

**Select Board Meeting
July 14, 2025, 7:00 PM
Sanford Hall, Town Hall
155 Village Street**

Present: Todd Alessandri, Chair; Dennis Crowley, Vice-Chair; Maryjane White, Clerk; Frank Rossi, Member; Glenn Trindade, Member

Staff Present: Michael Boynton, Town Manager; Allison Potter, Assistant Town Manager; Carol Pratt, Finance Director; Peter Pelletier, Department of Public Works (DPW) Director; Nolan Lynch, Assistant DPW Director; William Kingsbury, Police Chief; Jeffrey Lynch, Fire Chief; Michael Fasolino, Deputy Fire Chief; Paul Molla, Deputy Fire Chief; David Leavenworth, Lieutenant Firefighter

Others Present: Marquette Warren & Family

At 7:01PM, Mr. Alessandri called the meeting to order and led the Pledge of Allegiance

Mr. Trindade began the meeting with a moment of silence in memory of Bobby Briggs.

Mr. Trindade shared that longtime Medway resident Robert “Bobby” Briggs, owner of the Winthrop Street farm known for its popular chocolate milk, had recently passed away. He noted Bobby’s deep roots in the community and contributions over many years and asked for a moment of silence in his honor.

Recognition: Marquette Warren

Mr. Trindade introduced a special recognition for nine-year-old Medway resident Marquette Warren, who demonstrated remarkable composure and quick thinking during a family emergency. On June 8, 2025, Marquette calmly called 911 when his father collapsed, stayed on the line with dispatch, and ensured emergency responders could provide immediate medical attention. His actions were credited as being vital to saving his father’s life. A proclamation was read by the Select Board, officially declaring July 14, 2025, as “Marquette Warren Young Hero Day” in Medway. Following the reading, Board Members and Public Safety Officials praised Marquette’s heroic actions and emphasized the importance of training children on emergency response. The Town also recognized its investment in advanced life support ambulance services, which, combined with Marquette’s quick response and the teamwork of Medway’s Dispatch, Police, and Fire Departments, contributed to the successful outcome. Members of the emergency response team involved in the call were introduced and thanked for their service, and Mr. Boynton highlighted the strong collaboration and training that prepared both residents and first responders for situations like this. Marquette and his family were congratulated by officials, marking the occasion as a proud moment for the entire community.

Public Comments

There were none.

Appointment Considerations: Council on Aging- Eileen D’Amico & Allen Tingley

The Board reviewed the Candidates’ statements of interest and Chair’s recommendation

Allen Tingley and Eileen D'Amico introduced themselves as interested candidates for the Council on Aging. In response to a question from Mr. Rossi, it was clarified that the term length for these appointments is three years. Ms. White expressed her gratitude for their willingness to volunteer and serve the community. Mr. Boynton recommended both candidates, citing their strong qualifications and the positive contributions they would bring to the council's work. Board members echoed their appreciation, noting the importance of residents stepping up to serve on Town Boards and Committees. Both Ms. White and Mr. Crowley personally commended the appointees, emphasizing their suitability and the value they would add to the Council on Aging.

Mr. Trindade moved that the Board appoint Eileen D'Amico to the Council on Aging for a three-year term, seconded by Ms. White. VOTE 5-0-0.

Mr. Trindade moved that the Board appoint Allen Tingley to the Council on Aging for a three-year term, seconded by Ms. White. VOTE 5-0-0.

Request for Approval: Medway Community Farm – Proposed Farmer's Market at 120 Main Street

Mr. Crowley stated that this agenda item would not be discussed, as Medway Community Farm had requested and received approval to use the Meehan Property at the former Post Office for their Farmer's Market.

