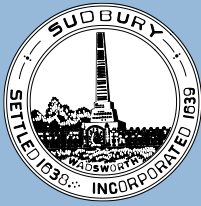


SUDBURY BOARD OF SELECTMEN
 WEDNESDAY JANUARY 28, 2015
 6:30 PM, TOWN HALL - LOWER LEVEL

Item #	Time	Action	Item
	6:30 PM		CALL TO ORDER
TIMED ITEMS			
1.	6:30 PM	<i>VOTE</i>	Discuss the report of the Vocational Education Options Committee, and vote to accept report and to submit articles to Town Meeting
2.	6:45 PM	<i>VOTE</i>	Mass Central Rail Trail - CPC Funding Request - Discussion and vote to amend the Selectmen's CPC proposal to reduce the funding request to \$110,000 for the design/bid phase of the project.
3.	6:55 PM	<i>VOTE</i>	Consideration of 2015 Annual Town Meeting Articles to be submitted by the Board of Selectmen
4.	7:05 PM	<i>VOTE</i>	Discuss and vote on three year forward budget guidance
5.	7:20 PM	<i>VOTE</i>	Vote to approve/accept the final Capital Funding Committee Report
6.	7:25 PM	<i>VOTE</i>	Vote to prioritize Transportation Improvement Program (TIP) projects as recommended by the Director of Public Works and Director of Planning and Community Development in a memo dated January 22, 2015.

These agenda items are those reasonably anticipated by the Chair which may be discussed at the meeting. Not all items listed may in fact be discussed and other items not listed may also be brought up for discussion to the extent permitted by law.



SUDBURY BOARD OF SELECTMEN
Wednesday, January 28, 2015

TIMED ITEM

1: Vocational Education Options Committee Report

REQUESTOR SECTION

Date of request: January 28, 2015

Requestor: 20 min

Formal Title: Discuss the report of the Vocational Education Options Committee, and vote to accept report and to submit articles to Town Meeting

Recommendations/Suggested Motion/Vote: Discuss the report of the Vocational Education Options Committee, and vote to accept report and to submit articles to Town Meeting

Background Information:
See attached final report and appendix

Financial impact expected:N/A

Approximate agenda time requested: 15 minutes

Representative(s) expected to attend meeting:

Review:

Patty Golden	Pending
Maureen G. Valente	Pending
Barbara Saint Andre	Pending
Charles C. Woodard	Pending
Board of Selectmen	Pending

01/28/2015 6:30 PM

MEETING NOTES SECTION

Board's action taken:

Follow-up actions required:

- Requestor:
- Board of Selectmen:
- Staff:

Future agenda date:

Report from the Sudbury Vocational Education Options Committee

January 27, 2015

Evaluation and recommendations on vocational educational
options for Sudbury's students

Attachment: VEOC Final Report Minuteman (1149 : Vocational Education Options Committee Report)

History

In 2014, the Minuteman School Committee asked the Town of Sudbury, as well as the other fifteen Minuteman District towns, to vote on an article to approve an amendment that would create a new Regional Agreement. The article was “Indefinitely postponed” on the recommendation of the Board of Selectmen, who felt the Town had insufficient knowledge and information to consider the article.

Subsequently, the Board of Selectmen created the **Vocational Education Options Committee (VEOC)** to consider the proposed new agreement and the town’s vocational and technical education options broadly and to advise the Board on how to proceed. Members were chosen and elected to represent a broad cross-section of the community. See appendices 1 and 2 for the Mission Statement and information about the members of the Committee.

The Committee met regularly during the fall of 2014. Agendas and Minutes of all meetings are available to interested readers on the Town’s website. This report and the various appendices present the findings of the VEOC together with background information, gathered in one place, to enable the reader to conveniently study the issues involved.

Background (from the Mission Statement)

Sudbury has been a member of the Minuteman Regional Vocational Technical High School District since its founding in 1971. The Minuteman District School Committee is engaged in a multi-year process to determine how best to address a number of building shortcomings, including the possible construction of a new school building. As part of that process, that committee has recommended significant amendments to the Minuteman Regional Agreement to facilitate financing this capital project, to modify the governance provisions to give more voting weight to member towns with large numbers of students, to increase the relative share of the capital charges assessed to member towns with small numbers of students, and to make it easier for individual member towns to terminate their membership. Minimally, Sudbury must decide whether to approve these amendments. Additionally, Sudbury has the opportunity to evaluate a wide range of vocational options to obtain the most academically appropriate and fiscally responsible programs for our students as we decide how to proceed.

-I-

The VEOC began by addressing the first question in the Mission Statement:

Whether to approve proposed changes to the Minuteman Regional Agreement.

This was addressed by the Committee as a whole, while three subcommittees were formed to address further questions in the Mission Statement. A copy of the proposed amended agreement, and a summary of the changes, are in Appendices 3 and 4.

The proposed changes address numerous problems that have been experienced at Minuteman over the last forty years:

- A. The District has sixteen member towns and consequently sixteen members on the School Committee. Each member has an equal vote, although the towns vary widely in population and enrollment. In 2013, for example, Arlington sent 165 students and Dover sent one. Other towns with high enrollments were Lexington and Needham; other low enrollment towns included Boxborough and Weston. Sudbury has been right in the middle. Towns with a higher enrollment, who pay a much larger share of the costs, are understandably frustrated that their voices carries no more weight than those of smaller towns.
- B. In order for a town to withdraw from the district, all fifteen other towns must vote to approve this, a challenge that seems insurmountable.
- C. The building is old, and the Minuteman Committee has concluded that a new 628-student building should be built.
- D. The district has had serious administrative problems, and these have been accompanied with problems within the school committee.

In addition there is a "Tuition Student" issue. Out of a total grade 9-12 enrollment for SY 2014 of 745, fully 331 (44%) are tuition students from non-member towns; the tuition-rate is low and set by the Commonwealth. (These enrollment numbers are from the FY16 Minuteman Budget Book; they are calculated somewhat differently from those presented by DESE.) The idea is that a tuition student should just pay the "marginal" costs created. However, when the percentage of tuition students is this high, it results in creating two classes of students, with the member students subsidizing the tuition students. Currently the tuition students do not contribute to fixed costs, such as the cost of building a new building. This is seen as a serious fault, making it unfeasible to plan a new building until it is resolved.

The overall result of the changes is to give more power to the larger districts, at the expense of the smaller districts. This is especially true regarding the method for paying for a new building. The new formula includes a "base" charge, which is equal for each district. This base charge will be the same for Dover as for Arlington, a clear penalty for the smaller participants.

We have been told that at least two or three smaller communities have decided that this is a penalty they do not want to pay. They have approved the new agreement and announced their intention to withdraw and will probably continue to send their students on a tuition basis, as long as there is capacity.

After extensive deliberation, **the VEOC recommends to the Sudbury Board of Selectmen that they support the new agreement.** The new agreement will allow Minuteman to proceed with plans for a new facility, and retain, for Sudbury, the option to withdraw from the region at any time, if future developments make that advisable.

There are several developments Sudbury will want to monitor:

1. Efforts to address the “Tuition” problem.

There is promising progress on this issue. The Commissioner of Education has proposed changes to the method of determining tuition. More encouraging is the development by the Minuteman Committee of an “Inter Municipal Agreement” (IMA). (See Appendix 5). Minuteman plans to require each non-member town to sign such an agreement as a condition of sending tuition students. This will create a more level field, in which tuition students will contribute towards the cost of a new building in a manner much more like the rate paid by members.

2. Enrollment Trends

Sudbury’s enrollment seems to be increasing; this year it is 25, last year it was 22. The average over 15 years was 14. If our enrollment projects lower, the Town may decide to leave the district and participate by sending our students on a tuition basis.

Overall enrollment at Minuteman may change. The intermunicipal agreement might cause some towns to send fewer students. An attractive new building might cause towns to send more students. Nonmember towns could join the district, but they have stated their preference for building comprehensive high schools in their own towns.

3. The new building.

Plans are still extremely flexible. It is possible, although very unlikely, that the district will change plans, design a larger or smaller school, or even choose to merely modify the current building.

Next year the Town may be presented with a request to approve the new building, and vote to approve an assessment for that purpose. Sudbury can approve, and continue its membership, or decline, and notify Minuteman of its decision to withdraw.

-II-

The second question presented in the Mission Statement was:

Which available vocational school(s) will best meet Sudbury’s academic and budgetary needs?

The VEOC created three subcommittees to gather information and make recommendations in these areas: A site-visit committee, a Financial Committee, and an Educational Committee.

A. Site Visit Committee (See Appendix 6 for final report).

The site-visit committee visited Minuteman and three nearby Vocational-Technical-Schools; Keefe Tech in Framingham, Nashoba in Westford, and Assabet in Marlboro.

Minuteman and the three other schools are all fully accredited by the New England Association of Schools and College, and also fully approved by the Department of Education. The Committee was welcomed at each school, and it was able to observe and inquire at great length. The staffs at Assabet and Nashoba made it clear they would welcome a request by Sudbury to send our students; Keefe, while also very cordial, was not actively seeking out of district placements. The Committee did not analyze Keefe further.

B. Education Committee (See Appendix 7 for final report, See Appendix 8 for Minuteman survey, see Appendix 9 for Chapter 74 report)

At the first committee meeting on October 9, 2014, the Vocational Education Options Committee established basic evaluation criteria to compare vocational education options that may be available to the people of Sudbury. Broad categories of these data include: school characteristics, teacher demographics, student demographics, academic offerings, high demand vocational programs, test scores, post-secondary experiences, extracurricular offerings, available technology, and partnerships. The education subcommittee compiled data for each category for Minuteman Regional, Assabet Valley Regional Technical, and Nashoba Valley Regional Technical; it did not collect data for Keefe Regional Technical because the Site Visit subcommittee determined it would not be a strong option for Sudbury students.

The Education Subcommittee gathered information from independent third party resources, like the Department of Elementary and Secondary Education (DESE) website or external review reports, and from school websites. After reviewing the data from the three schools in each of the major categories, the education subcommittee determined that all three options potentially available to Sudbury are strong academic and vocational training programs. It should be noted that there are differences when looking at individual categories, such as Minuteman currently offering very few Advanced Placement options compared to the other two schools, but it has the highest average SAT scores. However, when looking at the overall data profiles for each school, the education subcommittee determined that each school positively benefits the students that attend or have attended these schools and that the slight differences in the data gathered are too small to advocate strongly for one school over another.

Nevertheless, since we had been charged with identifying an alternative, while individual members of the VEOC favored one or another, **the consensus was that if the town was to choose a single school as an alternative to Minuteman, it would be Assabet.**

Assabet

Assabet has the first advantage of being nearby, less than five miles from Sudbury Center. It is larger than Minuteman (about 1,000 at Assabet versus about 745 at Minuteman in SY 2014). The Committee members who visited were pleasantly impressed by the administrators and faculty they met, and by the classes and shops they visited.

Assabet, built in the 1970s, is in the midst of a multi-million dollar renovation, its first since the 1990's. Minuteman, by comparison was also built in the 1970's, but has had only minor renovations. Assabet has just appointed a new Superintendent, who is presently serving as Principal at Minuteman.

There are 7 towns in the district: Marlborough, Hudson, Maynard, Berlin, Westborough, Northborough, and Southborough. Other towns sending students regularly as tuition students are Boylston, West Boylston, Clinton, Shrewsbury, and Grafton.

C. Financial Committee (see Appendix 10 for final report)

The finance committee was faced with the difficult task of analyzing and present data about a very fluid situation. Rather than make estimates about the future (enrollments, levels of state support, costs of construction, tuition students, the Committee decided to report only on known information. Its report shows clearly that the present costs at Assabet are significantly lower than the costs at Minuteman. On this basis, it is projected that in FY 2015 if Sudbury were a member of the Assabet School District rather than Minuteman, there would be a saving of about \$250,000. The comparable savings if Sudbury sent students “out of district” to both Minuteman and Assabet would be approximately \$203,000.

Additionally, the finance subcommittee submitted an estimate showing the effects of a projected capital project at Minuteman on comparisons with the other districts. (see Appendix 11 for estimate)

After reviewing all the data collected and presented, the Committee feels confident in answering the second question in the Mission Statement:

**Which available vocational school(s) will best meet Sudbury’s academic and budgetary needs?
Our answer is Assabet Valley Regional Technical High School.**

-III-

The third and final question included in the Mission Statement was:

Whether Sudbury should participate in the vocational school(s) as a member or on some other basis?

We are unable to answer this question definitively, but can offer useful information.

If Sudbury remains in the Minuteman District

We are already participating as members, which has several advantages. There is the opportunity to participate in the planning and leadership of the district and offering input into policy and other major decisions. There is also an implied advantage for our students, in that in certain cases they may get priority for participation in popular programs where entrance is limited. At the present time, there is a financial advantage in attending on a tuition basis.

When Sudbury is faced with the decision as to whether to remain in the District or withdraw, much better information should be available about the two alternatives. The Town would want to get formal notification that its students would be accepted on a tuition basis (at Minuteman or elsewhere) before withdrawing from the District.

If Sudbury withdraws from the Minuteman District

We do not know if Assabet (or any other District) would invite us to become members. It would probably involve amending the District's Regional Agreement and also involve payment of a significant sum in advance (in order to share in the ownership of the District's buildings and other assets). We believe it would probably make sense to participate in a new district on a tuition basis for one or more years to confirm that it's a good fit for our students. We did not investigate the process for joining a new district, which may be protracted. We did get confirmation that Assabet or Nashoba have capacity to accept our students.

A note about Special Needs:

It should be noted that all the schools visited, and probably Vocational-Technical Schools in general, do an outstanding job with special needs students. The schools generally succeed in getting their students to the proficient level in MCAS tests, and pass them into further education and suitable employment. We did not observe any special classes; all students are integrated into the general curriculum. In our few interviews with parents, they expressed extreme gratitude and satisfaction with the education provided their special needs children.

Schools that can accomplish this, while still maintaining challenging courses for other students, deserve special thanks and appreciation.

Appendices

1. Vocational Education Options Committee (VEOC) Mission Statement
2. VEOC membership
3. Existing (2014) Minuteman Regional Agreement
4. Proposed amended Minuteman Regional Agreement
5. Summary of the proposed changes to the Minuteman Regional Agreement
6. Report from the Site Visit Subcommittee
7. Report from the Education Subcommittee
8. Survey of former Minuteman students and parents from Sudbury
9. Chapter 74 report
10. Finance Subcommittee Report
 - a. Comparing Assabet Valley to Minuteman current nonmember costs
 - b. Comparing Nashoba Valley to Minuteman current nonmember costs
11. Estimates containing capital costs
 - a. Comparing Assabet Valley to Minuteman
 - b. Comparing Nashoba Valley to Minuteman
12. Assumptions upon which VEOC recommendations are based

Appendix 1

The Board of Selectmen created the Vocational Education Options Committee on July 22, 2014 to generate, evaluate and report on best options for the Town of Sudbury in selecting a vocational school for our students.

Vocational Education Options Committee

Voted to establish July 22, 2014 by the Sudbury Board of Selectmen

Mission Statement

The Board of Selectmen is creating the Vocational Education Options Committee to generate, evaluate and report on best options for the Town of Sudbury in selecting a vocational school for our students. The Committee's mission is to advise the Board and the Sudbury Community on alternatives for providing vocational/technical options for Sudbury students that are both academically and financially appropriate. As part of this, the Board requests that this Committee develop a report with three recommendations: 1) whether to approve proposed changes to the Minuteman Regional Agreement; 2) which available vocational school(s) will best meet Sudbury's academic and budgetary needs; and 3) whether Sudbury should participate in the vocational school(s) as a member or on some other basis.

Background: Sudbury has been a member of the Minuteman Regional Vocational Technical High School District since its founding in 1971. The Minuteman District School Committee is engaged in a multi-year process to determine how best to address a number of building shortcomings, including construction of a new school building. As part of that process, that committee has recommended significant amendments to the Minuteman Regional Agreement to facilitate financing this capital project, to modify the governance provisions to give more voting weight to member towns with large numbers of students, to increase the relative share of the capital charges assessed to member towns with small numbers of students, and to make it easier for individual member towns to terminate their membership. Minimally, Sudbury must decide whether to approve these amendments. Additionally, Sudbury has the opportunity to evaluate a wide range of vocational options to obtain the most academically appropriate and fiscally responsible programs for our students as we decide how to proceed.

Membership

The Vocational Education Options Committee will be appointed by the Board of Selectmen and shall be comprised of:

- Two Sudbury Selectmen
- Two members of the Sudbury Finance Committee
- One member of the Sudbury Public Schools or a designee of the SPS Committee
- One member of the Lincoln Sudbury Regional School Committee or a designee of the L-S School Committee
- The Sudbury member of the Minuteman School Committee
- Principal of Curtis Middle School or a designee with knowledge of educational preferences and needs of Sudbury middle school students
- Superintendent/Principal of Lincoln Sudbury Regional High School or a designee with knowledge of educational preferences and needs of Sudbury high school students
- Up to three at large members

Two associate members

Appendix 2

Members				
Name	Position	Address	Term	End Date
John K. Baranowsky	Associate	103 Belcher Dr	1	05/31/2015
Risa Burns	Associate	46 Cider Mill Rd	1	05/31/2015
Patricia Brown	Member	34 Whispering Pine Road	1	05/31/2015
Robert C. Haarde	Member	37 Belcher Dr	1	05/31/2015
Ivar Henningson	Member	22 Pratt's Mill Rd	1	05/31/2015
Elena M. Kleifges	Member	14 Spruce Ln	1	05/31/2015
William E. Kneeland, Jr.	Member	43 Pennymeadow Road	1	05/31/2015
Stephen Lambert	Member	22 Pratt's Mill Rd	1	05/31/2015
David Levington	Member	155 Nobscot Road	1	05/31/2015
Paul F. Lynch	Member	20 Dorothy Rd	1	05/31/2015
David R. Manjarrez	Member	47 Firecut Ln	1	05/31/2015
Scott B. Nassa	Member	36 Clark Ln	1	05/31/2015
Allison Scheff	Member	33 Harness Ln	1	05/31/2015
Bella Wong	Member	390 Lincoln Road	1	05/31/2015

Amended: 1973, 1979, 1980, 2013

DRAFT 3/11/14

REGIONAL AGREEMENT

This Agreement is entered into pursuant to Chapter 71 of the General Laws of Massachusetts, as amended, among the towns of Acton, Arlington, Belmont, Boxborough, Carlisle, Concord, Lexington, Lincoln, Stow, Sudbury, Wayland, Weston, Bolton, Dover, Lancaster, and Needham, hereinafter sometimes referred to as member towns. In consideration of the mutual promises herein contained, it is hereby agreed as follows:

SECTION I: THE REGIONAL DISTRICT SCHOOL COMMITTEE

(A) Composition

The Regional School Committee, hereinafter sometimes referred to as "the Committee," shall consist of one member from each member city or town (the term "city" and the term "town" will hereinafter be referred to jointly as "community"). The members of the Committee shall be appointed as hereinafter provided. All members will serve until their respective successors are appointed and qualified.

