change.

Reorganizing the Communication Center Committee

Roy had asked Garron if he wanted to talk about the reorganizing of the Communication Committee and he said he really did not want to. Roy respected Garron's position but wanted to say that at the Communication Committee's last meeting the Police Chief did make a motion that an article be put on the warrant for this coming annual town meeting to abolish the Communication Committee and have Communications directly report to the Selectmen until the regionalization study is complete or at a time when we can look at the structure of this department.

Schleiff wanted to clarify that at the meeting it was said that the Board of Selectmen run Communications period. Before going any further Garron stated that this needs an in depth discussion at this late hour (10:30 p.m.) he really did not want to get it started, hence the discussion ended.

Veterans' Agent Gary LeBouef

Mr. LeBouef has mentioned to Seelig that he plans on retiring later this year. With this being said the Board would like have LeBouef come in and to speak with them to see if he has any ideas on how they might want to start the training/hiring process for a new agent. The office will contact LeBouef to see if he can come in at the Board's next meeting.

Health Insurance – Benchmark Plan

Seelig had asked the Board if they wanted to offer the new Benchmark Plan (health plan) to the town employees. This is just another plan that the town is offering along with the existing ones and employees can take it or remain on the existing health plan they have. A decision was not needed from the Board this evening but one will have to be made soon because the staff will need to send information to the employees regarding the new plan. Garron asked when would a decision need to be made by; Seelig said he will check with Linda Cole.

Selectmen Office Budget

Selectmen Salary – Level fund at \$4,500.

Town Administrator Salary - Level fund at \$84,091 with a stipend of \$250 for longevity.

Selectmen Clerical – Increase from \$61,778 to \$64,102 due to step increases that are allowed within the Wage & Personnel by-law.

Selectmen Expense – Level fund at \$3,950.

Law – Increase from \$37,000 to \$42,200. Garron stated you never know what is going to come up and would rather have it in there as opposed to going to FinCom for a transfer. Seelig mentioned that over this past year we have gone to court a couple of times due to dog hearings. FinCom is aware of the increase and had no reaction to it. Schleiff also wanted to mention that we have a new attorney and in the past we had a local gentleman representing the town and he may have been giving the town a break.

Moved by Roy and seconded by Garron, the Board voted to submit the law budget for \$42,200.

Payment of Claims – This budget has had a zero balance for the three years.

Garron mentioned that he did not see the shared town vehicle in the budget. Seelig mentioned that Tom Millias has been sick therefore they have been unable to work on this. Schleiff added that he and Seelig have talked about pulling from the budgets of those departments who will be using the vehicle to fund the line item for the shared vehicle.

Town Hall Electricity – Decrease from \$14,750 to \$13,500. Schleiff asked Seelig if he was comfortable with the reduction seeing as gas prices are on the rise. Seelig stated that the figure for the first six months of the fiscal year are already known so based on that and the town's usage, Seelig was okay with this reduction.

Town Reports – Level fund at \$5,500.

Audit – Level fund at \$18,500.

Recruitment & Employment – Increase from \$4,500 to \$5,500. Due to cost of physicals and job advertisements this figure needed to be increased. Garron feels that if asked by FinCom of the increase that it is justified.

Insurance – The town got hit last year with claims for the school and police station resulting in significant increase in insurance therefore this budget will need to be increased. Schleiff asked if Seelig had a figure and he said approximately \$230,000 (last year was \$206,300). The Board decided to hold this.

EXECUTIVE SESSION

Moved by Garron and seconded by Roy, the Board voted as follows to enter into Executive Session at 10:45 p.m. to discuss the Fire Chief's contract. Seelig stated this is under collective bargaining and personal contracts.

Troy E. Garron - Yes
Kim R. Roy - Yes
Michael J. Schleiff - Yes

Schleiff announced that no statement would be made at the end of the Executive Session and the Board would not reconvene in open session.

Moved by Garron and seconded by Roy, the Board voted as follows to come out of Executive Session at 10:50 p.m.

Troy E. Garron - Yes
Kim R. Roy - Yes
Michael J. Schleiff - Yes

There being no further business, moved by Garron and seconded by Roy, the Board unanimously voted to adjourn the meeting at 10:50 p.m.

Troy E. Garron
Clerk

/pjm