Public Input Session: Realignment of the Holliston Street and Village Street Intersection

The Board reviewed the Holliston Street & Village Street Road Concept and Memorial Relocation

Mr. Alessandri introduced the third item on the agenda, a Public Input Session regarding the proposed realignment of the Holliston Street and Village Street intersection. Mr. Boynton provided background, noting that this topic has become increasingly contentious but emphasized its importance. He explained that the Town has a five-year road and sidewalk improvement plan, updated annually, which includes work in the Village Street area. The square and surrounding infrastructure have not been updated for many years, and improvements are needed to bring the area up to proper standards, including curbing, concrete sidewalks, and an updated layout. In 2019, the engineering firm Tetra Tech was engaged to review traffic patterns and pedestrian safety issues, including cut-through traffic from Franklin using Village Street to avoid Route 109. That traffic frequently turns from Sanford Street onto Village Street and accelerates through the corner near the church to reach Holliston Street, which has increasingly become a high-speed corridor. While accident data at the intersection does not show a high crash rate, the Massachusetts Department of Transportation (MassDOT) has classified it as a dangerous intersection due to the wide crossing area near the church and monuments, which presents significant pedestrian safety concerns. Past studies explored possible traffic calming measures, including narrowing lanes, adding bump-outs, and improving pedestrian spacing. An early option for a traffic circle was deemed too elaborate and costly and was dismissed. The Town later partnered with MassDOT's Safe Routes Complete Streets program and Safe Routes to School program, which funded earlier sidewalk improvements on Holliston Street. With the Village and Holliston intersection, the goal has been to make modest but effective changes to realign traffic flow and enhance pedestrian safety. However, traffic enforcement alone has not solved speed issues, and recent crosswalk enforcement resulted in eight violations in just 45 minutes. The project therefore seeks a more permanent solution that also balances the Town's historic character with safety needs. Mr. Boynton acknowledged there had been some concerns about communication, including delayed outreach to the Memorial Committee, which oversees the

monuments in the square. Initially, the goal was to leave the monuments undisturbed, but design constraints such as turning radii require a slightly larger footprint.

Mr. Boynton then introduced Deputy Public Works Director Nolan Lynch to present updated drawings of the proposal. Mr. Lynch explained that the plan focuses on removing the slipway from Village Street onto Holliston Street, which currently allows vehicles to bypass a full stop and accelerate dangerously through the area. The new design would reconfigure the intersection into a safer T-shape with proper turning radius for vehicles, including large apparatus like fire trucks and, if necessary, tractor-trailers. Pine Street, which currently has a wide apron exit onto Holliston, would also be reconfigured into a traditional T-intersection. This approach not only addresses motor vehicle concerns but also significantly improves pedestrian safety by providing clearer crossing zones. The project also consolidates green space, creating a central park-like area that would better accommodate events such as Memorial Day ceremonies. This new green area allows residents and visitors to view the veterans' monuments safely and respectfully, without standing in the middle of traffic. Mr. Lynch noted there are options for monument relocation or redesign if necessary and that discussions with the Memorial Committee are ongoing. Sidewalk improvements are also included in the project scope. Mr. Lynch explained that a five-foot sidewalk will remain on the southern (Town Hall) side of the street, while the northern side will feature an eight- to ten-foot shared-use path, as required by state design standards. These changes will eliminate existing choke points and create continuity along the roadway. Additionally, realigned sidewalks will connect Church Street and Holliston Street, further improving pedestrian connectivity.

Mr. Boynton added that the \$750,000 total project cost includes \$500,000 in state funding through the Safe Routes program and \$200,000–\$250,000 in Town funds for road and sidewalk improvements. The work is scheduled to begin after Memorial Day next year, separate from an unrelated paving project currently underway. He stressed that state funding is tied to this specific safety project and cannot be redirected. Mr. Crowley clarified that while the project includes a full redesign of the square, most of the funding is actually dedicated to sidewalk and roadway improvements beyond the immediate intersection. He emphasized that the project will create a brand-new square with additional green space, not just a relocation of monuments. Mr. Rossi noted challenges with the current turning configuration and said the added green space would benefit Memorial Day events. Ms. White sought clarification on funding allocations and confirmed that only a portion of Town funds would go to the square redesign. Mr. Crowley admitted he initially had concerns, especially regarding truck turns, but after reviewing turning radius adjustments and the overall scope, he was leaning toward supporting the project. Mr. Trindade recalled that intersection improvements have been discussed for nearly two decades and emphasized the importance of creating safe pedestrian access to the veterans' monuments. He fully supported the project but encouraged residents to voice their concerns to help refine the final design.