(B) Staggering of Terms

The terms of office shall begin on July 1 and shall be for three years. In order to have approximately one third of the terms of office expire at the end of each year, the initial term of office of a Committee member representing a newly admitted community may be for shorter than three years, said determination to be made by vote of the Committee (or by lot, if there is more than one community being newly admitted at the same time).

(C) Appointing Authority

Members who have been appointed to the School Committee by their respective Town Moderators prior to the July 1 date on which this amended language becomes effective shall serve out the remaining one, two or three years of their term. Beginning on the July 1 when this amended language becomes effective, each member shall thereafter be appointed by vote of the Board of Selectmen of that town (or by the Mayor in the case of a city), except that in the case of a town, the town may by bylaw or charter provide for appointment of that community's member by the Moderator. The language of the preceding sentence will also apply to any community newly admitted to the District whose membership in the District commences on or after the July 1 effective date of this amended language.

(D) Subsequent Terms of Office

Just prior to the conclusion of the initial terms spoken of in the subsection (B) above, the Appointing Authority of the member community will appoint a member of the Regional School Committee to serve a three year term beginning on July 1.

(E) Vacancies

Should a vacancy occur on the Regional School Committee for any reason, the unexpired term will be filled within sixty (60) days by the Appointing Authority of the community having the vacancy.

(F) Organization

At the first meeting of the Regional School Committee held after July 1, the Committee shall organize and choose a Chairman and a Vice-Chairman from among its membership and will

choose a Secretary, who may or may not be from among its membership.

(G) Power and Duties

The Committee shall have all the powers and duties conferred and imposed upon school committees by law and conferred and imposed upon it by this Agreement, and such other additional powers and duties as are specified in Section 16 to 16I, inclusive, of Chapter 71 of the General Laws and any amendments or additions thereto now or hereafter enacted, or as may be specified in any other applicable general or special law.

(H) Weighted Voting

Each member of the Regional School Committee will exercise a weighted vote, rounded to the nearest hundredth of a percent, which will be calculated and established as of July 1 of each year as follows. The first half of the weighted vote for all of the member communities will be the same. (For example, if hypothetically there were 16 member communities, then the first half of each member's weighted vote will be 1/16 of 50%, which would be 3.125%). The second half of each member community's weighted vote will be computed as follows. Based on the official October 1 student enrollment figures as determined by the Department of Elementary and Secondary Education ("DESE"), or its successor agency, a four year "rolling average" of the school's enrollment from member communities, using the most recent year's October 1 enrollment figures and those from the three preceding years, will be established. Using the same methodology, each member community's average percentage of student enrollment from all of the member communities for that period, rounded to the nearest hundredth of a percent, will be established and will be used as the second half of that member community's weighted vote to become effective on the following July 1. (For example, if over the four year period a member community supplied an average of 8.67% of the school's enrollment from all of the member communities, then, beginning on the following July 1 and extending for the next year, the second half of that member community's weighted vote would be 8.67% of 50%, which would be 4.335%). The two halves will then be added together, and rounded to the nearest hundredth of a percent, to establish that community's total weighted vote. (For example, using the hypotheticals expressed above in this paragraph, the hypothetical community's total weighted vote as of the July 1 in question would be 3.125% plus 4.335%, which would add to 7.46%). Assuming that a quorum as defined in subsection (I) below is present, and except for a vote to approve the annual budget, to incur debt, or to approve an amendment to this Agreement, a combined total of weighted votes amounting to over 50% of the weighted votes present shall constitute majority approval.

In order to approve the District's annual budget, a combined total of weighted votes equal to or exceeding 66.67% of the weighted vote of the entire Committee (i.e., not merely two thirds of the weighted vote of those present) shall be required.

In order to incur debt, a two-thirds (2/3) vote of all of the members of the Regional School Committee, without regard for the weight of the vote, shall be required. In order to approve an amendment to this Agreement, a three-fourths (3/4) vote of all of the members of the Regional School Committee, without regard for the weight of the votes, shall be required.

(I) Quorum

A majority of the total number of members of the Regional School Committee (regardless of the weighted votes) shall constitute a quorum. A quorum is necessary for the transaction of business, but an assemblage less than a quorum may adjourn a meeting.

SECTION II TYPE OF REGIONAL SCHOOL DISTRICT

The regional district school shall be a technical and vocational high school consisting of grades nine through twelve, inclusive. The Committee is also hereby authorized to establish and maintain such kinds of education, acting as trustees therefore, as may be provided by communities under the provisions of Chapter 74 of the General Laws and acts amendatory thereof, in addition thereto or dependent thereon, including courses beyond the secondary school level in accordance with the provisions of Section 37A of said Chapter 74.

SECTION III LOCATION OF THE REGIONAL DISTRICT SCHOOL

The regional district school shall be located within the geographical limits of the District.

SECTION IV APPORTIONMENT AND PAYMENT OF COSTS

(A) Classification of Costs

For the purpose of apportioning assessments levied by the District against the member communities, costs shall be divided into two categories: capital costs and operating costs.

(B) Capital Costs

Capital costs shall include all expenses in the nature of capital outlay such as the cost of acquiring land, the cost of constructing, reconstructing, or adding to a school building or buildings, the cost of remodeling or making extraordinary repairs to a school building or buildings, the cost of constructing sewerage systems and sewerage treatment and disposal facilities or the cost of the purchase or use of such systems with a municipality, and any other item of capital outlay for which a regional school district may be authorized to borrow, or which could be categorized as a capital expense in conformance with applicable law and regulation, including without limitation the cost of original equipment and furnishings for such school buildings or additions, plans, architects' and consultants' fees, grading and other costs incidental to placing school buildings and additions, sewerage systems and sewerage treatment and disposal facilities, and any premises related to the foregoing in operating condition. Capital costs shall also include payment of principal of and interest on bonds, notes and other obligations issued by the District to finance capital costs.

(C) Operating Costs

Operating costs shall include all costs not included in capital costs as defined in subsection IV (B), but including interest on temporary notes issued by the District in anticipation of revenue.

(D) Apportionment of Capital Costs

1. The following method will be used for apportioning capital costs incurred prior to July 1, 2014:

After first deducting any other sources of revenue that are appropriately applied against capital costs, capital costs shall be annually apportioned to the towns which were members of the District as of June 30, 2014 for the ensuing fiscal year in the following manner. Each

member town's share of capital costs for each fiscal year shall be determined by computing the ratio which the town's pupil enrollment in the regional district school on October 1 of the fiscal year next preceding the fiscal year for which the apportionment is determined bears to the total pupil enrollment from all the member towns on the said date, except that if there is an enrollment of fewer than five pupils from any member town in the regional district school on said date, such member town shall be deemed to have an enrollment of five pupils in the regional district school. For the purpose of this subsection, in computing this apportionment the persons enrolled in courses or programs referred to in subsection IV (F) shall not be included.

2. The following method will be used for apportioning capital costs incurred on or after July 1 2014:

After first deducting any other sources of revenue that are appropriately applied against capital costs, capital costs which are incurred on or after July 1, 2014 shall be apportioned to the member communities annually for the ensuing fiscal year in the following manner (for illustration purposes only, examples of these calculations appear in Appendix A.)

a. Fifty percent (50%) of the capital costs will be apportioned to each of the member communities by computing the ratio which that community's pupil enrollment in the regional district school, using a rolling average based on the four (4) most recent annual October 1 enrollment figures, bears to total pupil enrollment in the regional district school from member communities, using a rolling average based on the four (4) most recent annual October 1 enrollment figures, except that if there were an enrollment of fewer than five (5) pupils from any member community in the regional district school on any of the four (4) most recent October 1 dates, such member community will be deemed to have had an enrollment of five (5) pupils in the regional district school on said date.

b. An additional one percent (1%) of these costs will be apportioned to each of the member communities regardless of student enrollment.

c. The balance of these costs will be apportioned by applying DESE's combined effort yield (a measure of a community's ability to pay for education using property values and household incomes) to the percentage of each community's students (as defined by foundation enrollment) that are enrolled at Minuteman. The specific calculation is as follows:

- Each member community's pupil enrollment in the regional district school, using a rolling average based on the four (4) most recent annual October 1 enrollment figures, including the five (5) pupil minimum spoken of in 2,a above, will be identified.
- This average regional enrollment figure for each member community will be compared to that community's most recent October 1 "foundation enrollment" figure (determined by DESE), and the percentage of that community's most recent foundation enrollment figure which is comprised of that town's average regional enrollment figure will be computed.
- This percentage amount will be multiplied by the lesser of the "combined effort yield" or 100% of the "foundation budget" (using the most recent "final" numbers determined by DESE) for that community, resulting in a number to be called "combined effort yield at Minuteman".
- The numbers representing each community's "combined effort yield at Minuteman" will be totaled, and each community's percentage of that total (this percentage to be called "combined effort capital assessment share") will be computed.
- Each community's "combined effort capital assessment share" will be used to calculate the

apportionment of the capital costs under this paragraph. (An example of the calculations described in this paragraph is found in the chart headed "Calculation Factor – Ch. 70 Combined Effort Capital Allocation" appearing on page 2 of Appendix A.)

In the event that changes occur at the state level in either the terminology or the calculation formulas that lie behind the terms used in this paragraph, the Committee will use a calculation approach which replicates the apportionment outcomes that would result from this paragraph if the terms of this paragraph were applied as of the effective date of this Regional Agreement.

(E) Apportionment of Operating Costs

The District will utilize the statutory method in the apportionment of operating costs. Pursuant to this method, the District will deduct from operating costs the total of any revenue from Chapter 70 state aid, Chapter 71 Regional Transportation Reimbursement, and any other revenue as determined by the Regional School Committee. The balance of all operating costs, except those described in subsection IV,F below, shall be apportioned to each member community as follows. Each member community's share of operating costs will be the sum of the following: (a) the member's required local contribution to the District as determined by the Commissioner of Elementary and Secondary Education (hereinafter "the Commissioner"); (b) the member's share of that portion of the District's net school spending, as defined by G.L. chapter 70, section 2, that exceeds the total of the required local contributions for all of the members; and (c) the member's share of costs for transportation and all other expenditures (exclusive of capital costs as defined in subsection IV,(B) above) that are not included in the District's net school spending. A member's share of (b) and (c) above will be calculated by computing the ratio which that member's pupil enrollment in the regional district school, using a rolling average based on the four (4) most recent annual October 1 enrollment figures, bears to the total pupil enrollment in the regional district school from member communities, using a rolling average based on the four (4) most recent annual October 1 enrollment figures.

(F) Special Operating Costs

The Committee shall determine the operating costs for each fiscal year for any courses or programs which are offered by the District to persons other than secondary students attending the regular day regional vocational school. Each member community's share of such special operating costs shall be apportioned by identifying each member community's enrollment and/or participation rate in said courses or programs as compared to the overall enrollment and/or participation rate in said courses or programs. Normally said share shall be paid by the members as a special assessment in the fiscal year following the year of the course or program offering, although exceptions may be made whereby the payment will be made during the fiscal year of the course or program offering.

(G) Times of Payment of Apportioned Costs

Each member shall pay to the District in each fiscal year its proportionate share, certified as provided in subsection V(B), of the capital and operating costs. The annual share of each member community shall be paid in such amounts and at such times that at least the following percentages of such annual share shall be paid on or before the dates indicated, respectively:

September 1	25%
December 1	60%
March 1	75%
May 1	100%

(H) Apportionment of Costs to New Members

1. The share of operating costs which will be paid by a new member community will be determined consistent with subsection IV(E) except that, for purposes of calculating that community's four (4) year rolling average of pupil enrollment, the number of "out of district" students from that community which were enrolled in the regional district school during each of the applicable four (4) years will be regarded as that community's "pupil enrollment" during those years for purposes of this calculation.

2. The Regional School Committee, prior to the admittance of a new member community, will have the option of negotiating a phase in of the amount of capital costs which will be assessed to that new member community during the first three years of membership in the District. Beginning no later than the fourth year of membership and thereafter, however, the new member community will be assessed the full capital cost apportionment that will result from an application of subsection IV(D).

(I) Incurring of Debt

Other than short-term borrowing for cash-flow purposes, the incurring of debt for purposes expressed in G.L. Chapter 71, section 16(d), will require at least a two-thirds (2/3) vote of all of the members of the Regional School Committee, without regard for the weight of the votes. If such a margin exists, the Committee must seek authorization for incurring debt by following the approach set out in G.L. Chapter 71, section 16, subsection (d). If one or more member communities vote disapproval of the debt, the Committee, by a majority of the weighted vote, may then seek authorization for the debt via Chapter 71, section 16, subsection (n). If and when subsection (n) is utilized, and if the incurring of debt is approved via subsection (n), the following option will be open to a member community if a majority of the registered voters voting on the question from that community voted to disapprove the incurring of debt in the subsection (n) election. Said community may seek to withdraw from the District consistent with the procedure in Section IX, and, if the notice of withdrawal is sent consistent with Section IX within sixty (60) days of the subsection (n) election, that community will not be responsible for a share of the debt service attributable to this new debt even if that community's withdrawal from the District is not approved by a majority of the member communities as required by Section IX, or even if the withdrawal of said community is disapproved by the Commissioner. Communities whose resident voters disapprove the incurring of the debt in the subsection (n) election but which do not give a notice of withdrawal consistent with Section IX will remain members of the District and will share in the debt service for the new debt consistent with the apportionment process in this Section IV.

SECTION V BUDGET**(A) Tentative Operating and Maintenance Budget**

The Committee shall annually prepare a tentative operating and maintenance budget for the ensuing fiscal year, attaching thereto provision for any installment of principal or interest to become due in such fiscal year on any bonds or other evidence of indebtedness of the District and any other capital costs to be apportioned to the member communities. The said Committee shall mail a copy to the chairman of the Board of Selectmen and the Finance or Advisory Committee, if any, of each member town at least fifteen days prior to the date on which the final operating and maintenance budget is adopted by the Committee, said copy to be itemized in a fashion consistent with DESE's chart of accounts.

(B) Final Operating and Maintenance Budget

After conducting a public hearing consistent with G.L. Chapter 71, section 38M, the Committee shall adopt an annual operating and maintenance budget for the ensuing fiscal year not later than forty-five days prior to the earliest date on which the business session of the annual town meeting of any member town is to be held, but in no event later than March 31, provided that said budget need not be adopted earlier than February 1. Said adoption of the budget will require a combined total of weighted votes equal to or exceeding 66.7% of the weighted vote of the entire Regional School Committee (i.e., not merely two-thirds of the weighted vote of those present at the meeting). Said annual operating and maintenance budget shall include debt and interest charges and any other current capital costs as separate items, and the said Committee shall apportion the amounts necessary to be raised in order to meet the said budget in accordance with the provisions of Section IV. The amounts so apportioned to each member community shall be certified by the district treasurer to the treasurer of such member community within thirty days from the dates on which the annual operating and maintenance budget is adopted by the Committee, and each such community shall, at the next annual town meeting or meeting of the city council, appropriate the amounts so certified. The annual Regional School District budget shall require approval by the local appropriating authorities of at least two-thirds (2/3) of the member communities consistent with G.L. Chapter 71, section 16B.

SECTION VI TRANSPORTATION

School transportation shall be provided by the regional school district and the cost thereof shall be apportioned to the member communities as an operating cost.

SECTION VII AMENDMENTS**(A) Limitation**

This Agreement may be amended from time to time in the manner hereinafter provided, but no such amendment shall be made which shall substantially impair the rights of the holders of any bonds or notes or other evidences of indebtedness of the District then outstanding, or the right of the District to procure the means for payment thereof, provided that nothing in the section shall prevent the admission of new communities to the District and the reapportionment accordingly of capital costs of the District represented by bonds or notes of the District then outstanding and of interest thereon.

(B) Procedure

Any proposal for amendment, except a proposal for amendment providing for the withdrawal of a member community (which shall be acted upon as provided in Section IX), may be initiated by a vote of at least three-fourths (3/4) of all of the members of the Regional School Committee, without regard for the weight of the votes, so long as the proposed amendment was discussed as an agenda item at no less than one prior Committee meeting. Alternatively, a proposal for amendment may be initiated by a petition signed by at least 10 per cent of the registered voters of any one of the member communities. In the latter case, said petition shall contain at the end thereof a certification by the Municipal Clerk of such member community as to the number of registered voters in said community according to the most recent voting list and the number of signatures on the petition which appear to be the names of registered voters of

said community and said petition shall be presented to the secretary of the Committee. In either case, the Secretary of the Committee shall mail or deliver a notice in writing to the Board of Selectmen, or City Council, of each of the member communities that a proposal to amend this Agreement has been made and shall enclose a copy of such proposal (without the signatures in the case of a proposal by petition). The Selectmen of each member town shall include in the warrant for the next annual or a special town meeting called for the purpose an article stating the proposal or the substance thereof, and the City Council in each member city shall vote on said proposed amendment within two months of its submittal by the Committee. Such amendment shall take effect upon its acceptance by all of the member communities, acceptance by each community to be by a majority vote at a town meeting in the case of a town, or by majority vote of the City Council in the case of a city, and after approval by the Commissioner.

(C) Approval by Commissioner

All amendments to this Agreement are subject to the approval of the Commissioner.

SECTION VIII ADMISSION OF NEW COMMUNITIES

By an amendment of this Agreement adopted under and in accordance with Section VII above, any other community or communities may be admitted to the regional school district. The effective date for the admission of each such new member shall be the July 1 following the adoption by the District of such an amendment, the acceptance by all of the existing members, and the approval by the Commissioner. All of the above approvals must be completed by December 31 for the new member to be admitted on the following July 1. Such admission also shall be subject to compliance with such provisions of law as may be applicable and such terms as may be set forth in such amendment.

SECTION IX WITHDRAWAL

(A) Procedure

Consistent with 603 CMR 41.03(2) the withdrawal of a member community can occur only as of July 1 of a given fiscal year. A notice of desire to withdraw must be initiated by a two-thirds (2/3) vote of the legislative body of the member community, which must occur no less than three (3) years prior to the desired July 1 withdrawal date. The Municipal Clerk of the community seeking to withdraw must notify the Regional School Committee in writing within seven (7) days of the vote of the legislative body that the two-thirds (2/3) vote has occurred, and the receipt of the notice of withdrawal will be acknowledged in the minutes at a Regional School Committee meeting. Within seven (7) days of its receipt, the District's Clerk will notify in writing the Municipal Clerks of all of the member communities that a notice of withdrawal has been received. Once this notice of withdrawal is given, it may not be rescinded without the unanimous consent of the members of the Regional School Committee. The withdrawal of a community will be allowed only if it is approved by a majority of the other member communities. A failure of the legislative body of a member community to vote disapproval of a requested withdrawal within sixty (60) days of the notice of withdrawal being submitted to the Regional School Committee will constitute approval. During this three (3) year notice period, the departing member will continue to be responsible for the following:

1. Payment of its share of operating costs apportioned by way of subsection IV(E).

2. Payment of its share of capital costs apportioned by way of subsection IV(D), except that no apportionment for a withdrawing member will be made for a share of debt that was disapproved by the voters of said withdrawing member in a G.L. Chapter 71, subsection 16(n) election and after said disapproval a notice of withdrawal was sent by said member consistent with the terms of subsection IV(I). Similarly, no apportionment for a withdrawing member will be made for a share of any debt incurred after the member has given a notice of withdrawal.

3. The withdrawing community shall continue to have a right to appoint and be represented by its member on the School Committee will full voting authority until the date of final withdrawal, on which date the withdrawing community member's term shall end.

(B) Continuing Obligations After Withdrawal

A departing member shall have no right or claim to the assets of the District, and a departing member shall continue to be responsible, after withdrawal, for the following:

1. Payment of its share of capital costs incurred prior to withdrawal apportioned by way of subsection IV(D), provided that for purposes of this apportionment the withdrawn community's enrollment shall be deemed to be its enrollment determined pursuant to subsection IV(D) immediately prior to the date of its notice of intent to withdraw, except that:

a. no apportionment for a withdrawing member will be made for a share of debt that was disapproved by the voters of said withdrawing member in a G.L. Chapter 71, subsection 16(n) election and after which disapproval a notice of withdrawal was sent by said member consistent with the terms of subsection IV(I); and,

b. no apportionment for a withdrawing member will be made for a share of debt that was incurred by the District following receipt of the withdrawing member's notice of intent to withdraw, such notice having not been rescinded.

(C) Commissioner's Approval

Consistent with 603 CMR 41.03(2) the withdrawal of any member requires the approval of the Commissioner of Education, and all requisite approvals must be obtained no later than the December 31 preceding the July 1 effective date of withdrawal.

(D) Amendment to Agreement

The withdrawal of a member which occurs consistent with the above will, upon its completion, constitute an amendment to the Regional Agreement, regardless of the fact that said amendment was not processed via the procedure contained in Article VII.

SECTION X TUITION STUDENTS

The Committee may accept for enrollment in the regional district school pupils from communities other than member communities on a tuition basis. Income received by the District from tuition pupils and not previously deducted from operating costs shall be deducted from the total operating costs in the next annual budget to be prepared after the receipt thereof, prior to apportionment under Section IV to the member communities, provided that income identified as a contribution to capital costs shall be applied to the capital budget.

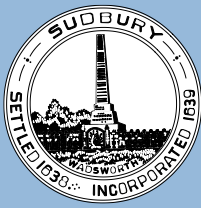
SECTION XI FISCAL YEAR

The fiscal year for the district shall run from July 1 to June 30.

SECTION XII SUBMISSION FOR APPROVAL

This Agreement shall be submitted for approval pursuant to the applicable provisions of Chapter 71 of the General Laws.

778239v1



SUDBURY BOARD OF SELECTMEN
Wednesday, January 28, 2015

TIMED ITEM

2: Mass Central Rail Trail

REQUESTOR SECTION

Date of request: January 28, 2015

Requested by: Patty Golden

Formal Title: Mass Central Rail Trail - CPC Funding Request - Discussion and vote to amend the Selectmen's CPC proposal to reduce the funding request to \$110,000 for the design/bid phase of the project.

Recommendations/Suggested Motion/Vote: Discussion and vote to amend the Selectmen's CPC proposal to reduce the funding request to \$110,000 for the design/bid phase of the project.

Background Information:

Financial impact expected:CPC funds to be determined

Approximate agenda time requested: 10 minutes

Representative(s) expected to attend meeting:

Review:

Patty Golden	Pending
Maureen G. Valente	Pending
Barbara Saint Andre	Pending
Charles C. Woodard	Pending
Board of Selectmen	Pending

01/28/2015 6:30 PM

MEETING NOTES SECTION

Board's action taken:

Follow-up actions required:

- Requestor:
- Board of Selectmen:
- Staff:

Future agenda date:

Mass Central Rail Trail Timeline DESIGN/BUILD OPTION	<i>*This is the original schedule proposed. It has fallen slightly behind as we have not received donations from Sudbury Greenways. However, even with funds we would likely build that in to the design team's scope at this point.</i>																			
Tasks to be completed:	Nov-14	Dec-14	Jan-15	Feb-15	Mar-15	Apr-15	May-15	Jun-15	Jul-15	Aug-15	Sep-15	Oct-15	Nov-15	Dec-15	Jan-16	Feb-15	Mar-16	Apr-16	May-16	Jun-16
WETLAND DELINEATION																				
Prepare Wetlands Delineation/ANRAD RFP																				
Receive Donation from Sudbury Greenways*																				
Award Contract																				
ANRAD Permitting																				
DESIGN SPECIFICATIONS																				
Submit article for STM for specifications	√																			
Other funding sources - Sudbury Foundation																				
Develop RFP for specs/bid docs																				
Award Contract																				
DESIGN/BUILD																				
Annual Town Meeting for Design/Build, 300k	√ CPC Art.		ATM Art.				Approval		Funds avail.											
Bid Project																				
Award Contract																				
Wetland NOI Permitting																				
Stormwater Permit																				
Approval from MHC																				
Receive Construction Access from DCR																				
Public Meetings			RT Forum																	
Construction																				

Mass Central Rail Trail Timeline DESIGN/BID/BUILD OPTION	<i>*This is the new recommendation proposed.</i>																							
Tasks to be completed:	Nov-14	Dec-14	Jan-15	Feb-15	Mar-15	Apr-15	May-15	Jun-15	Jul-15	Aug-15	Sep-15	Oct-15	Nov-15	Dec-15	Jan-16	Feb-15	Mar-16	Apr-16	May-16	Jun-16	Jul-16	Aug-16	Sep-16	Oct-16
DESIGN/BID																								
Annual Town Meeting for Design/Bid, 110k			ATM Art.				Approval		Funds avail.															
Develop RFP for engineering services/bid docs																								
Bid Project/Award Contract																								
Wetland Survey/ANRAD Permitting																								
Wetland NOI Permitting																								
Data Collection																								
Stormwater Permit																								
Concept Design review																								
Final design																								
Bid Documents w/ cost estimate																								
Approval from MHC																								
Public Meetings			RT Forum																					
BUILD																								
Annual Town Meeting for Build (estimate provided by Final Design)																ATM Art.								
Receive Construction Access from DCR																			Approval					
Bid Project																								
Construction																								

Attachment: Mass Central Rail Trail Timelines 2015 (1146 : Mass Central Rail Trail)



Town of Sudbury

Planning and Community Development

Flynn Building
278 Old Sudbury Rd
Sudbury, MA 01776
978-639-3387
Fax: 978-443-0756

pcd@sudbury.ma.us

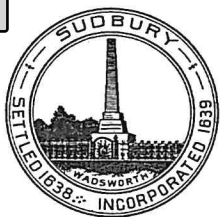
<http://www.sudbury.ma.us/services/planning>

TO: Board of Selectmen
FROM: *jak* Jody Kablack, Director of Planning and Community Development
Jim Kupfer, Assistant Planner
RE: Mass Central Rail Trail
DATE: January 7, 2015

The Planning and Community Development Department has continued its research on this project, including best practices for design and construction, cost effective strategies for creating a rail trail, and other potential options for this corridor. Over the last few months, more information has presented itself which merits discussion by the Board as to how to proceed.

- We have spoken with 2 qualified engineering firms on the design/build concept and have received negative feedback on this approach (FST Memo Attached).
- We have met with DCR and have received preliminary approvals to proceed with our project. However no formal approvals are in place yet.
- We have met with other abutting communities, including Wayland, and understand that not all communities support a paved surface. Wayland is proceeding with a stone dust surface at the current time. We will continue to discussion how to best proceed in a collaborative manner with the other communities.
- We have had discussions with DCR and MAPC on state funding of the entire rail trail. Further research has failed to find funding for this rail trail in either the 2012 or the 2014 State Transportation Bond Bill. However, there is support from all the communities to work together to pressure the state to fund the trail. MAPC is taking the lead on this initiative.
- We have further researched design/build and design/bid/build processes, including best practices for construction of rail trails and understand there is merit to each.
- We have further researched Iron Horse Preservation Society and note that several Massachusetts communities (Newton, Hanover, Danvers) have discovered performance issues with their work, particularly with removal of rail road ties, stabilization of surface treatment (due to minimal design and no oversight) and delays in completion of projects.
- We have met with the President of Sudbury Greenways to discuss collaboration efforts between the Town and Sudbury Greenways and intend to continue to do so.
- We have met with NStar, who has discussed a potential project along the corridor which may affect this project (discussed below).

Our previous recommendation for this project was to seek CPA funding for a design/build concept for Phase 1 of the trail. This course of action was dependent on receiving funds for the preparation of design specifications and bid documents (received from a Reserve Fund transfer in November 2014) and the donation of funds from Sudbury Greenways for wetland delineation and ANRAD permitting by the Conservation Commission (no funds received to date). The need to identify the wetland resources along the corridor early in the project is a key element of the design/build approach, as it may directly impact the total cost of the project. The \$300,000 estimated cost of the project assumes few wetland issues, and costs could increase if extensive permitting is



Town of Sudbury

Planning and Community Development

Flynn Building
278 Old Sudbury Rd
Sudbury, MA 01776
978-639-3387
Fax: 978-443-0756

pcd@sudbury.ma.us

<http://www.sudbury.ma.us/services/planning>

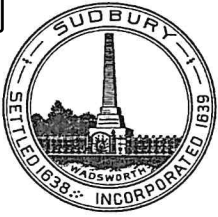
required. To date we do not know the extent of the wetland resources, nor the extent of permitting that will be required to build Phase 1, and are therefore skeptical of the total cost of the project.

Additionally, another project has been brought to the Town's attention that may provide an opportunity for construction of the rail trail at no cost to the Town. This project is the installation of a new transmission line by NStar from Sudbury to Hudson. One of the alternatives NStar is reviewing is construction of the line along the Mass Central Rail Trail (either underground or above ground), which is the most direct route between the 2 towns. NStar officials are currently negotiating a lease with the MBTA for use of the corridor (the lease that DCR has for the rail trail does not exclude other uses in the corridor), surveying the corridor (including wetland delineation) and reviewing several other alternatives outside the corridor. They are actively engaged in this project, and have stated that if they are going to proceed with the project along the corridor, they will be permitting the project by the end of 2015, and constructing in 2018-2019. If they proceed with the project along the rail trail corridor, they will construct a 12 foot wide access road which they will share as a rail trail at no cost to the Town or DCR.

NStar has also agreed to share its survey and wetland data with the Town once it is completed this spring, which will eliminate the need for public or private funds to compile this information.

Therefore, a new process and timeline might be more appropriate for this project. We offer the following for your consideration:

1. Creating a rail trail at a low cost and in the short term is a valid purpose and has appeal to many residents. However after further study the Planning and Community Development Department now believes that a more conventional approach to this project should be undertaken. After speaking with 2 engineering firms with extensive experience in rail trail design and construction, we believe the Town will be better served by proceeding in a two-step approach for this project, as is typically done. We believe that the trail should first be designed and bid, and then constructed. The two-step approach will take approximately 6-9 months longer than the design/build approach, but will (1) expedite wetland permitting and remove potential duplication of efforts and costs that may result in the design/build approach; (2) enable a better assessment of the construction costs of the project before requesting funds at Town Meeting; and (3) reduce the need and cost for the Town to hire a separate engineer/project clerk (in design/build the engineer works for the contractor, not the Town). These issues are further explained in both attachments to this memo.
2. The NStar project, its scope and schedule, will be better known to the Town in the next 6 months. If it is a realistic project, no Town funds will be needed. This will push the completion date of a rail trail back 2-3 years.
3. In order to keep momentum going, funds for the design of the trail could be requested at the 2015 Annual Town Meeting (estimated at \$110,000), and held until a determination on the NStar project is made.
 - a) If NStar proceeds, the funds can be redeposited into the CPA account.



Town of Sudbury

Planning and Community Development

Flynn Building
278 Old Sudbury Rd
Sudbury, MA 01776
978-639-3387
Fax: 978-443-0756

pcd@sudbury.ma.us

<http://www.sudbury.ma.us/services/planning>

b) If NStar does not proceed, the Town can design the trail in 2015, and request construction funds at the 2016 Annual Town Meeting. This schedule contemplates a fully constructed trail in the late fall of 2016, as opposed to the design/build schedule of June 2016.

4. In the meantime, we recommend working with Sudbury Greenways to clear the right of way so that residents can walk on the corridor and begin to enjoy its recreational and scenic benefits. This will require a license from DCR and approval from the Conservation Commission.

5. We will also continue working with DCR on the long term license and approvals needed to construct a rail trail, continue researching grant opportunities for construction funding, notify abutters of the project and begin working on any abutter issues identified.

We have attached a memo from Fay, Spofford & Thorndike dated December 5, 2014 outlining their suggested approach to the project, including the estimate for the first phase of the recommend two-phase approach to the project discussed above.

It is our desire to have the Selectmen discuss these issues and vote to either continue with the design/build approach and the CPC request for \$300,000, or change the vote to only request \$110,000 for design, permitting and preparation of bid documents. The planned Rail Trail Forum is scheduled for Jan. 22, and other issues or ideas may be presented. The CPC deadline to vote their projects is January 28. It is possible for the Board to delay a final vote on this project until the next BOS meeting on Jan. 27 in order to consider comments from the forum.

Attachments: FST Memo
The Basics of Design-Build (supplied by Selectwoman Brown)

cc: Andrew Sullivan, Sudbury Greenways
Bill Place, DPW Director
Conservation Commission

**FAY, SPOFFORD & THORNDIKE**

Engineers - Planners - Scientists

5 Burlington Woods, Burlington, MA 01803

Tel. 781.221.1000 Fax. 781.229.1115

MEMORANDUM

DATE: DECEMBER 5, 2014

TO: JAMES KUPFER AND JODY KABLACK – TOWN OF SUDBURY PLANNING AND COMMUNITY DEVELOPMENT

FROM: JOHN MICHALAK, P.E. AND JEN DUCEY, P.E. – FAY, SPOFFORD & THORNDIKE

SUBJECT: DESIGN AND CONSTRUCTION OF THE MASS CENTRAL RAIL TRAIL – WAYSIDE BRANCH

Thank you for the opportunity to meet on November 19, 2014 to discuss potential approaches for advancing the design and construction of a 1.8 mile section of the Wayside Branch of the Mass Central Rail Trail (MCRT) in Sudbury. At our meeting, we discussed the Design/Build approach the Town is currently considering as well as an alternate Design/Bid/Build approach.

Current Approach (Design/Build)

Following a Design/Build approach, the Town would hire a Design Engineer to prepare preliminary design documents and then contract separately with an Engineer/Contractor Team for final design and construction. We understand the Town is considering a Design/Build approach to:

- a) expedite the design and construction process
- b) reduce the overall cost to the Town

The draft schedule the Town developed for the design and construction phases of the project included the following major items:

- Wetlands delineation and ANRAD Permitting: complete by March 2015
- Develop Template Documents: February 2015
- Annual Town Meeting: May 2015
- Begin Design/Build Construction: Final design to begin July 2015, Construction to begin October 2015

Alternate Approach (Design/Bid/Build)

The majority of FST's trail projects have followed a more traditional Design/Bid/Build approach where the Design Engineer develops the bid documents prior to advertising the project for construction. The bid documents typically include design plans, construction details, and technical specifications specific to the project corridor. Many Towns also opt to have the Design Engineer perform construction oversight and respond to contractor's questions and requests for information.

The benefits of this approach include the ability of the Design Engineer to:

- Contract directly with or assist the Town in preparing a scope for wetland delineation and survey to ensure the base mapping includes the necessary relevant information to successfully design and permit the project.
- Work closely with the wetland scientist and Town Conservation Coordinator to: fully evaluate resource area impacts; develop location specific designs to avoid, minimize or mitigate wetland and wildlife impacts; and prepare a Notice of Intent that respects the concerns of the Conservation Commission. The Order of Conditions is included in the contract bid documents.
- Develop estimated construction cost prior to advertisement that can be used to secure the necessary project funding from the Town and other sources.
- Act on behalf of the Town during construction to ensure the trail is built in accordance with the bid documents and to the satisfaction of the Town.

We understand that the Town would like to develop a set of template documents consisting of specifications and typical details that can be used by both Sudbury and neighboring MCRT communities. The bid documents developed as part of a Design/Bid/Build approach can still serve as a template for other Towns seeking to advance their section of the regional MCRT project.

Under a Design/Bid/Build approach, the bid documents could be prepared within the same timeframe outlined in the Town's Design/Build schedule. We estimate about 4 months from the time survey is complete for the preparation of Final Bid Documents. Included in this 4 month timeframe is a Preliminary and Final Submission for review by the Town and DCR.

- Survey and Basemapping: \$30,000-\$50,000 (Ballpark)
- Wetlands Delineation, ANRAD and NOI: \$10,000-\$15,000 (Ballpark)
- Engineering Design/Permitting Support/Bid Document Preparation: \$25,000 (Ballpark)
- Part-Time Engineering Services During Bid Process and Construction: \$20,000 (Ballpark)

We would like to reiterate our interest in assisting the Town on this important section of the Wayside Branch. We enjoyed working on the Bruce Freeman Rail Trail Feasibility Study and would welcome an opportunity to work with the Town again on this exciting project. In addition to our extensive trail experience, we also have a good working relationship with the DCR based on our prior rail trail projects and our current on-call contract for multi-use trail repair and maintenance design services. This combined experience makes us particularly qualified to provide engineering services during both the design and construction phases of this project.

Also, as requested, we will provide you with information on potential funding sources that may be available to the Town for the design and construction of the trail under a separate memorandum.

Please feel free to contact John at (781) 221-1076 (JMichalak@fstinc.com) or Jen at (781) 221-1031 (JDucey@fstinc.com) if you have any questions or would like additional information.

(1)

[Training \(/training/?s=header\)](/training/?s=header)[Why Lorman \(/why-lorman/your-needs?s=header\)](/why-lorman/your-needs?s=header)

Product ID, topic, credit or state

[Contact Us \(/contact/?s=header\)](/contact/?s=header)[Cart \(0\)](#) [My Account \(/account/\)](/account/)
[\(/shop/\)](/shop/)

The Basics Of Design-Build

[Home \(/\)](#) » [Articles \(/resources/?products=articles\)](/resources/?products=articles) » [Construction Articles \(/resources/?products=articles&topics=CN\)](/resources/?products=articles&topics=CN) » Article

August 13, 2013

Organization: Lorman Education Services

In the construction industry, Design/Build continues to grow as the project delivery system of choice. Currently, in California, there are many new laws, as well as significant pending legislation, on the issue of Design/Build. Given the rising interest in this type of project deliver system, the purpose of this Construction Newsletter is to offer a primer on Design/Build issues for those not fully familiar with the process.