Mr. Alessandri then opened the floor for public comment, requesting speakers keep remarks to two minutes to ensure everyone could be heard. Bill Blenkhorn, a deacon of the Medway Village Church, expressed concern over the proposed plan's inclusion of a section of Peach Street as a public way when, in fact, it is privately owned by the church. He emphasized that this area serves multiple purposes, including drop-off and pick-up for the Good Shepherd Nursery School, activities for the church's Vacation Bible School, and distribution for the food pantry, which also receives large food deliveries during the week. Converting the area to a two-way road and adding sidewalks, he argued, would create significant safety hazards for children, elderly parishioners, and volunteers. Mr. Boynton acknowledged the issue and confirmed the Town's review determined that only a portion of Peach Street north of Church Street was ever officially taken as public property, leaving the disputed area under church ownership. He assured Mr. Blenkhorn that the engineering team would revisit the design, minimize any changes to that section, and include church representatives in future discussions to ensure minimal

impact. Additionally, Blenkhorn noted that adding a sidewalk in this location would eliminate essential parking used by elderly congregants on Sundays, furthering their concerns.

Richard Parella, representing both the Memorial Committee and as a long-time citizen of Medway, shared his opposition to major alterations near Matondi Square and the Holliston–Village Street intersection. He explained that the Memorial Committee was initially assured there would be no changes to Matondi Square due to lack of funding but was later surprised by revised plans that included moving monuments and significantly reconfiguring the square. Parella questioned the legality of altering a historically designated site, noting its placement on the National Register of Historic Places and its significance as a memorial for veterans dating back to the Revolutionary War. He also highlighted concerns about the project’s transparency, stating residents were unaware of the changes and no formal traffic study had been publicly shared. Parella suggested addressing traffic safety concerns through speed enforcement on Village Street, particularly near Sanford Street, rather than reconfiguring a historic square. Jeanne Johnson, another long-time resident, also opposed the changes, citing the absence of accident data or traffic congestion to justify such a large-scale redesign. She argued that visibility issues at intersections could be resolved by restricting parking in certain areas at minimal cost rather than altering a historically important and ceremonially significant site. Ms. Johnson emphasized that Matondi Square holds deep historical value, serving as the ceremonial endpoint for Memorial and Veterans Day observances, and questioned why such a significant change was being pursued when more modest solutions existed.

Robert Dubovsky, a 45-year Medway resident, similarly argued that the real problem stemmed from speeding and traffic patterns along Sanford Street rather than within the square itself. Drawing from his experience with traffic studies and development planning, he proposed the Town consider alternatives such as small traffic rotaries modeled after successful installations in Lexington and Norfolk. He contended that such rotaries could be built at significantly lower cost without disturbing historical monuments and while maintaining existing sidewalks and flagpoles. Dubovsky questioned the need for dual sidewalks on both sides of Village Street, suggesting that focusing pedestrian infrastructure on one side would suffice and allow preservation of the existing south-side parking. Although Mr. Boynton and Mr. Crowley noted that rotary options had been evaluated in 2019 and deemed cost-prohibitive, Dubovsky maintained that simpler, smaller designs using low-profile granite curbing and cobblestones could work while preserving the historic square and reducing traffic speeds effectively.