I. What is Design-Build?

Universally, construction project owners, whether in the public, or private sectors seek timely and cost-effective construction. While there are a variety of views on how best to achieve schedule, budget, and quality, recently there has been a focus upon the method of construction project delivery. There are various construction project delivery systems, the most traditional of which is Design/Bid/Build ("DBB"). For generations, this was the predominately accepted means by which construction projects were developed and delivered. Today there is also a focus on the owner having one primary contractual relationship with an entity that is responsible both for the design and building of the construction project. This project delivery method is called Design/Build ("D/B").¹

There are two significant features of D/B contracting that distinguish it from other project delivery methods: 1) the first is the relative simplicity of the Owner having a single point of contact for both the design and construction of the project; and 2) the second significant feature is that the risk for design errors shifts from the Owner to the Contractor.

II. Design-Build Advantages and Disadvantages

There are many potential advantages for all parties in a D/B contract, especially if all the parties understand the mechanics of the process as it applies to their project. No two projects are identical - each will have some unique aspect or combination of aspects that make the advantages of D/B more or less attractive.

A. Advantages

1. Time Savings

By combining the selection of a designer and a contractor into one step, the D/B method eliminates time lost in the DBB process. Further, the D/B Contractor is able to start construction before the entire design is completed. For instance, the D/B Contractor can start excavation as soon as the foundation and utility relocation design has been prepared. Meanwhile, the Design professional can continue design work for the rest of the project during excavation.

2. Cost Savings

Potential costs savings can be realized with the D/B system because it has high value engineering capabilities due to the close coordination between the A/E and construction contractor. Construction contractors have direct and real experience with the cost of purchasing

f

<http://www.facebook.com/sharer.php?u=https%3A%2F%2Fwww.lorman.com%2Fresources%2Fthe-basics-of-design-build-15880%3Fp%3D17996&t=The+Basics+Of+Design-Build>

g+

<https://plus.google.com/share?url=https%3A%2F%2Fwww.lorman.com%2Fresources%2Fthe-basics-of-design-build-15880%3Fp%3D17869>

in

<https://www.linkedin.com/shareArticle?Fwww.lorman.com%2Fresources%2Fthe-basics-of-design-build-15880%3Fp%3D17997&title=The+Basics+Of+Design-Build+construction+project+owners%2C+wh+Aprivate+sectors+seek+timely+and+cost+AAre+a+variety+of+views+on+how+best+2C+and%0Aquality%2C+recently+there+has+been+a+focus+u+Aproject+delivery.+There+are+various+c+2C%0Athe+most+traditional+of+which+is+22%29.+For+generations%2C%0Athis+was+the+predominately+accepted+0Awere+developed+and+delivered.+Toda+0Ahaving+one+primary+contractual+relati+0Aresponsible+both+for+the+design+and+0AThis+project+delivery+method+is+calle+22%29.%3C%2Fp%3E>

t

<https://twitter.com/share?text=The+Basics+Of+Design-Build&url=http%3A%2F%2Fbit.ly%2F1rAsLUz&counturl=https%3A%2F%2Fwww.lorman.com%2Fresources%2Fthe-basics-of-design-build-15880%3Fp%3D17995&related=LormanEducation>

Article Topics

[Construction \(/resources/index.php?products=articles&topics=CN\)](/resources/index.php?products=articles&topics=CN)

and installing materials and, in the D/B system, can share that experience directly with the Design professional during the Design Phase of the project. This process has the potential to translate into lower costs which savings can then be passed on to the Owner.

3. One Point of Contact - "One Stop Shopping"

The one point of contact feature for both design and construction is integral to the D/B system. The advantages of this feature are relative - having only one entity to deal with in many instances will outweigh the oversight benefits an Owner would otherwise get from contracting separately with a Design professional for the project design.

4. Fewer Change Orders

A definite advantage of the D/B system is that an Owner can expect far fewer change orders on a D/B project. However, if an Owner decides it wants a design change during the D/B project, and, that change is not covered by the defined scope of the project, that would be considered an extra. Still, in the D/B system, the Owner is not liable for any errors the Design professional makes because the Design professional is part of the D/B team.

5. Reduced Risk to the Owner

The shifting of liability for design quality from the Owner to the D/B Contractor is one of the most significant features of the D/B project delivery system. The advantage to the Owner is that it now knows from the outset the cost of that risk. As the D/B Contractor is in a better position than the Owner to manage and minimize that risk, this is a significant advantage of D/B contracting.

B. Possible Disadvantages to using the D/B Method

1. Loss of Control of Project Design

In the D/B system, the shift in responsibility for the design from the Owner to the Contractor implicitly includes some shift in control. The Owner should evaluate the degree to which this loss of control will affect the success of the project. If the Owner has specific needs or requirements, it should satisfy itself that it can clearly articulate them in defining the scope of work, or accept the risk that it will have to pay extra to get what it wants via the change order process. Change orders issued to revise scope are not inherently less likely or less expensive in the D/B project delivery method.

2. Less Project Oversight/Control of Quality

As has been discussed, one of the advantages of the D/B concept is the cooperation between the Design professional and the construction contractor because they both are part of the same team: the D/B Contractor. However, this feature can also be a disadvantage, as the architect is no longer the Owner's independent consultant and is now working with and for the contractor. For Owners who do not have their own design-proficient staff, the loss of the architect's input and judgment may expose them to quality control problems. The Owner considering design-build project delivery ignores this issue at its peril. If the Owner is one that is used to having the Design professional act as its agent, it should make plans to have another entity take that responsibility.

3. Suitability of Design-Build Teams

In the DBB methodology, while public agencies are bound by state law to hire the lowest responsive, responsible bidder for construction work, they have more flexibility in selecting designers for their projects. In other words, DBB public owners are allowed to take into account in the selection of a designer more than simply which candidate offered the lowest price. In D/B, the public Owner loses the latitude it had in DBB in selecting a design firm. True, the risk for adequacy of the design has been shifted to the D/B contractor, but that is little solace to an Owner if the finished project is structurally sound but operationally deficient.

III. When Design-Build Should Be Considered

When evaluating whether the D/B methodology would be appropriate for a given project, the following factors should be considered:

A. Schedule

If a project needs to be completed quickly, D/B is an appropriate project delivery system. As discussed previously, in the D/B system, the designer and the contractor are better able to coordinate their efforts to ensure that the work is completed in an expeditious manner. Moreover, another potential time-savings can be found in the administration of the change order process for

correction of changes. Shifting the risk to the party best able to control it is one of the advantages of D/B. Controlling the risk of that change/correction process includes the ability to accomplish it more quickly.

B. Budget

Additionally, the D/B system offers several cost saving advantages for the budget conscious Owner. As discussed previously, cost savings can be realized by shifting more cost control responsibility to the Contractor. A construction contractor may have experience with materials and methods that meet the Owner's requirements but were not considered by the designer. If cost savings result from the contractor's input to the design, those savings should be passed on to the Owner. Additionally, value engineering proposals, for which the Owner may get only partial financial credit under DBB delivery, should be included in the D/B bid price and the entire savings passed on to the owner.

However, cost savings is not always cited as a major outcome of the D/B methodology. Public works projects usually do not have the "time is money" motivation to complete. For example, the sooner a school, library or transit system goes into service, the sooner it requires an operational subsidy.

C. Type of Project

The type of project may be the most significant factor in the choice between D/B and DBB. A good candidate for D/B is a project wherein the performance and form of the finished project is readily described in a scope document. On the other hand, a project in which the Owner has many specific and esoteric requirements would be a weaker candidate for this method. Extreme examples of each will help illustrate this point.

A good hypothetical candidate for the D/B system is a municipal sewage treatment plant which has been found to be in violation of EPA requirements for effluent and ordered by the court to treat its effluent to legal levels by a requisite date some months hence. Every day beyond that deadline that the effluent is out of compliance will cost the municipality in fines. What the Owner wants is to build a new facility in time to avoid those fines. It can probably write a single page performance specification that adequately describes what it wants, and just as importantly, when it wants it. A D/B Contractor with experience in the design and construction of similar plants is most likely to meet the needs of the Owner - a plant that removes the offending components from the plant's effluent stream in as short a time as possible.

An example of a project that is not suitable for the D/B system would be a research hospital. For a project like this, the end-user is going to have specific and esoteric needs that would be difficult to outline in a written scoping document. A facility such as this would be best designed by a Design professional, with direct and frequent communication with its client. Even then, one could expect change requests after construction had started.

¹ These articles are derived from program materials developed jointly by Gordon & Rees and Hill International for a series of seminars. Gordon & Rees thanks Allann Ramirez (allannramirez@hillinternational.com) of Hill International for his significant contribution to these materials. Hill International offers extensive project management and construction claims consulting services worldwide. www.hillintl.com

More Construction Articles

- [Construction Submittals Basics: What all Contractors Should Know \(construction-submittals-basics-what-all-contractors-should-know-14726\)](#)
- [Waters of the United States Proposed Rule \(waters-of-the-united-states-proposed-rule-14750\)](#)
- [Unit Price Adjustments \(unit-price-adjustments-14838\)](#)

Sign Up for Lorman
Updates Today!

Email

Sign Up

The material appearing in this web site is for informational purposes only and is not legal advice. Transmission of this information is not intended to create, and receipt does not constitute, an attorney-client relationship. The information provided herein is intended only as general information which may or may not reflect the most current developments. Although these materials may be prepared by professionals, they should not be used as a substitute for professional services. If legal or other professional advice is required, the services of a professional should be sought.

The opinions or viewpoints expressed herein do not necessarily reflect those of Lorman Education Services. All materials and content were prepared by persons and/or entities other than Lorman Education Services, and said other persons and/or entities are solely responsible for their content.

Any links to other web sites are not intended to be referrals or endorsements of these sites. The links provided are maintained by the respective organizations, and they are solely responsible for the content of their own sites.

Training Products

Live Webinars (</training/?products=live-webinars&s=footer>)
 OnDemand Webinars (</training/?products=ondemand-webinars&s=footer>)
 Audio, Manuals & Books (</training/?products=bookstore&s=footer>)
 In-House Training (</inhouse/?s=footer>)

Why Lorman?

Why Lorman (</why-lorman/>)
 Frequently Asked Questions (</contact/faqs.php>)
 Job Opportunities (</contact/contact.php?subject=jobs>)
 Press Releases (</news/>)

Working Together

Sign up for Course Updates (</sign-up/>)

 Become a Speaker (</contact/speaker.php>)
 Affiliate Program (</affiliateprogram/>)
 Sponsorship and Advertising (</sponsorship/>)

Support

Customer Support (</contact/?s=footer-cs>)
 Email & Mail Subscription (</contact/?s=footer-ems>)
 Online Learning Login (</online/>)

 Terms & Conditions (</terms.php>)
 Privacy Policy (</privacy.php>)
 Site Map (</sitemap/>)

[Resources \(/resources/\)](/resources/)

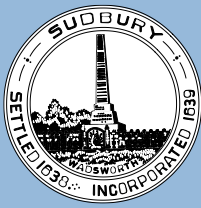
© 2015 Lorman Education Services (<https://www.facebook.com/LormanEducationServices>)

(<https://plus.google.com/112779180455105106863>)

(<http://www.linkedin.com/company/lorman-education-services>)

(<https://www.youtube.com/user/bhalverson07>)

(<https://twitter.com/LormanEducation>)



SUDBURY BOARD OF SELECTMEN
Wednesday, January 28, 2015

TIMED ITEM

3: 2015 ATM articles to be submitted by BOS

REQUESTOR SECTION

Date of request: January 28, 2015

Requestor: Chairman Woodard

Formal Title: Consideration of 2015 Annual Town Meeting Articles to be submitted by the Board of Selectmen

Recommendations/Suggested Motion/Vote: Consideration of 2015 Annual Town Meeting Articles to be submitted by the Board of Selectmen

Background Information:

Attached draft articles

Financial impact expected:see descriptions

Approximate agenda time requested: 20 minutes

Representative(s) expected to attend meeting:

Review:

Patty Golden	Pending
Maureen G. Valente	Pending
Barbara Saint Andre	Pending
Charles C. Woodard	Pending
Board of Selectmen	Pending

01/28/2015 6:30 PM

MEETING NOTES SECTION

Board's action taken:

Follow-up actions required:

- Requestor:
- Board of Selectmen:
- Staff:

Future agenda date:

2015 Town Meeting Articles for Consideration to Be Submitted by Board of Selectmen

- A. Hear Reports (Article 1 each year)
- B. FY15 Budget Adjustments
- C. Stabilization Fund (Article submitted each year but passed over if no action anticipated)
- D. Extend the means tested senior tax exemption. Board of Assessors is studying the program now and will have a recommendation later for the Board of Selectmen.
- E. Request to establish a new Special Purpose Stabilization fund for Melone Gravel Pit Restoration/Future Use and put \$1.1 million in gravel receipts (currently held as part of Free Cash) into a new special stabilization fund
- F. Request to stay in/withdraw from Minuteman Vocational Technical High School or other related items, which would include approval of amendment to the district agreement.
- G. OPEB related articles
 - a. Put balance of Health Claims Trust Fund (except \$150,000 hold back for future claims) into OPEB trust
 - b. Move forward with Special Act to Dedicate Meal Tax to funding of OPEB liabilities
 - c. Accept 32B Section 20 to augment investment options for existing OPEB Trust
- H. Special Purpose Stabilization Fund for DPW Rolling Stock related articles
 - a. Request an operating override (\$300,000) to fund the special purpose stabilization fund for Rolling Stock, established at the 2014 Annual Town Meeting (potential recommendation of the Capital Funding Committee)
 - b. Request that the funds to be received from lease payments for a cell tower located at the DPW Transfer Station – estimated at \$113,000 for FY16 – be voted into the Special Purpose Stabilization Fund for DPW Rolling Stock
 - c. Amend the Special Purpose Stabilization Fund for DPW Rolling Stock to include Fire Department ambulances
- I. Request change to Dog Bylaw
- J. Disposition of Existing Police Station – 415 Boston Post Road
- K. Request bylaw change for site plan review to be responsibility of the Planning Board (see attached minutes from prior discussions of the Board of Selectmen regarding this recommendation of the Planning Board in 2014).
- L. CPC funding request for Central Rail Trail

Articles that may be submitted by others (in addition to the recurring articles for budget related items)

- M. Articles for each capital project over \$50K but less than \$1,000,000 – project requestors
- N. Davis Field - \$3.6 million – Park and Recreation Commission
- O. CPC projects - project requestors
- P. Board of Health Revolving Fund (new fund) – Board of Health
- Q. Zoning amendments – Planning Board
- R. Add funding to the Energy Savings Programs Special Stabilization Fund – Energy Committee
- S. Create a new Special Purpose Stabilization Fund for Replacement of Turf Field at Cutting Field – Recreation Commission

TOWN OF SUDBURY WARRANT ARTICLE FORM ARTICLE ___

Instructions:

- 1) The **ORIGINAL, TYPED** article is to be submitted to the Selectmen's Office in final form.
- 2) Articles submitted by Boards and Committees must be signed by a majority accompanied by a copy of the vote signed by its Clerk.
- 3) **WARRANT REPORT**, briefly explaining intent and scope of article must be attached.
- 4) All monied articles must specify dollar amounts requested.
- 5) Article wording must be approved and article signed by Town Counsel before submission.

ARTICLE 1. HEAR REPORTS

To see if the Town will vote to hear, consider and accept the reports of the Town Boards, Commissions, Officers and Committees as printed in the 2014 Town Report or as otherwise presented; or act on anything relative thereto.

Submitted by the Board of Selectmen. (Majority vote required)

BOARD OF SELECTMEN POSITION: The Board of Selectmen unanimously supports this article.

Maureen G. Valente

Approved by: _____
Town Counsel

B

TOWN OF SUDBURY WARRANT ARTICLE FORM ARTICLE ____

Instructions:

- 1) The **ORIGINAL, TYPED** article is to be submitted to the Selectmen's Office in final form.
- 2) Articles submitted by Boards and Committees must be signed by a majority accompanied by a copy of the vote signed by its Clerk.
- 3) **WARRANT REPORT**, briefly explaining intent and scope of article must be attached.
- 4) All monied articles must specify dollar amounts requested.
- 5) Article wording must be approved and article signed by Town Counsel before submission.

ARTICLE FY15 BUDGET ADJUSTMENTS

To see if the Town will vote to amend the votes taken under Article 4, FY15 Budget, of the 2014 Annual Town Meeting, by adding to or deleting from line items thereunder, by transfer between or among accounts or by transfer from available funds; or act on anything relative thereto.

Submitted by the Board of Selectmen. (Majority vote required)

BOARD OF SELECTMEN REPORT: This article will allow flexibility to review all accounts within the FY15 operating budget to make adjustments at the ATM, if necessary. The Board will report at Town Meeting.

Maureen G. Valente

Approved by: _____
Town Counsel

TOWN OF SUDBURY WARRANT ARTICLE FORM ARTICLE __

Instructions:

- 1) The **ORIGINAL, TYPED** article is to be submitted to the Selectmen's Office in final form.
- 2) Articles submitted by Boards and Committees must be signed by a majority accompanied by a copy of the vote signed by its Clerk.
- 3) **WARRANT REPORT**, briefly explaining intent and scope of article must be attached.
- 4) All monied articles must specify dollar amounts requested.
- 5) Article wording must be approved and article signed by Town Counsel before submission.

ARTICLE 3. STABILIZATION FUND

To see what sum the Town will vote to raise and appropriate, or transfer from available funds, to be added to the Stabilization Fund established under Article 12 of the October 7, 1982 Special Town Meeting, pursuant to M.G.L. Chapter 40, Section 5B; or act on anything relative thereto.

Submitted by the Board of Selectmen.

(Two-thirds vote required)

BY: _____

Approved by: _____
Town Counsel

TOWN OF SUDBURY WARRANT ARTICLE FORM ARTICLE __

Instructions:

- 1) The **ORIGINAL, TYPED** article is to be submitted to the Selectmen’s Office in final form.
- 2) Articles submitted by Boards and Committees must be signed by a majority accompanied by a copy of the vote signed by its Clerk.
- 3) **WARRANT REPORT**, briefly explaining intent and scope of article must be attached.
- 4) All monied articles must specify dollar amounts requested.
- 5) Article wording must be approved and article signed by Town Counsel before submission.

ARTICLE MEANS TESTED SENIOR TAX EXEMPTION AMENDMENT & EXTENSION – SPECIAL ACT

To see if the Town will vote to authorize the Board of Selectmen to petition the General Court for a special act providing that Section 8 of Chapter 169 of the Acts of 2012 be amended by striking therefrom the words “3 years” and replacing them with the words “six years”, and by making other minor changes to Chapter 169 of the Acts of 2012; provided that the General Court may make clerical or editorial changes of form only to the bill, unless the Board of Selectmen approve amendments to the bill before enactment by the General Court; and provided further that the Board of Selectmen be authorized to approve amendments which shall be within the scope of the general public objectives of the petition, or act on anything relative thereto.

Submitted by the Board of Selectmen.

BY: _____

Approved by: _____
Town Counsel

TOWN OF SUDBURY WARRANT ARTICLE FORM ARTICLE ____

Instructions:

- 1) The **ORIGINAL, TYPED** article is to be submitted to the Selectmen's Office in final form.
- 2) Articles submitted by Boards and Committees must be signed by a majority accompanied by a copy of the vote signed by its Clerk.
- 3) **WARRANT REPORT**, briefly explaining intent and scope of article must be attached.
- 4) All monied articles must specify dollar amounts requested.
- 5) Article wording must be approved and article signed by Town Counsel before submission.

ARTICLE ESTABLISH SPECIAL REVOLVING FUND – FORMER MELONE
PROPERTY

To see what sum the Town will vote to raise and appropriate, or transfer from available funds, to be placed in a special Stabilization Fund established under this article for the purpose of grading or otherwise preparing the Town-owned so-called Melone property, shown on Town of Sudbury Assessor's Map C12 as Parcel 0100 and located on North Road, for reuse for municipal purposes or sale; or act on anything relative thereto.

Submitted by the Board of Selectmen.

(Two-thirds vote required)

BY: _____

Approved by: _____
Town Counsel

F

TOWN OF SUDBURY WARRANT ARTICLE FORM ARTICLE ____

Instructions:

- 1) The **ORIGINAL, TYPED** article is to be submitted to the Selectmen's Office in final form.
- 2) Articles submitted by Boards and Committees must be signed by a majority accompanied by a copy of the vote signed by its Clerk.
- 3) **WARRANT REPORT**, briefly explaining intent and scope of article must be attached.
- 4) All monied articles must specify dollar amounts requested.
- 5) Article wording must be approved and article signed by Town Counsel before submission.

ARTICLE MINUTEMAN REGIONAL VOCATION SCHOOL DISTRICT - WITHDRAWAL

To see if the Town will vote to withdraw from the Minuteman Regional Vocational School District ("District") pursuant to Section IX of the Restated Agreement With Respect to the Establishment of a Technical and Vocational Regional School District bearing the date of March 11, 2014 ("Restated Agreement") on the July 1 following the third full school year after the effective date of the Restated Agreement, and to authorize the Town Manager and other appropriate Town officials to take such action as may be necessary to carry out the vote taken hereunder; provided, however, that the vote to withdraw from said District taken hereunder shall take effect simultaneously with the effective date of the Restated Agreement, and further, that should said Restated Agreement fail to take effect within three years of the date of the vote taken hereunder, the vote shall be null and void with no further action required by Town Meeting or any Town official unless such vote is sooner revised or rescinded, or act on anything relative thereto.

Submitted by the Board of Selectmen.

BY: _____

Approved by: _____
Town Counsel

TOWN OF SUDBURY WARRANT ARTICLE FORM ARTICLE __

Instructions:

- 1) The **ORIGINAL, TYPED** article is to be submitted to the Selectmen's Office in final form.
- 2) Articles submitted by Boards and Committees must be signed by a majority accompanied by a copy of the vote signed by its Clerk.
- 3) **WARRANT REPORT**, briefly explaining intent and scope of article must be attached.
- 4) All monied articles must specify dollar amounts requested.
- 5) Article wording must be approved and article signed by Town Counsel before submission.

**ARTICLE MINUTEMAN REGIONAL VOCATIONAL TECHNICAL
HIGH SCHOOL – ACCEPT AMENDMENTS**

To see if the Town will vote, consistent with Section VII of the existing Agreement With Respect to the Establishment of a Technical and Vocational Regional School District for the Minuteman Regional Vocational School District, to accept the amendments to said Agreement which have been initiated and approved by a majority of the Regional School Committee and have been submitted to the Board of Selectmen of each member town prior to its vote on this article; or act on anything relative thereto.

Submitted by the Board of Selectmen.

BY: _____

Approved by: _____
Town Counsel

TOWN OF SUDBURY WARRANT ARTICLE FORM ARTICLE __

Instructions:

- 1) The **ORIGINAL, TYPED** article is to be submitted to the Selectmen's Office in final form.
- 2) Articles submitted by Boards and Committees must be signed by a majority accompanied by a copy of the vote signed by its Clerk.
- 3) **WARRANT REPORT**, briefly explaining intent and scope of article must be attached.
- 4) All monied articles must specify dollar amounts requested.
- 5) Article wording must be approved and article signed by Town Counsel before submission.

ARTICLE _____ MINUTEMAN REGIONAL VOCATIONAL SCHOOL DISTRICT

To see if the Town will vote, consistent with Section VII of the existing Agreement With Respect to the Establishment of a Technical and Vocational Regional School District for the Minuteman Regional Vocational School District, to accept the amendments to said Agreement which have been initiated and approved by a majority of the Regional School Committee and have been submitted to the Board of Selectmen of each member town prior to its vote on this article, provided that, the Town's acceptance of said amendments shall be effective only if the Town is allowed to withdraw from the District at any time within three years after the effective date of the Restated Agreement, upon a vote requesting such withdrawal by the town meeting, without any further approval of the withdrawal required from the District Committee or any other member community; or act on anything relative thereto.

Submitted by the Board of Selectmen.

BY: _____

Approved by: _____
Town Counsel

TOWN OF SUDBURY WARRANT ARTICLE FORM ARTICLE __

Instructions:

- 1) The **ORIGINAL, TYPED** article is to be submitted to the Selectmen's Office in final form.
- 2) Articles submitted by Boards and Committees must be signed by a majority accompanied by a copy of the vote signed by its Clerk.
- 3) **WARRANT REPORT**, briefly explaining intent and scope of article must be attached.
- 4) All monied articles must specify dollar amounts requested.
- 5) Article wording must be approved and article signed by Town Counsel before submission.

ARTICLE POST EMPLOYMENT HEALTH INSURANCE TRUST FUNDING

To see what sum the Town will vote to raise and appropriate or transfer from the Health Claims Trust Fund established by the Town pursuant to Article __ of the _____ Annual Town Meeting to be placed in the Post Employment Health Insurance Liability Fund, the so-called Other Post-Employment Benefits (OPEB) Trust established by the Town of Sudbury pursuant to Chapter 72 of the Acts of 2006; or act on anything relative thereto.

Submitted by the Board of Selectmen.

BY: _____

Approved by: _____
Town Counsel

TOWN OF SUDBURY WARRANT ARTICLE FORM ARTICLE __

Instructions:

- 1) The **ORIGINAL, TYPED** article is to be submitted to the Selectmen's Office in final form.
- 2) Articles submitted by Boards and Committees must be signed by a majority accompanied by a copy of the vote signed by its Clerk.
- 3) **WARRANT REPORT**, briefly explaining intent and scope of article must be attached.
- 4) All monied articles must specify dollar amounts requested.
- 5) Article wording must be approved and article signed by Town Counsel before submission.

ARTICLE SPECIAL ACT – DEDICATION OF LOCAL MEALS TAX REVENUE TO OTHER POST EMPLOYMENT BENEFITS (OPEB)

To see if the Town will vote to authorize the Board of Selectmen to petition the Great and General Court for special legislation to allow the revenue received each year derived from the Local Meals Tax to be placed in the Other Post Employment Benefits (OPEB) Fund/Trust established by a special act for the Town of Sudbury (Chapter 72 of the 2006 Acts And Resolves); or act on anything relevant thereto.

Submitted by the Board of Selectmen.

(Majority Vote required)

BY: _____

Approved by: _____
Town Counsel

Gc

TOWN OF SUDBURY WARRANT ARTICLE FORM

ARTICLE # _____

Instructions:

- 1) **The ORIGINAL, DOUBLE SPACED, TYPWRITTEN** article is to be submitted to the Selectmen's Office in final form and signed by a minimum of **10 registered voters** in Sudbury. **It is recommended that you obtain at least 12 signatures.**
- 2) Articles submitted by **Boards and Committees** must be signed by a majority and accompanied by a copy of the vote signed by its clerk.
- 3) **A WARRANT REPORT**, briefly explaining the intent and scope of the article must be attached.
- 4) All **monied articles** must specify dollar amounts requested.
- 5) Articles wording **must be approved** and article **signed** by Town Counsel **before** submission.

TITLE:

Vote to accept MGL 32B, Section 20 Other Post-Employment Benefits Liability Trust Fund

To see if Town Meeting will vote to accept Section 20 of Chapter 32B of the Massachusetts General Laws for the purposes included in said section 20 including authorizing the Town to invest in the State Retiree Benefits Trust Fund established in section 24 of Chapter M. G. L. c. 32A, or act on anything relative thereto.

Background: At the 2005 Annual Town Meeting the Town voted to approve Special Legislation to authorize the Town to create a Post-Employment Health Insurance Liability Fund for the purpose of funding future financial obligations of the Town for health insurance benefits of retirees.

It did not give us permission to invest in the State Retiree Benefits Trust Fund, known as the PRIT Fund. When our Special Act was approved in 2006 as Chapter 72 of the Acts of 2006, municipalities were not allowed to invest with PRIT. Section 20 of Chapter 32B now authorizes this investment option and since Section 20 is a local option provision adopting Section 20 has specific language which would allow us to invest OPEB funds with PRIT.

(If we didn't go to state retirement trust fund we'd be fine and would simply invest our OPEB Trust money on our own; however adopting this statute would give us the flexibility to do so.)

MGL 32B, Section 20. (a) A city, town, district, county or municipal lighting plant that accepts this section may establish an Other Post-Employment Benefits Liability Trust Fund, and may appropriate amounts to be credited to the fund. Any interest or other income generated by the fund shall be added to and become part of the fund. Amounts that a governmental unit receives as a sponsor of a qualified retiree prescription drug plan under 42 U.S.C. section 1395w-132 may be added to and become part of the fund. All monies held in the fund shall be segregated from other funds and shall not be subject to the claims of any general creditor of the city, town, district, county or municipal lighting plant.

(b) The custodian of the fund shall be (i) a designee appointed by the board of a municipal lighting plant; (ii) the treasurer of any other governmental unit; or (iii) if designated by the city, town, district, county or municipal lighting plant in the same manner as acceptance prescribed in this section, the Health Care Security Trust board of trustees established in section 4 of chapter 29D, provided that the board of trustees accepts the designation. The custodian may employ an outside custodial service to hold the monies in the fund. Monies in the fund shall be invested and reinvested by the custodian consistent with the prudent investor rule established in chapter 203C and may, with the approval of the Health Care Security Trust

board of trustees, be invested in the State Retiree Benefits Trust Fund established in section 24 of chapter 32A.

(c) This section may be accepted in a city having a Plan D or Plan E charter, by vote of the city council; in any other city, by vote of the city council and approval of the mayor; in a town, by vote of the town at a town meeting; in a district, by vote of the governing board; in a municipal lighting plant, by vote of the board; and in a county, by vote of the county commissioners.

(d) Every city, town, district, county and municipal lighting plant shall annually submit to the public employee retirement administration commission, on or before December 31, a summary of its other post-employment benefits cost and obligations and all related information required under Government Accounting Standards Board standard 45, in this subsection called "GASB 45", covering the last fiscal or calendar year for which this information is available. On or before June 30 of the following year, the public employee retirement administration commission shall notify any entity submitting this summary of any concerns that the commission may have or any areas in which the summary does not conform to the requirements of GASB 45 or other standards that the commission may establish. The public employee retirement administration commission shall file a summary report of the information received under this subsection with the chairs of the house and senate committees on ways and means, the secretary of administration and finance and the board of trustees of the Health Care Security Trust.

SUBMITTED BY:

Signature

Printed name

Address

(Continue on reverse side)

TOWN OF SUDBURY WARRANT ARTICLE FORM ARTICLE __

Instructions:

- 1) The **ORIGINAL, TYPED** article is to be submitted to the Selectmen's Office in final form.
- 2) Articles submitted by Boards and Committees must be signed by a majority accompanied by a copy of the vote signed by its Clerk.
- 3) **WARRANT REPORT**, briefly explaining intent and scope of article must be attached.
- 4) All monied articles must specify dollar amounts requested.
- 5) Article wording must be approved and article signed by Town Counsel before submission.

ARTICLE ROLLING STOCK STABILIZATION FUND

To see if the Town will vote to raise and appropriate the sum of \$113,000 to be added to the Rolling Stock Stabilization Fund, established under Article 24 of the 2014 Annual Town Meeting, said sum to be raised by taxation; or act on anything relative thereto.

Submitted by the Board of Selectmen.
(Two-thirds vote required)

BY: _____

Approved by: _____
Town Counsel

TOWN OF SUDBURY WARRANT ARTICLE FORM ARTICLE

Instructions:

- 1) The **ORIGINAL, TYPED** article is to be submitted to the Selectmen's Office in final form.
- 2) Articles submitted by Boards and Committees must be signed by a majority accompanied by a copy of the vote signed by its Clerk.
- 3) **WARRANT REPORT**, briefly explaining intent and scope of article must be attached.
- 4) All monied articles must specify dollar amounts requested.
- 5) Article wording must be approved and article signed by Town Counsel before submission.

ART. TOWN OF SUDBURY BYLAWS - ART. V.3, REGULATION OF DOGS

To see if the Town will vote to amend Article V, Section 3 of the Town of Sudbury Bylaws, Regulation of Dogs, to bring into conformity with State law; or act on anything relative thereto.

Submitted by the Town Manager.

BY: _____

Approved by: _____
Town Counsel

TOWN OF SUDBURY WARRANT ARTICLE FORM ARTICLE ____

Instructions:

- 1) The **ORIGINAL, TYPED** article is to be submitted to the Selectmen's Office in final form.
- 2) Articles submitted by Boards and Committees must be signed by a majority accompanied by a copy of the vote signed by its Clerk.
- 3) **WARRANT REPORT**, briefly explaining intent and scope of article must be attached.
- 4) All monied articles must specify dollar amounts requested.
- 5) Article wording must be approved and article signed by Town Counsel before submission.

**ARTICLE DISPOSITION OF EXISTING POLICE STATION
415 BOSTON POST ROAD**

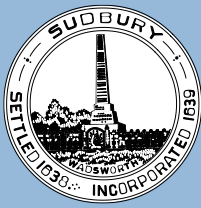
To see if the Town will vote to transfer to the Board of Selectmen for the purpose of conveying or leasing, and authorize the Board of Selectmen to convey or lease, the parcel of Town land and building thereon at 415 Boston Post Road, currently used as a police station, on the terms and conditions established by the Board of Selectmen, said real estate disposition to be made in compliance with General Laws Chapter 30B to the extent applicable, and further to authorize the Board of Selectmen and other Town officials to take all actions to carry out this Article, and to take any other action relative thereto.

Submitted by Board of Selectmen.

(Two-thirds vote required)

BY: _____

Approved by: _____
Town Counsel



SUDBURY BOARD OF SELECTMEN
Wednesday, January 28, 2015

TIMED ITEM

4: Three year forward budget guidance

REQUESTOR SECTION

Date of request: January 28, 2015

Requestor: Chairman Woodard

Formal Title: Discuss and vote on three year forward budget guidance

Recommendations/Suggested Motion/Vote: Discuss and vote on three year forward budget guidance

Background Information:

Attached memo from Chairman Woodard

Financial impact expected:see attached

Approximate agenda time requested: 15 minutes

Representative(s) expected to attend meeting:

Review:

Patty Golden	Pending
Maureen G. Valente	Pending
Barbara Saint Andre	Pending
Charles C. Woodard	Pending
Board of Selectmen	Pending

01/28/2015 6:30 PM

MEETING NOTES SECTION

Board's action taken:

Follow-up actions required:

- Requestor:
- Board of Selectmen:
- Staff:

Future agenda date:

Date: January 23, 2015
To: Board of Selectmen
From: Chuck Woodard
Subject: Budget Guidance

The BOS should consider providing three year budget guidance to the town's cost centers, including both the Sudbury Public Schools and the Lincoln Sudbury Regional High School, so that upcoming labor contracts may be negotiated with the knowledge of expected budget growth and so that the Town will continue to generate strong and sustainable budgets going forward. If we decide to provide such guidance we would also expect that all parties will conduct negotiations in good faith.

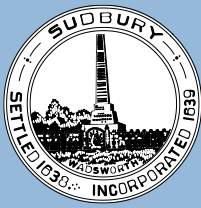
With that in mind we should consider issuing the following budget guidance:

“FY16: The Finance Committee has requested budget growth scenarios of 2% and 2 1/2%, which the BOS supports. The BOS does not support a proposition 2 1/2 override for the operating budget.

FY17 & FY18: The BOS expects that any revenue growth in excess of 2 1/2% per annum will be used to address the town's OPEB (retiree healthcare) liability and the large backlog of needed capital replenishment projects, not the operating budget.

By FY18: The BOS expects that all operating budgets will include 100% of the Normal Cost for the retiree healthcare (OPEB) benefit, where Normal Cost is the cost of making the promise of retiree healthcare to active employees during a fiscal year, or in other words, the cost of that benefit.”

Attachment: ccw memo re budget guidance (1144 : Three year forward budget guidance)



SUDBURY BOARD OF SELECTMEN
Wednesday, January 28, 2015

TIMED ITEM

5: Capital Funding Committee Report

REQUESTOR SECTION

Date of request: January 28, 2015

Requestor: Chairman Woodard

Formal Title: Vote to approve/accept the final Capital Funding Committee Report

Recommendations/Suggested Motion/Vote: Vote to approve/accept the final Capital Funding Committee Report

Background Information:
See attached report

Financial impact expected:n/a

Approximate agenda time requested:

Representative(s) expected to attend meeting:

Review:

Patty Golden	Pending
Maureen G. Valente	Pending
Barbara Saint Andre	Pending
Charles C. Woodard	Pending
Board of Selectmen	Pending

01/28/2015 6:30 PM

MEETING NOTES SECTION

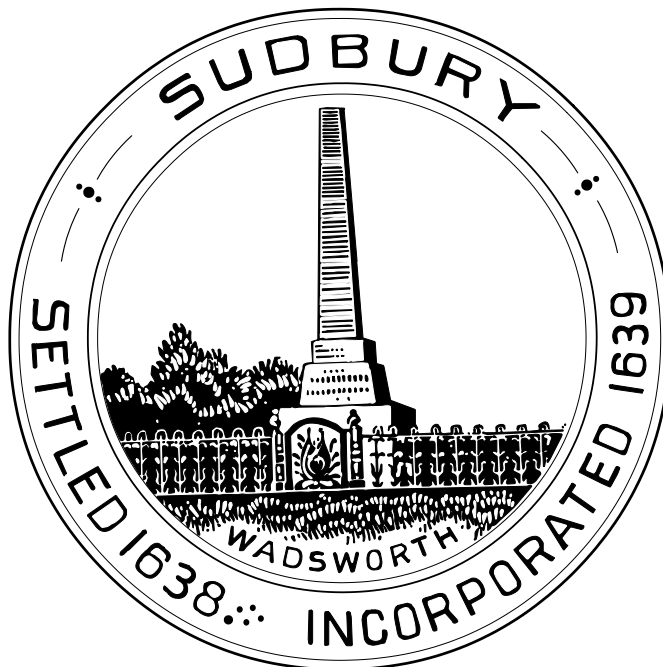
Board's action taken:

Follow-up actions required:

- Requestor:
- Board of Selectmen:
- Staff:

Future agenda date:

TOWN OF SUDBURY
Final Report of the Strategic Financial Planning Committee for
Capital Funding



January 15, 2015

I. Introduction

The Board of Selectmen created the Strategic Financial Planning Committee for Capital Funding (hereafter the Capital Funding Committee) to develop a disciplined framework for funding the Town's capital needs for the future. The mission of the Capital Funding Committee was amended by the Board of Selectmen on May 20, 2014 to annually generate, evaluate and recommend financing strategies both short and long term, in connection with the Town's Capital Improvement Planning (CIP) for the capital needs of the Town, the Sudbury Public Schools and Lincoln-Sudbury Regional High School so as to protect the Town's investment in its capital assets. The intent was that the Capital Funding Committee could develop a report, with recommendations, that could be used for "scheduling capital projects over the next 15 years"¹. Last year, the Committee developed specific recommendations for FY15 and capital funding policy recommendations for future years (see Attachment B). This year the Capital Funding Committee has developed specific recommendations for FY16, and has general thoughts on the 5 year Capital Improvement Plan (CIP).