Mr. Trindade briefly exited the meeting at 7:59pm

Stephen Kenney, a longtime resident of 179 Village Street and owner of a law office located at 181 Village Street, raised two primary concerns about the proposed intersection redesign. First, he expressed apprehension regarding the potential traffic impact, particularly on Holliston Street during rush hour, where he anticipated significant congestion resulting from the proposed single ingress and egress point onto Village Street. He worried that residents living along Holliston Street might be unable to access their driveways during the one- to two-hour morning peak traffic period. His second concern centered on project cost. With an estimated \$750,000 total expense—of which \$500,000 would be funded through a grant and \$250,000 borne by the town—he questioned the value of investing such a large sum in what he perceived to be a non-existent problem, which he believed could be exacerbated rather than solved by the project. As an alternative, Kenney suggested modifying the intersection where Village Street meets Holliston Street to create a 90-degree angle right-hand turn, while retaining the existing Pine Street extension as it is. He argued that this would improve safety by reducing blind spots, slow traffic naturally as drivers would be required to reduce speed when turning, and accomplish the project goals at a far lower cost without requiring relocation of any monuments. Kenney acknowledged the appeal of added

green space but emphasized that with multiple expensive projects upcoming, this simpler and cheaper solution would better balance safety improvements and fiscal responsibility.

Susan Dietrich asked for clarification on whether the proposed changes would remove the existing dedicated right-turn lane from Holliston Street onto Village Street, which currently allows vehicles to bypass left-turning traffic. Her concern was that eliminating the cut-through would result in a single lane for both right- and left-turning vehicles, potentially worsening congestion and encouraging unsafe maneuvers as drivers attempted to bypass queues. Town Manager Michael Boynton explained that Mr. Kenney's concept had been considered but would still require taking a portion of green space, moving traffic closer to the existing monuments, and would not result in additional green space or significant pedestrian safety enhancements. Boynton noted that the primary goal of the proposed design was to eliminate the "continuous runway" effect of the current alignment, forcing vehicles to slow down and improving pedestrian safety at crosswalks. He acknowledged existing traffic issues but emphasized that no modern traffic engineer would design the intersection in its current configuration.

Lisa Mitchell of 25 Broad Street voiced strong opposition, noting that her driveway exits onto Peach Street and that she and her neighbors frequently back vehicles out due to narrow, single-lane driveways. She felt the redesign would make local access more difficult, effectively "boxing" residents off from Village Street and complicating daily movements, including safe turning. While she acknowledged that sidewalks function adequately today and that she personally had no trouble walking the area, she believed the changes would create unnecessary hardships for nearby residents, many of whom she predicted would oppose the project.

In contrast, Chris Darmofal of Candlewood Drive supported the proposal from a pedestrian safety standpoint, stating that he crosses the affected intersection several times a week and has experienced numerous near-misses due to fast-moving vehicles "flying around the corner." He expressed gratitude for the project's emphasis on slowing traffic and improving crosswalk safety, calling it a necessary and overdue improvement despite its unpopularity with some residents.

Jen, who lives near the Broad Street and Village Street intersection, focused on sightline issues, noting that drivers currently need to pull over or onto the existing crosswalk when turning left from Holliston onto Village, due to poor visibility. She asked whether the redesigned crosswalk and landscaping changes—particularly around trees and grassy areas near the memorial—would address these concerns. She also inquired about the impact of construction on utilities and traffic flow. Mr. Boynton and Mr. Lynch explained that utility disruptions would be minimal, limited mainly to drainage improvements, and that traffic would only require short-term detours during construction. They emphasized that the design met Federal Highway Administration sight-distance standards and included new sidewalks and ADA-compliant pedestrian upgrades throughout the project area.

Barry Memishian of 21 Kelly Street agreed that the long crosswalk posed safety concerns but opposed the broader project, recommending instead a simple parking prohibition along the Village Street side of Matondi Square to improve visibility. He argued that prohibiting parking near the opening and slightly reducing the road radius could effectively control speed without the expense of a major reconstruction, which he felt was not the best use of Town resources.

A resident posed a question of whether traffic would be diverted to Peach Street to avoid congestion once drivers discovered the route. Mr. Lynch clarified that Peach Street is not a public way and does not connect through to Church Street or Holliston Street, meaning such cut-through traffic would not be feasible.

Gary Krist of 3 Oak Street raised concerns about the traffic flow changes due to the proposed closure of Church Street. He asked for clarification on how residents currently living on Church Street and the adjacent section of Peach Street would access their homes if Church Street is closed. He pointed out that the only alternative might be for vehicles to turn onto Pine Street and circle around the block, which could be inconvenient. As a long-standing member of the Village Church for over 40 years, Mr. Krist noted from personal observation that despite existing restrictions, drivers frequently violate traffic rules in that area—such as using Peach Street as a cut-through or turning left illegally—to save time. He emphasized that if Church Street is blocked, people may still attempt to take illegal shortcuts, exacerbating current traffic safety issues. He strongly urged the Board to consider enhanced signage, clearer traffic controls, and enforcement mechanisms to prevent unsafe driving behaviors. His remarks were based on decades of witnessing such traffic patterns firsthand, particularly during non-peak hours and times when there are no church events or pantry operations.

Paul Yorkis of 7 Independence Lane raised two points. First, he expressed concern about whether the proposed intersection redesign at Holliston Street would safely accommodate large vehicles like tractor trailers. While the engineers had apparently designed for this, Mr. Yorkis and others questioned the practicality of the turning radii and asked for a reconsideration of whether there was enough space—suggesting that perhaps four or five additional feet should be cut back from the corner to allow for safer turning. Second, he suggested that given the volume of comments and ideas presented during the meeting, the Select Board should commit to holding a follow-up meeting after staff has had an opportunity to review and respond to public input. He stressed the importance of community engagement and recommended another public session to address concerns before finalizing the plan.

A resident identified as Carol of Holliston Street thanked the presenters for the detailed information and raised a specific pedestrian safety concern. She asked about the plans for crosswalks over Village Street and whether any enhanced safety features, such as pedestrian-activated flashing beacons (like RRFBs—Rectangular Rapid Flashing Beacons), were being considered. In response, it was confirmed that such devices are part of the plan, specifically at crossings on Holliston Street.

Andy Rodenhiser, speaking as a member of the Planning Board, brought up concerns about whether the redesign would require removal of any significant older trees, particularly due to adjustments to the turning radius for large vehicles. He asked directly whether any of those trees would be impacted. Officials confirmed that one major tree had already been removed—not because of this project, but due to internal rot and safety concerns raised around Memorial Day. The tree was evaluated following a complaint and found to be hollow at its core. Mr. Boynton clarified that the decision to remove it was made out of caution for public safety, not as a result of the intersection project.

Mindy Tarkowski of 82 Fisher Street expressed support for the project, stating that the current intersection configuration is confusing and dangerous—particularly when teaching her teenage daughter how to drive. She said the current setup forces drivers to “commit” quickly due to unclear sightlines and chaotic traffic flow. After listening to another speaker’s concerns, she asked about the traffic impacts of eliminating the cut-out lane—where currently some cars turn right and others go straight. Mr. Boynton explained that while the existing configuration allows some divergence in flow, it also causes conflicts when drivers make unprotected left turns across traffic. The new design aims to simplify and improve safety. According to engineering studies conducted in both summer and school-season conditions, the proposed configuration should not cause any significant increase in congestion beyond what already exists during peak school times.

Mr. Dubovsky raised a technical concern about the location of an existing stop sign and how much road space is actually needed. He suggested that if the stop sign were shifted back to its original location and the curb re-aligned accordingly, the monument might not need to be relocated. He emphasized that the layout could be modified to save space and avoid encroaching on private property. However, Mr. Boynton and others responded that such a change would not provide enough turning radius for large vehicles and could require taking private property—a scenario the Town is trying to avoid. Mr. Dubovsky again suggested exploring options for a rotary-style intersection, similar to those in Norfolk or at the Lexington traffic circle, as a possible solution. He proposed making Peach Street a one-way cut-out to facilitate traffic and eliminate conflict points.