The recommendations were developed after lengthy consideration of the approximately \$73 million in projects on the 5 year CIP. \$41 million of that represents three major potential projects: renovation of the Town Hall (\$10 million), design and construction of a sewer facility for the Route 20 Business area (\$15 million) and renovation or replacement of the Fairbank Community Center (\$16 million). As all design and construction estimates for these three projects are still preliminary, as well as proposed start dates, the Capital Funding Committee is using the preliminary project information generated thus far. The other \$31.8 million represents a long list of projects to repair Town, SPS and L-S facilities and infrastructure, enhance and replace Fire/EMS equipment, purchase DPW rolling stock and equipment, provide design services on rail trail projects, provide improvements to Recreational assets, enhance and upgrade Town and school technology, and improve intersections or bridges in Sudbury.

Attachment A is a summary of the five year CIP shown two ways. Table 1 of the attachment is **Total Capital Spend**, and this shows the proposed spending for the five year CIP from FY16 through FY20, as well as the prior nine years of capital spending by the Town. The projects are categorized by funding mechanism for the type of project that the committee felt made the most sense. For example, projects which cost from \$50,000 to \$1,000,000 are categorized as Small Projects. Larger projects, generally exceeding \$1,000,000 and good candidates for bonding, are categorized as Large Projects. The Table shows the total estimated cost of future projects.

Table 2 of the attachment is **Capital Component of Taxes**, showing the same five year CIP, plus nine years of history, by the projected annualized payments from the tax levy for the CIP. The primary differences between Table 1 and Table 2 are that debt service for existing plus future

¹ See Mission Statement in Attachment C

large projects are shown on a year by year basis rather than the total project cost in the year of potential approval. And this shows the net cost of projects such as those for School Roofs, where there is an offset for the grants that are received for these projects, lowering the impact on the tax levy.

The last page of Attachment A contains data that were used to build the CIP financing model.

The Johnson Farm property and the Nixon Roof project are included in these two tables as they were approved by voters in December 2014. They are shown as new Large Projects in FY16 on Table 1 and Large Project Debt Exclusion on Table 2.

FY16 Recommendations

The primary task of the Capital Funding Committee was to create and submit to the Selectmen a report that the Board, Finance Committee, Capital Improvement Advisory Committee and staff can use for considering the financing of the projects that have been submitted. Our specific recommendations for FY16 are as follows:

1. The five year CIP should be updated annually. Each updated CIP should start with the five year CIP from the prior year.
2. The Strategic Financial Planning Committee for Capital Funding should be renamed the Capital Funding Committee, and each year it should make recommendations on funding guidelines for the next fiscal year. Ideally, the Capital Funding Committee should begin its work in July of each year in order to develop its recommendations before the CIAC begins its project review meetings in the fall.
3. The annual appropriation for capital spending that is paid from the annual tax levy should be no more than \$4.85 million annually, excluding major new projects. As a source for this number, this begins with the amount (\$4.7 million) appropriated in FY14, which the committee had previously discussed to use as a rough estimate of the ceiling on what could be spent each year over the next “five year interval” on capital needs other than major projects. This assumes that the recommended funding policy is followed, and the Town is able to get caught up on the backlog of capital needs that have built up after ten years of underinvesting. The Capital Funding Committee updated this recommendation to add an estimated \$150,000 annual debt service in connection with the Johnson Farm acquisition to the \$4.7 million ceiling, as the committee did not anticipate bonding this project out of the tax levy at the time last year’s analysis and recommendations were completed.
4. A capital exclusion for up to \$2.1 million should be considered by the CIAC as potential funding for the lengthy list of Small Projects (that is, those over \$50,000 but less than \$1,000,000), which totals approximately \$2.1 million in FY16 as it includes two major pieces of DPW equipment as well as \$1.8 million from the Small Projects list.

5. A portion of the Town's Free Cash is recommended to be applied to offset the \$2.1 million Capital Exclusion. The Capital Funding Committee recommends that approximately \$800,000 of Free Cash be used to fund those projects recommended by the CIAC. This would mean that if the CIAC recommended all projects on the \$1.8 million list plus the DPW equipment, it would require a \$1.3 million capital exclusion ballot question along with use of \$800,000 in Free Cash. NOTE 1: The capital projects on the Small Projects list would be presented as articles for Town Meeting consideration, either individually or similar projects grouped together. NOTE 2: As there are no funds in the Special Purpose Stabilization Fund for DPW Rolling Stock, (hereafter the DPW Stabilization Fund) which was established by Town Meeting in 2014, the two pieces of DPW heavy equipment cannot be charged to that fund in FY16.
6. The newly established DPW Stabilization Fund should have some funding appropriated into it at the 2015 Annual Town Meeting (see recommendation #7), but to truly activate this Fund, further work must be done to determine the best way to ensure funding is available to replace DPW heavy equipment and trucks in the future. The Capital Funding Committee feels that a capital override is a viable strategy to accomplish this goal, but that more study should be done to fully understand how this mechanism will work, and to address concerns about such a specialized override. And the Committee recommends that substantial educational efforts should be developed so that residents have an opportunity to study the capital override proposal well before the 2016 Town Meeting and Town elections, should that approach be selected by the Board of Selectmen. Finally if a capital override is not the best approach, what are the alternatives that will address the long standing problem of delay in replacing DPW rolling stock due to lack of available funding. NOTE 3: the Capital Funding Committee believes that when funds have accumulated in the Special Stabilization Fund for Rolling Stock, major pieces of Rolling Stock should be charged to this Fund. However, at this time there is no money in that Special Stabilization Fund, which was newly created at the 2014 Annual Town Meeting.
7. The 2015 Annual Town Meeting should be asked to appropriate the money that the Town receives from the rental of land for a cell tower at the DPW Transfer Station to the DPW Stabilization Fund. The Town receives approximately \$113,000 annually for the cell tower at the Transfer Station and those rental payments currently go to the General Fund. Further, the Capital Funding Committee recommends that each year going forward, these rental payments are appropriated into the DPW Special Stabilization Fund. NOTE 4: The Town has awarded a bid for rental of land behind the DPW building for a new cell tower, but the successful bidder has not begun the permitting process yet. If a new cell tower is eventually constructed, the Capital Funding Committee recommends that rental payments from that tower also be placed in the DPW Special Stabilization Fund. The appropriation of cell tower rental funds will require annual votes at Town Meeting.

Summary of FY16 Capital Funding Recommendations

FY16 Capital Funding Recommendations	FY16
Existing Debt Service	\$ 1,823,034
Capital budget within tax levy, projects under \$50K	\$ 392,750
Operating DPW leases in DPW budget	\$ 224,040
DPW Heavy Equipment - Capital Exclusion	\$ 311,300
Small Projects - Capital Exclusion	\$ 1,835,250
Police Station to be issued, will be in FY 16 debt service budget	\$ 615,000
Johnson Farm to be issued, will be in FY16 debt service budget	\$ 142,500
Nixon Roof to be issued, will be in FY16 debt service budget	\$ 85,509
Total Recommended	\$ 5,429,383
Use of Free Cash to reduce capital exclusion/tax impact	\$ 800,000
Total from the Tax Levy for Capital	\$ 4,629,383

Other Considerations

The Capital Funding Committee is mindful of other factors that will affect the need for and availability of funding for capital in the future. These considerations are listed below. The work of the Capital Funding Committee in future years may change depending on what happens with these items.

1. The amount and timing of the “big three” capital projects mentioned previously: The Town Hall project, the Fairbank Community Center project, and the Sewer project. Therefore the Capital Funding Committee have projected debt service amounts and dates to facilitate discussions, but have not included them in our total capital spending for the CIP. Further, the Capital Funding Committee believe if they are brought forward for consideration by voters, they should not supplant the other projects on the CIP, but rather voters should be asked if they want these projects above and beyond our targeted \$4.85 million annual capital spending.
2. The large request from the Park and Recreation Commission to redevelop and expand Davis Field. The projected \$8.3 million of capital spending in FY17 assumes and includes \$2 million of debt funding for the Davis project, with amounts above \$2 million assumed to come from other sources including CPA funds and private funding.

3. An assumption that the Board of Selectmen will request that \$1.1 million in gravel receipts will be put into a special stabilization fund to hold these monies for a future time. The Committee does not know yet if the Board of Selectmen will recommend this step, or if Town Meeting will approve this. For the time being, the Capital Funding Committee are using a working assumption that \$1.1 million in Free Cash is needed for this purpose.
4. Sale of the existing Police Station on Route 20. The question of the future of the station property needs to be taken up, and if it is sold, it might generate \$500K or more. These funds may have to be voted to be used for a capital purpose, since this involves sale of a capital asset. If so, those are funds that could help fund part of future CIP.
5. Alternative Uses for Free Cash. This committee recognizes that the Town/SPS/L-S are proposing to begin various actions to address the Normal costs for OPEB obligations and determine if there is a possibility to permanently direct a stream of revenue to these costs. The Finance Committee and others may also want to consider the use of Free Cash to address the unfunded liability for past Normal costs, thus the Capital Funding Committee recommends leaving some Free Cash for either other purposes such as OPEB OR to help with the Capital Spending plans in FY17, which at this time exceeds the target amount of \$4.85 million from the Tax Levy.
6. Policies on use of bonding. A question arose at the 2014 Special Town Meeting on which projects are recommended for bonding versus which might be recommended for other funding, including Free Cash. The Capital Funding Committee took the following position last year: Try to reserve debt usage for Large Projects; Use debt exclusions to bond large projects over the term permitted by State law; and, for fiscal years FY16, FY17, and FY18 only, consider bonding some of the Small Projects to enable the Town to catch up on the large backlog of capital needs in a planned fashion without substantial increases in the tax rate in any one year. Reviewing the updated CIP one year later the Capital Funding Committee believes there is still a need to bond some Small Projects to “get over the hump”, but the recommended three years now appear to be FY17, FY18, and FY20.

Lastly, the Capital Funding Committee wants to remind all readers of this report that there are other capital spending amounts that are already built into the Town’s FY16 spending plans. This includes: debt service for both issued and authorized but unissued debt (Police Station, Johnson Farm and Nixon Roof project); the operating capital budget for those projects less than \$50,000, which is recommended for \$392K in FY16; and the leases for DPW equipment in the DPW budget, which are going down as older leases are being paid off.

Total Capital Spend

	<u>FY14</u>	<u>FY15</u>	<u>FY16</u>	<u>FY17</u>	<u>FY18</u>	<u>FY19</u>	<u>FY20</u>
Capital Budget within tax levy	\$284,062	\$296,000	\$392,750	\$402,569	\$412,633	\$422,949	\$433,523
Operating Leases for Capital	\$270,723	\$271,040	\$224,040	\$177,040	\$130,040	\$83,040	\$0
Other New Capital Spending	\$710,000	\$0	\$0	\$0	\$0	\$0	\$0
Rolling Stock	\$0	\$558,300	\$311,300	\$486,500	\$340,000	\$434,500	\$309,500
Public Safety	\$0	\$685,000	\$0	\$1,695,000	\$0	\$0	\$0
Small Projects	\$0	\$1,060,000	\$1,835,250	\$3,150,182	\$3,936,541	\$2,051,051	\$4,899,114
Large Projects excl Big Five	\$0	\$0	\$2,600,000	\$0	\$1,865,000	\$1,000,000	\$1,815,000
Total New Capital Excl Big Five	\$1,264,785	\$2,870,340	\$5,363,340	\$5,911,291	\$6,684,214	\$3,991,540	\$7,457,137

Police Station							
Davis Field		\$8,200,000					
Town Hall					\$10,000,000		
Sewer						\$15,000,000	
Fairbank							
Total Big Five	\$0	\$8,200,000	\$2,000,000	\$10,000,000	\$15,000,000	\$16,000,000	\$16,000,000

Total Capital Spend \$1,264,785 \$2,870,340 \$13,563,340 \$7,911,291 \$16,684,214 \$18,991,540 \$23,457,137

	<u>FY07</u>	<u>FY08</u>	<u>FY09</u>	<u>FY10</u>	<u>FY11</u>	<u>FY12</u>	<u>FY13</u>
Capital Budget within tax levy	\$285,095	\$384,148	\$362,500	\$276,622	\$273,271	\$222,003	\$255,584
Operating Leases for Capital	\$163,165	\$186,206	\$150,542	\$246,761	\$255,783	\$316,944	\$291,745
Other New Capital Spending	\$0	\$415,000	\$200,000	\$121,550	\$90,000	\$2,640,000	\$1,525,350
Total New Capital Spend	\$448,260	\$985,354	\$713,042	\$644,933	\$619,054	\$3,178,947	\$2,072,679

Capital Component of Taxes

	<u>FY14</u>	<u>FY15</u>	<u>FY16</u>	<u>FY17</u>	<u>FY18</u>	<u>FY19</u>	<u>FY20</u>
Existing Debt Service	\$3,380,475	\$2,017,776	\$1,823,034	\$1,633,982	\$1,518,004	\$1,172,516	\$1,172,458
Capital Budget within tax levy	\$284,062	\$296,000	\$392,750	\$402,569	\$412,633	\$422,949	\$433,523
Operating Leases for Capital	\$270,723	\$271,040	\$224,040	\$177,040	\$130,040	\$83,040	\$0
Rolling Stock - Capital Exclusion			\$311,300	\$373,138	\$223,237	\$314,234	\$185,626
Rolling Stock - use Cell Tower Lease \$ in Stabilization Fund			\$0	\$113,362	\$116,763	\$120,266	\$123,874
Small Project- Capital Exclusion	\$700,000	\$685,000	\$1,835,250	\$995,932	\$1,448,719	\$2,051,051	\$1,555,783
Small Project- Debt Exclusion			\$0	\$373,240	\$769,705	\$756,065	\$1,260,045
Ambulance- Capital Exclusion			\$0	\$245,000	\$0	\$0	\$0
Fire Trucks- Debt Exclusion			\$0	\$189,275	\$184,190	\$179,105	\$174,020
Police Station			\$615,000	\$604,750	\$594,500	\$584,250	\$574,000
Large Project Debt Exclusion*****			\$228,009	\$222,725	\$389,908	\$503,025	\$660,517
Total Capital- Tax Bills	\$4,635,260	\$3,269,816	\$5,429,383	\$5,331,013	\$5,787,699	\$6,186,501	\$6,139,846
Free Cash	\$0	\$1,618,300	\$0	\$0	\$0	\$0	\$0
Total incl Free Cash	\$4,635,260	\$4,888,116	\$5,429,383	\$5,331,013	\$5,787,699	\$6,186,501	\$6,139,846

*****Not including Police Station, Davis, Town Hall, Sewer, or Fairbank

	<u>FY07</u>	<u>FY08</u>	<u>FY09</u>	<u>FY10</u>	<u>FY11</u>	<u>FY12</u>	<u>FY13</u>
Debt Service	\$ 5,225,728	\$ 4,146,295	\$ 5,030,127	\$ 4,850,950	\$ 4,709,299	\$ 4,335,060	\$ 4,248,850
Capital Budget within tax levy	\$ 285,095	\$ 384,148	\$ 362,500	\$ 276,622	\$ 273,271	\$ 222,003	\$ 255,584
Operating Leases for Capital	\$ 163,165	\$ 186,206	\$ 150,542	\$ 246,761	\$ 255,783	\$ 316,944	\$ 291,745
Capital Exclusion	\$	\$ 405,000					
Total Capital- Tax Bills	\$ 5,673,988	\$ 5,121,649	\$ 5,543,169	\$ 5,374,333	\$ 5,238,353	\$ 4,874,007	\$ 4,796,179

Small Project Capital Exclusion Detail

	<u>FY16</u>	<u>FY17</u>	<u>FY18</u>	<u>FY19</u>	<u>FY20</u>
Capital Excl = operating capital request > operating capital budget	\$0	\$470,932	\$132,424	\$51,051	\$285,283
Capital Exclusion funding per Small Project List	\$379,000	\$525,000	\$1,316,295	\$535,000	\$1,270,500
Capital Excl for bondable Small Projects FY16 & FY 19 that are not bonded	\$1,456,250	\$0	\$0	\$1,465,000	\$0
Total Capital Exclusion	\$1,835,250	\$995,932	\$1,448,719	\$2,051,051	\$1,555,783

Total Cost of Capital Assets	
LS (85%)	\$65,924,258
Town & SPS	\$98,436,310
Total	<u>\$164,360,568</u>

Five Year Capital Spend	
Nov 2014: FY16-FY20	\$80,607,522
Jan 2014: FY16-FY20	\$61,355,611

Five Year Small Project Spend	
Nov 2014: FY16-FY20	\$15,872,138
Jan 2014: FY16-FY20	\$12,372,250

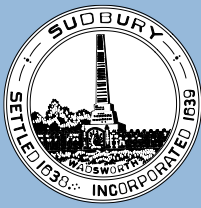
Five Year Large Project Spend (excl Big Five)	
Nov 2014: FY16-FY20	\$7,280,000
Jan 2014: FY16-FY20	\$8,458,000

Interest Rate assumptions:	
5 years	2 %
10 years	2 %
15 years	2.5 %
20 years	2.5 %
30 years	3 %

Small Project bonding:
 Minimum lot size \$1 million to bond, over 5 years
 Excess above roughly \$1 million over 10 years

Large Project Detail (excl Big Five)

	FY16	FY17	FY18	FY19	FY20
Nixon Cafetorium Roof/windows and exterior doors					
Johnson Farm Purchase	\$700,000				
Field Development (Davis, Featherland, Ti-Sales property)	\$1,900,000				
Haynes Roof Areas 5,6,7,9			\$1,865,000		
Feeley Field Reconstruction				\$1,000,000	
Nixon Roof Areas 1,2,4,5,6					\$1,815,000
Loring Roof Repair					
Sherman's Bridge Replacement					



SUDBURY BOARD OF SELECTMEN
Wednesday, January 28, 2015

TIMED ITEM
6: TIP Priorities

REQUESTOR SECTION

Date of request: January 28, 2015

Requested by: Patty Golden

Formal Title: Vote to prioritize Transportation Improvement Program (TIP) projects as recommended by the Director of Public Works and Director of Planning and Community Development in a memo dated January 22, 2015.