Kevin Bellows of 15 Chestnut St. and a citizen member of the Memorial Committee and VFW commander, addressed concerns related to how parades and memorial events would be handled under the proposed redesign. He described the current parade route, which passes down Holliston Street, in front of the church, and ends with participants dispersing toward Town Hall. He believed the route could be slightly adjusted under the new plan without issue. He also addressed a previous conceptual rendering that showed an arced layout for the monuments and flags along Village Street. Mr. Bellows expressed opposition to that design, stating that it would force the audience to look over the backs of the monuments during ceremonies, disrupting the traditional layout. He preferred the current linear arrangement, where speakers face the audience and the flagpole. He expressed support for eliminating parking in front of the memorial, allowing for clearer visibility of the monuments. Mr. Boynton and others assured him that the Town would work closely with the Memorial Committee before finalizing any design, especially for the ceremonial elements.

At the close of public comment, Mr. Dubovsky again urged Town officials and the DPW to consider alternative designs inspired by successful traffic patterns in similar towns. He specifically referenced traffic solutions in Lexington and Norfolk as potential models for addressing the design challenges at this intersection.

Town Manager Michael Boynton thanked the public for their valuable input and emphasized that this project is still in the design phase, not ready for immediate construction. He committed to taking the feedback into consideration as the design is refined, with the goal of having something bid-ready for the next construction season. Mr. Alessandri echoed the need to revisit some of the key issues raised during the meeting and expressed openness to future discussions. Mr. Crowley and Mr. Trindade both acknowledged that any decision may not please everyone, but must be made in the best interest of the entire community. Ms. White specifically requested that the Board further examine the idea of a 90-degree angle layout and assess how much space that would consume, along with potential historic preservation implications. Mr. Trindade concluded by encouraging residents to sign up on the new town website for notifications of public meetings so they can stay informed as plans progress.

Consideration: SUP Medway Coalition Request to Amend the Select Board Alcohol Policy

The Board reviewed the Memo, Existing Policy, SUP Proposed Version, Town Counsel's Revised Version

SUP Medway Coalition to amend the Town's alcohol policy. Town Manager Michael Boynton noted that the draft policy, prepared with assistance from Allison Potter, incorporated updates reflecting changes proposed by the coalition and represented the first significant revision to the regulations in over a decade. The discussion quickly shifted to concerns about underage drinking and social hosting, with Select Board member Ms. White highlighting how underage drinking often occurs not through minors purchasing

alcohol themselves but rather through adults, often parents, supplying alcohol for parties. Chief Kingsbury confirmed that while large youth parties are far less frequent than in the past, the police have broken up a few gatherings in recent months, usually involving parental involvement or knowledge. Ms. White urged that the Town should continue its education and outreach efforts to inform parents about the legal consequences of supplying alcohol to minors.

The conversation then moved to the specifics of one-day liquor licenses included in the revised draft. Mr. Crowley expressed concerns about the complexity of reviewing multiple versions of the policy (the existing one, the coalition's version, and the Town counsel's version) and sought clarification on language specifying that all-alcohol licenses could only be issued to nonprofit organizations. Questions arose about how the law defined "nonprofit," how private events such as weddings or corporate gatherings fit under these provisions, and whether such restrictions stemmed from state law rather than local choice. Mr. Boynton and Ms. Potter clarified that state law regulates these licenses and emphasized that events—whether for profit or not—must follow rules regarding certified bartenders, insurance, and permitting, even if alcohol is provided without charge. Additional concerns were raised regarding accessibility requirements for licensed premises, such as outdoor farm venues, and whether these could restrict certain Town events.

Given the number of outstanding questions and the need for clearer documentation, the Board agreed to postpone any vote on the policy update until its August 11 meeting, allowing members more time to review the final version. Members of the coalition were thanked for their ongoing work, especially their efforts to educate the public about underage drinking and the importance of social host laws. Despite the delay in voting, Board members expressed appreciation for the coalition's initiatives and reiterated their shared commitment to community safety and responsible alcohol policy enforcement.

Contract Approval: Colliers Project Leaders USA NE, LLC for Owner's Project Manager Services for the Municipal Complex at 120 Main Street – Not to Exceed \$615,000

The Board reviewed the Colliers Contract

Tim Harris, Chair of the Municipal Complex Building Committee spoke on the selection process for the Owner's Project Manager (OPM) for the Municipal Complex Project at 120 Main Street. Mr. Harris explained that about two to three months prior the Town released a Request for Qualifications (RFQ) for OPM services specifically tailored with a focused scope for this project. They received nine responses, which were carefully vetted down to four finalists based on relevant experience, staffing, and project type. Those finalists were interviewed over two nights with a detailed agenda requiring them to address their staffing plans, project approach, schedules, and procurement strategies. A critical emphasis was placed on meeting the actual team members who would work on the project to avoid any "bait and switch" of personnel. After thorough consideration, the Board recommended Colliers due to their extensive experience managing similar municipal and technical projects throughout Massachusetts, the quality of their proposed staff, and their proactive engagement during interviews. A question arose regarding the contract amount, as the proposal was for \$595,000 but the motion requested \$615,000; it was clarified that the additional \$20,000 accounted for reimbursable expenses such as consumables, with any overruns requiring prior approval. Concerns about potential personnel changes were addressed, assuring that any substitutions would require approval. Mr. Boynton expressed satisfaction with the contract terms and the selected firm, highlighting that despite Colliers managing other projects, including some larger ones nearby, they confirmed adequate staffing and bandwidth dedicated to this project. Other finalists included CHA, Vertex and PCA360, firms also experienced in similar municipal work.

Mr. Trindade moved that the Board approve the contract with Colliers Project Leaders USA NE, LLC for Owner's Project Manager Services for the Municipal Complex at 120 Main Street in the amount of \$615,000 as presented and authorize the Chair to execute it, seconded by Ms. White. VOTE 5-0-0.

Contract Approval: Greater Attleboro-Taunton Regional Transit Authority (GATRA) for Transit Service to Elderly and Disabled and Local Shuttle Routes

The Board reviewed the GATRA Contract

Cathy Cebrowski, Council on Aging Director, introduced the annual contract renewal with the Greater Attleboro-Taunton Regional Transit Authority (GATRA). She clarified that this contract is not funded by the Town's own budget, but is entirely supported by the transit program itself. Having reviewed the contract over the past three years, Cathy noted that the terms have remained largely consistent. She emphasized that, based on current ridership data, the contract appears to be very solid and functioning well. Mr. Alessandri inquired whether there had been any issues under the existing agreement, to which Mr. Boynton explained that instead of the Town making direct payments to the MBTA, the funding is allocated to GATRA, a regional transit agency that provides local service. Mr. Boynton further elaborated on the historical context, explaining that legislation from approximately 25 years ago allowed regional transit agencies like GATRA to serve areas adjacent to the MBTA, thus replacing direct payments with local transit service benefits. Mr. Crowley clarified that this arrangement effectively reduces the Town's assessment charges related to MBTA service since the Town is an abutting community to the MBTA system, resulting in a financial deduction of roughly \$120,000.

Mr. Trindade moved that the Board approve the contract with Greater Attleboro-Taunton Regional Transit Authority as presented and authorize the Town Manager to execute it, seconded by Ms. White. VOTE 5-0-0.

Approval of Minutes: June 16th and 23rd, 2025

The Board reviewed the June 16 and 23, 2025 draft minutes

On the June 16th minutes, Mr. Crowley requested the following changes; add a sentence or two about comparing the water rate models and spreadsheet. On page 3, line 144 remove the words "and sewer". On page 6, add Ms. White's question about alternative sites, and Mr. Trindade's comment about returning the deposit. On Line 382, replace total budget with total contract. These changes will be reviewed at next meeting.

On the June 23rd minutes, there were no changes.