Recommendations/Suggested Motion/Vote: Vote to prioritize Transportation Improvement Program (TIP) projects as recommended by the Director of Public Works and Director of Planning and Community Development in a memo dated January 22, 2015.

Background Information:
Attached memo

Financial impact expected:NA

Approximate agenda time requested: 10 minutes

Representative(s) expected to attend meeting: Jody Kablack

Review:

Patty Golden	Pending
Maureen G. Valente	Pending
Barbara Saint Andre	Pending
Charles C. Woodard	Pending
Board of Selectmen	Pending

01/28/2015 6:30 PM

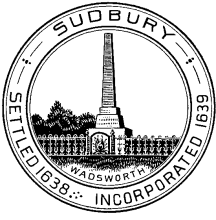
MEETING NOTES SECTION

Board's action taken:

Follow-up actions required:

- Requestor:
- Board of Selectmen:
- Staff:

Future agenda date:



Town of Sudbury

Planning and Community Development Department

Flynn Building
278 Old Sudbury Rd
Sudbury, MA 01776
978-639-3387
Fax: 978-443-0756

Jody A. Kablack, Director

<http://www.sudbury.ma.us/services/planning>
kablackj@sudbury.ma.us

TO: Maureen Valente, Town Manager
FROM: Jody Kablack, Director of Planning and Community Development
I. William Place, DPW Director
RE: FFYs 2016-2019 Transportation Improvement Program Priorities
DATE: January 22, 2015

The Boston Region Metropolitan Planning Organization (MPO) Transportation Improvement Program (TIP) forms for state/federal funding of transportation projects are due by January 30, 2015. It is the Selectmen's decision to prioritize projects on the TIP.

Sudbury has 6 projects on the TIP, which have been on for many years. This year we recommend withdrawing one project which was listed as priority #2 – ID #971, Old Sudbury Road and Route 27. This is the Town Center intersection project, which has been funded using local funds and will not require state funds from the TIP.

There may also be a desire to add the Mass Central Rail Trail to the TIP, however this project will not be ready for the January 30th deadline. New projects must be initiated through the MassDOT Highway Division before they can be considered for programming in the TIP. This requires submittal of a Project Need Form (PNF) and review of the project with MassDOT prior to the deadline. It is possible this project can be added next year once the Town decides whether to proceed with project or wait for NStar.

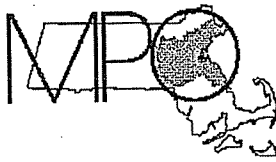
Regarding Sudbury projects already listed on the TIP, we recommend revising the priorities as noted below:

- #1 Landham Road @ Route 20 intersection – this project may be funded by MassDOT outside the TIP, but it should remain on the list as a high priority until funds are secured
- #2 Horse Pond Road @ Route 20 intersection
- #3 Wayside Inn Road @ Route 20 intersection
- #4 Bruce Freeman Rail Trail, Phase 2D (Concord Town Line to MBTA property) – The Project Need Form (PNF) was submitted to MassDOT District 3 in November, 2014. We anticipate the Project Initiation Form (PIF) will be submitted in April, 2015. The 25% Design Plan is underway.
- #5 Bruce Freeman Rail Trail, Phase 2E (MBTA property to Framingham Town Line – CSX Corridor) – Funds for acquisition of this property are included in the 2014 Transportation Bond Bill. This project should remain on the TIP for construction funding.

The DPW Director will revise the forms according to the vote of the Board, and submit them for consideration to the MPO. I have attached last year's forms for your information.

Please let us know if you need any further information.

Attachments



Boston Region Metropolitan Planning Organization



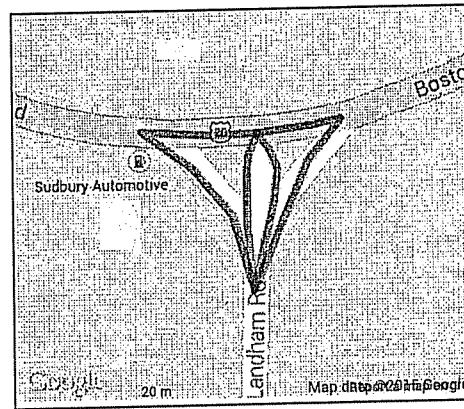
Project Funding Application Form: PRINT VERSION

Close Print Version

Overview

Proponent-Provided
Data last entered on: **01/15/2013**
Tip status: **Pre-TIP**

- 1. I.D. Number: **607249**
- 2. Municipality(ies): **Sudbury**
- 3. Project Name: **Intersection Improvements at Route 20 & Landham Road**
- 4. Project Category: **Arterial and Intersection**
- 5. MassDOT Highway Division District: **3**
- 6. MAPC Subregion: **MAGIC**
- 7. MAPC Community Type: **Maturing Suburb**
- 8. Estimated Cost: **\$1,980,000**
- 9. Evaluation Rating: **(No evaluations provided)**



10. Description:
The project involves roadway reconstruction and widening for turning lanes.

- 11. Project Length (Miles): **0.07**
- 12. Project Lane Miles: **0.14**

Community Support

P1 Community Priority **1**

Additional Status

13. MPO/CTPS Study: **Congested and High-Crash Intersections Study (2010)**

Attachment: 2016-2019 TIP Recommendation (1147 : TIP Priorities)

14. Air Quality Status: **Exempt**

Readiness

Readiness

15. TIP Status: **Pre-TIP**

16. Functional Design Report (FDR) Status: **(no info provided)**

17. Design Status*:
PRC Approved **Yes Date: 7/25/2013**
25% Submitted **No, 25 % not submitted**
25% Approved **No, 25% not approved**
75% Submitted **No, 75% not submitted**
75% Approved **No, 75% not approved**
100% Submitted **No, 100% not submitted**
100% Approved **No, 100% not approved**
PSE Submitted **No, no P S E submitted**

**Please refer to the MassDOT Highway Division Design Guide for more information on design status.*

18. Right-of-Way Requirement: **No, not required**

19. Right-of-Way Responsibility:
 Mass DOT Highway Division Responsibility? **No, not MassDOT responsibility**
 Municipal Responsibility? **No, not municipal responsibility**
 Municipal Approval? **No, not municipal approval**

20. Right-of-Way Certification:
Date Certification Expected:
Date Certification Received: **No, certification not recorded**
Certification Recorded:
Date Certification Expires:

21. Required Permits:

System Preservation,
 Modernization and Efficiency

System Preservation, Modernization, and Efficiency

22. Existing Pavement Condition
Pavement Roughness (IRI): **162**
IRI: **2012**
Year: **Pavement rating is: Good**

23. Equipment Condition
 Number of Signals:
 Signal Descriptions:

24. CMP Area:

P2 What are the infrastructure condition needs or issues of the project area?
To improve pedestrian and vehicle safety.

P3 How does this project address the infrastructure condition needs or issues in the project area?

Attachment: 2016-2019 TIP Recommendation (1147 : TIP Priorities)

Reconstruction of an existing intersection with new traffic control signals will: 1) Improve existing pavement, and 2) Improve vehicle and pedestrian safety. Route 20 is maintained by the Massachusetts Highway Department, District III.

System Preservation, Modernization, and Efficiency Evaluation and Scoring (36 total points possible):

<i>Improves substandard pavement</i>	XX
<i>Improves substandard signal equipment condition</i>	XX
<i>Improves traffic signal operations</i>	XX
<i>In a Congestion Management Process Identified Area</i>	XX
<i>Improves intermodal accommodations/connections to transit</i>	XX
<i>Implements ITS strategies other than traffic signal operations</i>	XX
Sum of Evaluation Scores	XX

Livability and Economic Benefit

Livability and Economic Benefit

25. Bicycles and Pedestrians

<u>Pedestrian Provisions:</u>	
Existing Pedestrian:	(No data)
Proposed Pedestrian:	(No data)
<u>Bicycle Provisions:</u>	
Existing Bicycle:	(No data)
Proposed Bicycle:	(No data)

26. If any new development, a TDM program that includes at least four of the following: No

- Ridesharing program
- Parking restrictions or pricing policies
- Alternative work hours
- Telecommuting options
- Subsidized transit use and financial incentives
- Areawide strategies
- Subsidies for local transit service
- Multi-occupant vehicle access

27. Serves a targeted development area: No

28. Municipality provides financial or regulatory support for targeted development: No

P4 How does the project improve access for pedestrians, bicyclists, and public transportation?
How does the project support MassDOT's mode shift goal of tripling the share of walking, biking, and transit travel?

Traffic control signals will be constructed with pedestrian activated phase.

P5 How is the project consistent with local land use policies?
How does the project advance local efforts to improve design and access?

N/A.

P6 How does the zoning within 1/2 mile of this project support transit-oriented development and preserve any new roadway capacity?

Project will have no impact on adjacent land use.

P7 How is the project consistent with state, regional and local economic development priorities?

Not applicable.

Livability and Economic Benefit Evaluation and Scoring (29 total points possible):

<i>Design is consistent with complete streets policies</i>	XX
<i>Provides multimodal access to an activity center</i>	XX

Attachment: 2016-2019 TIP Recommendation (1147 : TIP Priorities)

<i>Reduces auto dependency</i>	XX
<i>Project serves a targeted development site</i>	XX
<i>Provides for development consistent with the compact growth strategies of MetroFuture</i>	XX
<i>Project improves Quality of Life</i>	XX
<i>Sum of Evaluation Scores</i>	XX

Mobility

Mobility

29. Transit Vehicles Using Roadway:

MBTA Bus Routes:
Other Transit:

30. Usage:

<u>Average Daily Traffic Volumes:</u>	18,500
<u>Average Daily Truck Volumes:</u>	(No volume info available)
<u>Average Weekday Transit Rider Volumes:</u>	(No transit rider info available)
<u>AM Peak Hour Pedestrian Volumes:</u>	(No pedestrian info available)
<u>AM Peak Hour Bicyclist Volumes:</u>	(No bike volume info available)
<u>PM Peak Hour Pedestrian Volumes:</u>	(No pedestrian info available)
<u>PM Peak Hour Bicyclist Volumes:</u>	(No bike volume info available)

<u>31. Average Speed, MPH:</u>	Northbound	Southbound
AM Peak Period:	32.4	37.3
PM Peak Period:	34.8	33.1

<u>32. Average Speed Index:</u>	Northbound	Southbound
AM Peak Period:	1.08	1.24
PM Peak Period:	1.16	1.1

33. Supports regional freight infrastructure: No

P8 What is the primary mobility need for this project, and how does it address that need?
This project will improve the level of service and air quality.

P9 What intelligent transportation systems (ITS) elements does this project include?
Yes. New traffic control signals will be provided with override provisions for emergency vehicles.

Mobility Evaluation and Scoring (25 total points possible):

<i>Existing peak hour level of service (LOS)</i>	XX
<i>Improves or completes an MPO or State identified freight movement issue</i>	XX
<i>Addresses proponent identified primary mobility need</i>	XX
<i>Addresses MPO identified primary mobility need</i>	XX
<i>Project reduces congestion</i>	XX
<i>Improves transit reliability</i>	XX
<i>Sum of Evaluation Scores</i>	XX

Environment and Climate Change

Environment and Climate Change

34. CO₂ Impact (annual tons reduced).

Attachment: 2016-2019 TIP Recommendation (1147 : TIP Priorities)

- 35. Located in a Green Community. **Yes, in Green Community**
- 36. Located in an area of critical environmental concern. **No, not in A C E C**
- 37. Located within 200 feet of a waterway. **No, not within 200 feet of waterway**

P10 How does the project relate to community character?
There will be no change to the character of the town.

P11 What are the environmental impacts of the project?
Air quality will be improved by reduction in queues. Stormwater regulations will be used to improve water quality from stormwater runoff.

Environment and Climate Change Evaluation and Scoring (25 total points possible):

<i>Air Quality (improves or degrades)</i>	XX
<i>CO₂ reduction</i>	XX
<i>Project is in an Executive Office of Energy and Environmental Affairs (EOEEA) certified Green Community</i>	XX
<i>Project reduces VMT/VHT</i>	XX
<i>Addresses identified environmental impacts</i>	XX
<i>Sum of Evaluation Scores</i>	XX

Environmental Justice

Environmental Justice

(If neither E J area, item 39, or E J population zone, item 40, below has answer YES, this section is not applicable to your municipality.)

- 38. Located within 1/2 mile of an Environmental Justice Area. **No, not E J area**
- 39. Located within 1/2 mile of an Environmental Justice Population Zone.** **No, not E J Population Zone**

- 40. Transit access: If this project is in an MPO-defined environmental justice area or environmental justice population zone, how would it improve access to an existing transit facility?
- 41. Safety: If this project is in an MPO-defined environmental justice area or environmental justice population zone, how would it improve safety for users of the transportation facility?
- 42. Air quality: If this project is in an MPO-defined environmental justice area or environmental justice population zone, how would it improve air quality?
- 43. Community need: If this project is in an MPO-defined environmental justice area or environmental justice population zone, how does it address an MPO-identified environmental justice community need?

****Please refer to a map of the Environmental Justice (E J) population zones in the Boston Region M P O for more information on E J population zones.**

P12 Are there any other environmental justice issues being addressed by this project?
Not applicable.

Environmental Justice Evaluation and Scoring (10 total points possible):

<i>Improves transit for an EJ population</i>	XX
<i>Design is consistent with complete streets policies in an EJ area</i>	XX
<i>Addresses an MPO identified EJ transportation issue</i>	XX

Attachment: 2016-2019 TIP Recommendation (1147 : TIP Priorities)



Boston Region Metropolitan Planning Organization



Project Funding Application Form: PRINT VERSION

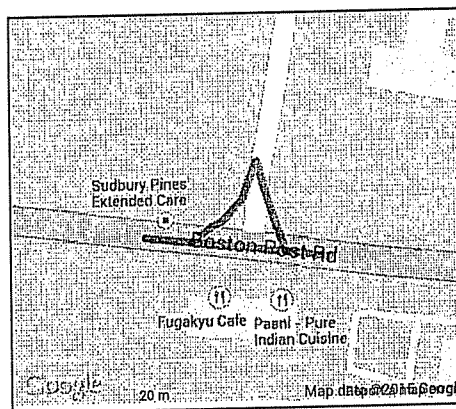
Close Print Version

Overview

Proponent-Provided
Data last entered on:
Tip status:

01/24/2012
Conceptual

- 1. I.D. Number: **1037**
- 2. Municipality(ies): **Sudbury**
- 3. Project Name: **Route 20/Horsepond Road**
- 4. Project Category: **Arterial and Intersection**
- 5. MassDOT Highway Division District: **3**
- 6. MAPC Subregion: **MAGIC**
- 7. MAPC Community Type: **Maturing Suburb**
- 8. Estimated Cost:
- 9. Evaluation Rating: **(No evaluations provided)**



10. Description:
Intersections improvements at Route 20 and Horsepond Road

- 11. Project Length (Miles): **0.05**
- 12. Project Lane Miles: **0.11**

Community Support

P1 Community Priority

~~1~~ 2

Additional Status

13. MPO/CTPS Study:

Attachment: 2016-2019 TIP Recommendation (1147 : TIP Priorities)

14. Air Quality Status:

Readiness

Readiness

Readiness information is not shown for this project.

System Preservation,
Modernization and Efficiency

System Preservation, Modernization, and Efficiency

22. Existing Pavement Condition
Pavement Roughness (IRI):

IRI: **142**
Year: **2012**
Pavement rating is: **Good**

23. Equipment Condition

Number of Signals:

Signal Descriptions:

24. CMP Area:

P2. What are the infrastructure condition needs or issues of the project area?
To reduce number of accidents.

P3 How does this project address the infrastructure condition needs or issues in the project area?
Reconstruction of this intersection with new traffic control signals will: 1) Improve existing pavement and drainage, and 2) Improve vehicle and pedestrian safety. Route 20 is maintained by the Massachusetts Highway Department, District III.

System Preservation, Modernization, and Efficiency Evaluation and Scoring (36 total points possible):

- Improves substandard pavement*
- Improves substandard signal equipment condition*
- Improves traffic signal operations*
- In a Congestion Management Process Identified Area*
- Improves Intermodal accommodations/connections to transit*
- Implements ITS strategies other than traffic signal operations*
- Sum of Evaluation Scores*

XX
XX
XX
XX
XX
XX
XX

Livability and
Economic Benefit

Livability and Economic Benefit

25. Bicycles and Pedestrians

Pedestrian Provisions:
Existing Pedestrian: (No data)
Proposed Pedestrian: (No data)
Bicycle Provisions:
Existing Bicycle: (No data)
Proposed Bicycle: (No data)

26. If any new development, a TDM program that includes at least four of the following: **No**

Attachment: 2016-2019 TIP Recommendation (1147 : TIP Priorities)

- Ridesharing program
- Parking restrictions or pricing policies
- Alternative work hours
- Telecommuting options
- Subsidized transit use and financial incentives
- Areawide strategies
- Subsidies for local transit service
- Multi-occupant vehicle access

27. Serves a targeted development area: No

28. Municipality provides financial or regulatory support for targeted development: No

P4 How does the project improve access for pedestrians, bicyclists, and public transportation?
How does the project support MassDOT's mode shift goal of tripling the share of walking, biking, and transit travel?

Traffic control signals will be constructed with pedestrian activated phase.

P5 How is the project consistent with local land use policies?
How does the project advance local efforts to improve design and access?

N/A

P6 How does the zoning within 1/2 mile of this project support transit-oriented development and preserve any new roadway capacity?

Project will have no impact on adjacent land use.

P7 How is the project consistent with state, regional and local economic development priorities?

Not applicable.

Livability and Economic Benefit Evaluation and Scoring (29 total points possible):

<i>Design is consistent with complete streets policies</i>	XX
<i>Provides multimodal access to an activity center</i>	XX
<i>Reduces auto dependency</i>	XX
<i>Project serves a targeted development site</i>	XX
<i>Provides for development consistent with the compact growth strategies of MetroFuture</i>	XX
<i>Project improves Quality of Life</i>	XX
<i>Sum of Evaluation Scores</i>	XX

Mobility

Mobility

29. Transit Vehicles Using Roadway:

- MBTA Bus Routes:
- Other Transit:

30. Usage:

- Average Daily Traffic Volumes: (No volume info available)
- Average Daily Truck Volumes: (No volume info available)
- Average Weekday Transit Rider Volumes: (No transit rider info available)
- AM Peak Hour Pedestrian Volumes: (No pedestrian info available)
- AM Peak Hour Bicyclist Volumes: (No bike volume info available)
- PM Peak Hour Pedestrian Volumes: (No pedestrian info available)
- PM Peak Hour Bicyclist Volumes: (No bike volume info available)

31. Average Speed, MPH: **Northbound** **Southbound**

AM Peak Period: 42.8 36.8

Attachment: 2016-2019 TIP Recommendation (1147 : TIP Priorities)

PM Peak Period:	43.3	30.6
32. Average Speed Index:	Northbound	Southbound
AM Peak Period:	1.07	0.92
PM Peak Period:	1.08	0.77

33. Supports regional freight infrastructure: No

P8 What is the primary mobility need for this project, and how does it address that need?
This project will improve the level of service and air quality.