Mr. Trindade moved to approve the minutes from 6/23/25, seconded by Ms. White. VOTE: 5-0-0.

Action Items from Previous Meeting

The Board reviewed the Action Items dated 6/16/25

In regards to item #10; Discuss Water Rate Proposal Process- Mr. Boynton stated the Board will be provided with the spreadsheet for future discussions, while the water rate model software will continue to be used to collect data. Mr. Alessandri clarified that the Board would also like to be able to view the water rate models, but they are not needed during future presentations.

Town Manager's Report

There were no associated back up materials to review.

Mr. Boynton began with the announcement that additional ARPA funds had been made available through the county. He successfully requested and secured \$15,000, which will be used to install automatic doors for the restrooms at the Senior Center, and noted that the funds were received that day, allowing the project to proceed immediately. He also provided updates on the culvert replacement project, reporting that the old culvert had been removed, and the new one was scheduled for delivery later in the week. Work on preparing the site for installation is underway, with coordination needed to address an unforeseen underground utility conflict that required structural design modifications. The Hanlon Field improvement project is progressing well, including the installation of a new drainage system that is nearly complete and ahead of schedule. Discussion turned to the athletic field schedule, where it was clarified that most home games previously moved to away locations would return to their original schedule, with the North Field serving as a backup for some events as necessary. Road work continues aggressively throughout Town, with coordination efforts praised for their efficiency and communication. Mr. Boynton also shared positive financial news, announcing a settlement with 3M related to PFAS contamination, expected to yield approximately \$430,000 to \$450,000 after legal fees, which will be earmarked for water treatment projects. He concluded by highlighting upcoming community events, including the Pride of Medway Day and Celebrate Medway Day, and expressed appreciation for the ongoing efforts of Town staff in managing these projects and events.

This time is being reserved for topics that the Chair did not reasonably anticipate would be discussed.

There were no associated back up materials to review.

Mr. Crowley requested to receive an update on the Jacob Ide House project at a future meeting, as it was not listed on the current agenda. Secondly, Mr. Crowley followed up on the previous Select Board meeting agenda item on the sewer capacity billing from Charles River Pollution Control District which is currently charging 300 gallons per household, while the Town's analysis indicated an average usage of only 42 gallons per household. This discrepancy particularly affects unmetered homes. It was noted that a meeting with Charles River is scheduled for the following week to address this issue, and the Board agreed to place an update from that meeting on the agenda for the August 11th meeting. It was also acknowledged that resolving the matter might require multiple discussions, but an initial report of the meeting's outcome will be provided at the next scheduled meeting.

Select Board Reports

There were no associated back up materials to review.

Ms. White took a moment to recognize the significant contributions of the Medway Garden Club, emphasizing the transformation they have made to the Town's public spaces over the years. She noted that before their involvement, many areas, including the Police Station, Fire Station, Library, and the intersection at Holliston, were neglected, with overgrown landscaping and poorly maintained grounds. Today, thanks to the Garden Club's dedication and the efforts of roughly ten active members, these areas have been revitalized and are now beautifully maintained. Ms. White praised the support of the Highway

Department and firefighters, who assist the club when needed, providing tools and mulch to support their work. There was also discussion regarding an upcoming project to replace the Police Station sign, with assurance that existing plants would be relocated appropriately. Mr. Crowley shared an update about Medway Pride Day and Celebrate Medway Day, which will feature more than 50 vendors, children's activities such as bouncy houses and a climbing wall, canoeing, live music, and a fireworks display. Mr. Rossi added that volunteers are still needed for the events. Mr. Boynton stated Police, Fire, and the Public Works Departments have spent time collaborating on security and traffic control for the events. These celebrations are free to the public, with festivities beginning in the morning and concluding with an evening concert and fireworks

At 9:35pm, Mr. Trindade motioned to adjourn, seconded by Ms. White. VOTE 5-0-0

Respectfully submitted,
Natalie Lennon
Executive Assistant
Town Manager's Office