P9 What intelligent transportation systems (ITS) elements does this project include?
New traffic control systems will be provided with override provisions for emergency vehicles.

Mobility Evaluation and Scoring (25 total points possible):

<i>Existing peak hour level of service (LOS)</i>	XX
<i>Improves or completes an MPO or State identified freight movement issue</i>	XX
<i>Addresses proponent identified primary mobility need</i>	XX
<i>Addresses MPO identified primary mobility need</i>	XX
<i>Project reduces congestion</i>	XX
<i>Improves transit reliability</i>	XX
<i>Sum of Evaluation Scores</i>	XX

Environment and Climate Change

Environment and Climate Change

- 34. CO₂ Impact (annual tons reduced)
- 35. Located in a Green Community Yes, in Green Community
- 36. Located in an area of critical environmental concern No, not in A C E C
- 37. Located within 200 feet of a waterway No, not within 200 feet of waterway

P10 How does the project relate to community character?
There will be no change to the character of the town.

P11 What are the environmental impacts of the project?
Air quality will be improved by reduction in queues. DEP stormwater guidelines will be used to improve water quality from stormwater runoff.

Environment and Climate Change Evaluation and Scoring (25 total points possible):

<i>Air Quality (improves or degrades)</i>	XX
<i>CO₂ reduction</i>	XX
<i>Project is in an Executive Office of Energy and Environmental Affairs (EOEEA) certified Green Community</i>	XX
<i>Project reduces VMT/VHT</i>	XX
<i>Addresses identified environmental impacts</i>	XX
<i>Sum of Evaluation Scores</i>	XX

Environmental Justice

Attachment: 2016-2019 TIP Recommendation (1147 : TIP Priorities)

Environmental Justice

(If neither E J area, Item 39, or E J population zone, Item 40, below has answer YES, this section is not applicable to your municipality.)

- 38. Located within 1/2 mile of an Environmental Justice Area. **No, not E J area**
- 39. Located within 1/2 mile of an Environmental Justice Population Zone.** **No, not E J Population Zone**
- 40. Transit access: If this project is in an MPO-defined environmental justice area or environmental justice population zone, how would it improve access to an existing transit facility?
- 41. Safety: If this project is in an MPO-defined environmental justice area or environmental justice population zone, how would it improve safety for users of the transportation facility?
- 42. Air quality: If this project is in an MPO-defined environmental justice area or environmental justice population zone, how would it improve air quality?
- 43. Community need: If this project is in an MPO-defined environmental justice area or environmental justice population zone, how does it address an MPO-identified environmental justice community need?

****Please refer to a map of the Environmental Justice (E J) population zones in the Boston Region M P O for more information on E J population zones.**

P12 Are there any other environmental justice issues being addressed by this project?
Not applicable.

Environmental Justice Evaluation and Scoring (10 total points possible):

<i>Improves transit for an EJ population</i>	<table border="1" style="width: 100%;"><tr><td style="text-align: center;">XX</td></tr></table>	XX
XX		
<i>Design is consistent with complete streets policies in an EJ area</i>	<table border="1" style="width: 100%;"><tr><td style="text-align: center;">XX</td></tr></table>	XX
XX		
<i>Addresses an MPO identified EJ transportation issue</i>	<table border="1" style="width: 100%;"><tr><td style="text-align: center;">XX</td></tr></table>	XX
XX		
<i>Sum of Evaluation Scores</i>	<table border="1" style="width: 100%;"><tr><td style="text-align: center;">XX</td></tr></table>	XX
XX		

Safety and Security

Safety and Security

- 44. Top 200 rank: 9
- 45. EPDO/Injury value 9
- 46. Crash Rate/Crashes per Mile: 0
- 47. Bicycle-Involved Crashes: 0
- 48. Pedestrian-Involved Crashes: 0
- 49. Truck-Involved Crashes: 0
- 50. Natural Hazard Zones*** **(No data available)**
 - Project lies within a flood zone: **(No data available)**
 - Project lies within a hurricane surge zone: **(No data available)**
 - Project lies within 1/4 mile of an emergency support location: **(No data available)**
 - Project lies within an area of liquefiable soils: **(No data available)**

*****Please refer to the All-hazards Planning Application for more information on natural hazard zones.**

P13 What is the primary safety need associated with this project, and how does it address that need?
Project will improve sight lines and turning radius. Lighting will improve safety for pedestrians.

P14 What is the primary security need associated with this project, and how does it address that need?

Attachment: 2016-2019 TIP Recommendation (1147 : TIP Priorities)

Safety and Security Evaluation and Scoring (29 total points possible):

Improves emergency response

XX

Design affects ability to respond to extreme conditions

XX

EPDO/Injury Value Using the Commonwealth's listing for

Estimated Property Damage Only (EPDO) or Injury Value information

XX

Design addresses proponent identified primary safety need

XX

Design addresses MPO identified primary safety need

XX

Improves freight related safety issue

XX

Improves bicycle safety

XX

Improves pedestrian safety

XX

Improves safety or removes an at grade railroad crossing

XX

Sum of Evaluation Scores

XX

Other

Additional Community Comments

Including additional project phases or concurrent public works associated with this project.

Cost per Unit

51. \$ per ADT:

52. \$ per Lane-Mile:

Staff Comments

TIP Contact:

William Place

Attachment: 2016-2019 TIP Recommendation (1147 : TIP Priorities)



Boston Region Metropolitan Planning Organization



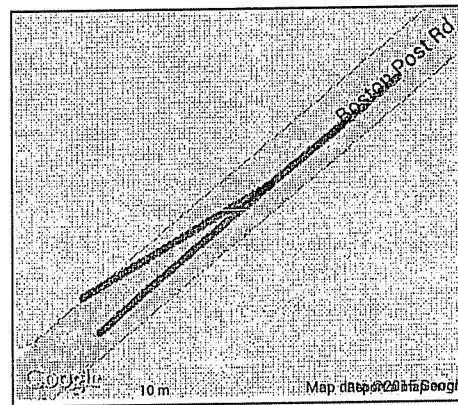
Project Funding Application Form: PRINT VERSION

Close Print Version

Overview

Proponent-Provided
Data last entered on: **02/09/2010**
Tip status: **Conceptual**

- 1. I.D. Number: **1069**
- 2. Municipality(ies): **Sudbury**
- 3. Project Name: **Route 20/Wayside Inn Road**
- 4. Project Category: **Arterial and Intersection**
- 5. MassDOT Highway Division District: **3**
- 6. MAPC Subregion: **MAGIC**
- 7. MAPC Community Type: **Maturing Suburb**
- 8. Estimated Cost:
- 9. Evaluation Rating: **(No evaluations provided)**



10. Description:
Intersection improvements at Route 20 and Wayside Inn Road

- 11. Project Length (Miles): **0.06**
- 12. Project Lane Miles: **0.12**

Community Support

P1 Community Priority **X 3**

Additional Status

13. MPO/CTPS Study:

Attachment: 2016-2019 TIP Recommendation (1147 : TIP Priorities)

14. Air Quality Status:

Exempt

Readiness

Readiness

Readiness information is not shown for this project.

System Preservation,
Modernization and Efficiency

System Preservation, Modernization, and Efficiency

22. Existing Pavement Condition
Pavement Roughness (IRI):

IRI: **144**
Year: **2012**
Pavement rating is: Good

23. Equipment Condition

Number of Signals:
Signal Descriptions:

24. CMP Area:

P2 What are the infrastructure condition needs or issues of the project area?
The proposed intersection reconstruction will improve line of sight, geometrics, drainage, traffic markings and level of service.

P3 How does this project address the infrastructure condition needs or issues in the project area?
The project will provide for pedestrian safety by the construction of sidewalks that are currently unavailable. Pavement condition is good.

System Preservation, Modernization, and Efficiency Evaluation and Scoring (36 total points possible):

- Improves substandard pavement*
- Improves substandard signal equipment condition*
- Improves traffic signal operations*
- In a Congestion Management Process Identified Area*
- Improves intermodal accommodations/connections to transit*
- Implements ITS strategies other than traffic signal operations*
- Sum of Evaluation Scores*

XX
XX
XX
XX
XX
XX
XX

Livability and
Economic Benefit

Livability and Economic Benefit

25. Bicycles and Pedestrians

Pedestrian Provisions:
Existing Pedestrian: **(No data)**
Proposed Pedestrian: **(No data)**
Bicycle Provisions:
Existing Bicycle: **(No data)**
Proposed Bicycle: **(No data)**

26. If any new development, a TDM program that includes at least four of the following: **No**

Attachment: 2016-2019 TIP Recommendation (1147 : TIP Priorities)

- Ridesharing program
- Parking restrictions or pricing policies
- Alternative work hours
- Telecommuting options
- Subsidized transit use and financial incentives
- Areawide strategies
- Subsidies for local transit service
- Multi-occupant vehicle access

27. Serves a targeted development area: No
28. Municipality provides financial or regulatory support for targeted development: No

P4 How does the project improve access for pedestrians, bicyclists, and public transportation?
 How does the project support MassDOT's mode shift goal of tripling the share of walking, biking, and transit travel?
Pedestrian safety will be improved by the installation of sidewalks. Currently, there are none.

P5 How is the project consistent with local land use policies?
 How does the project advance local efforts to improve design and access?
N/A

P6 How does the zoning within 1/2 mile of this project support transit-oriented development and preserve any new roadway capacity?
N/A

P7 How is the project consistent with state, regional and local economic development priorities?
N/A

Livability and Economic Benefit Evaluation and Scoring (29 total points possible):

- Design is consistent with complete streets policies*
- Provides multimodal access to an activity center*
- Reduces auto dependency*
- Project serves a targeted development site*
- Provides for development consistent with the compact growth strategies of MetroFuture*
- Project improves Quality of Life*
- Sum of Evaluation Scores*

XX
XX
XX
XX
XX
XX
XX

Mobility

Mobility

29. Transit Vehicles Using Roadway:
 MBTA Bus Routes:
 Other Transit:
30. Usage:
- | | |
|---|-----------------------------------|
| <u>Average Daily Traffic Volumes:</u> | (No volume info available) |
| <u>Average Daily Truck Volumes:</u> | (No volume info available) |
| <u>Average Weekday Transit Rider Volumes:</u> | (No transit rider info available) |
| <u>AM Peak Hour Pedestrian Volumes:</u> | (No pedestrian info available) |
| <u>AM Peak Hour Bicyclist Volumes:</u> | (No bike volume info available) |
| <u>PM Peak Hour Pedestrian Volumes:</u> | (No pedestrian info available) |
| <u>PM Peak Hour Bicyclist Volumes:</u> | (No bike volume info available) |

Attachment: 2016-2019 TIP Recommendation (1147 : TIP Priorities)

31. Average Speed, MPH:
 AM Peak Period:
 PM Peak Period:

32. Average Speed Index:
 AM Peak Period:
 PM Peak Period:

33. Supports regional freight infrastructure: No

P8 What is the primary mobility need for this project, and how does it address that need?
This project will reduce the length of vehicle queues. This project will improve the level of service and air quality.

P9 What Intelligent transportation systems (ITS) elements does this project include?
N/A

Mobility Evaluation and Scoring (25 total points possible):

- Existing peak hour level of service (LOS)*
- Improves or completes an MPO or State identified freight movement issue*
- Addresses proponent identified primary mobility need*
- Addresses MPO identified primary mobility need*
- Project reduces congestion*
- Improves transit reliability*
- Sum of Evaluation Scores*

XX
XX
XX
XX
XX
XX
XX

Environment and Climate Change

Environment and Climate Change

- 34. CO₂ Impact (annual tons reduced)
- 35. Located in a Green Community Yes, in Green Community
- 36. Located in an area of critical environmental concern No, not in A C E C
- 37. Located within 200 feet of a waterway Yes, within 200 feet of waterway

P10 How does the project relate to community character?
The project will have no change on the community character. Though it is located within the Wayside Inn historic district, the proposed project will respect the nature of the district.

P11 What are the environmental impacts of the project?
Air quality will be improved by having less queues. Water quality will be improved by the installation of catch basins with deep sumps and gas and oil traps.

Environment and Climate Change Evaluation and Scoring (25 total points possible):

- Air Quality (improves or degrades)*
- CO₂ reduction*
- Project is in an Executive Office of Energy and Environmental Affairs (EOEEA) certified Green Community*
- Project reduces VMT/VHT*
- Addresses identified environmental impacts*
- Sum of Evaluation Scores*

XX
XX
XX
XX
XX
XX

Attachment: 2016-2019 TIP Recommendation (1147 : TIP Priorities)

Environmental Justice

Environmental Justice

(If neither E J area, item 39, or E J population zone, item 40, below has answer YES, this section is not applicable to your municipality.)

- 38. Located within 1/2 mile of an Environmental Justice Area.. **No, not E J area**
- 39. Located within 1/2 mile of an Environmental Justice Population Zone.** **No, not E J Population Zone**
- 40. Transit access: If this project is in an MPO-defined environmental justice area or environmental justice population zone, how would it improve access to an existing transit facility?
- 41. Safety: If this project is in an MPO-defined environmental justice area or environmental justice population zone, how would it improve safety for users of the transportation facility?
- 42. Air quality: If this project is in an MPO-defined environmental justice area or environmental justice population zone, how would it improve air quality?
- 43. Community need: If this project is in an MPO-defined environmental justice area or environmental justice population zone, how does it address an MPO-identified environmental justice community need?

****Please refer to a map of the Environmental Justice (EJ) population zones in the Boston Region M P O for more information on E-J population zones.**

P12 Are there any other environmental justice issues being addressed by this project?
The project will have no effect on the community character.

Environmental Justice Evaluation and Scoring (10 total points possible):

<i>Improves transit for an EJ population</i>	XX
<i>Design is consistent with complete streets policies in an EJ area</i>	XX
<i>Addresses an MPO identified EJ transportation issue</i>	XX
<i>Sum of Evaluation Scores</i>	XX

Safety and Security

Safety and Security

- 44. Top 200 rank:
- 45. EPDO/Injury value 8
- 46. Crash Rate/Crashes per Mile:
- 47. Bicycle-Involved Crashes: 0
- 48. Pedestrian-Involved Crashes: 0
- 49. Truck-Involved Crashes: 0
- 50. Natural Hazard Zones***
 - Project lies within a flood zone: (No data available)
 - Project lies within a hurricane surge zone: (No data available)
 - Project lies within 1/4 mile of an emergency support location: (No data available)
 - Project lies within an area of liquefiable soils: (No data available)

*****Please refer to the All-hazards Planning Application for more information on natural hazard zones.**

P13 What is the primary safety need associated with this project, and how does it address that need?

Attachment: 2016-2019 TIP Recommendation (1147 : TIP Priorities)

The project will reduce the number of accidents and improve pedestrian safety. By improving the geometrics, the sight distance will improve and reduce vehicular accidents.

P14 What is the primary security need associated with this project, and how does it address that need?

Safety and Security Evaluation and Scoring (29 total points possible):

<i>Improves emergency response</i>	XX
<i>Design affects ability to respond to extreme conditions</i>	XX
<i>EPDO/Injury Value Using the Commonwealth's listing for</i>	
<i>Estimated Property Damage Only (EPDO) or Injury Value information</i>	XX
<i>Design addresses proponent identified primary safety need</i>	XX
<i>Design addresses MPO identified primary safety need</i>	XX
<i>Improves freight related safety issue</i>	XX
<i>Improves bicycle safety</i>	XX
<i>Improves pedestrian safety</i>	XX
<i>Improves safety or removes an at grade railroad crossing</i>	XX
<i>Sum of Evaluation Scores</i>	XX

Other

Additional Community Comments

Including additional project phases or concurrent public works associated with this project.

Cost per Unit

- 51. \$ per ADT:
- 52. \$ per Lane-Mile:

Staff Comments

TIP Contact: William Place

Attachment: 2016-2019 TIP Recommendation (1147 : TIP Priorities)



Boston Region Metropolitan Planning Organization



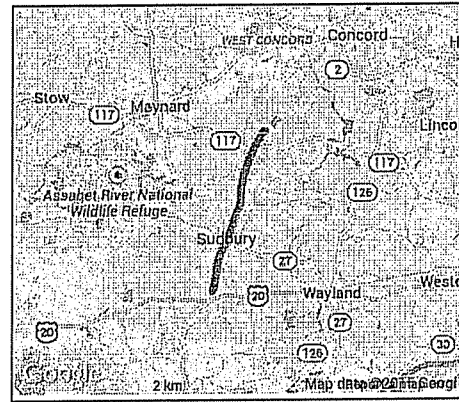
Project Funding Application Form: PRINT VERSION

Close Print Version

Overview

Proponent-Provided
Data last entered on: **01/30/2014**
Tip status: **Conceptual**

- 1. I.D. Number: **1164**
- 2. Municipality(ies): **Sudbury**
- 3. Project Name: **Bruce Freeman Rail Trail, Phase 2D**
- 4. Project Category: **Bicycle and Pedestrian**
- 5. MassDOT Highway Division District: **3**
- 6. MAPC Subregion: **MAGIC**
- 7. MAPC Community Type: **Maturing Suburb**
- 8. Estimated Cost: **\$0**
- 9. Evaluation Rating: **(No evaluations provided)**



10. Description:
Extension of the Bruce Freeman Rail Trail in Sudbury, from the Concord town line near the Frost Farm south to the end of the right of way west of Union Avenue near Station Road.

11. Project Length (Miles): **4.4**

12. Project Lane Miles:

Community Support

P1 Community Priority

X 4

Additional Status

Attachment: 2016-2019 TIP Recommendation (1147 : TIP Priorities)

13. MPO/CTPS Study:

14. Air Quality Status: Exempt

Readiness

Readiness

Readiness information is not shown for this project.

System Preservation,
Modernization and Efficiency

System Preservation, Modernization, and Efficiency

22. Existing Pavement Condition
Pavement Roughness (IRI):
IRI:
Year:

23. Equipment Condition
Number of Signals:
Signal Descriptions:

24. CMP Area:

P2 What are the infrastructure condition needs or issues of the project area?
This project will provide safe passage for bicyclists and pedestrians from the intersection of the former Penn Central railroad right-of-way currently owned by CSX and MBTA right-of-way northerly to the Sudbury/Concord town line.

P3 How does this project address the infrastructure condition needs or issues in the project area?
The former Penn Central railroad right-of-way is currently owned by CSX. Negotiations are currently underway to purchase the right-of-way.

System Preservation, Modernization, and Efficiency Evaluation and Scoring (36 total points possible):

<i>Improves substandard pavement</i>	XX
<i>Improves substandard signal equipment condition</i>	XX
<i>Improves traffic signal operations</i>	XX
<i>In a Congestion Management Process Identified Area</i>	XX
<i>Improves intermodal accommodations/connections to transit</i>	XX
<i>Implements ITS strategies other than traffic signal operations</i>	XX
<i>Sum of Evaluation Scores</i>	XX

Livability and
Economic Benefit

Livability and Economic Benefit

25. Bicycles and Pedestrians
Pedestrian Provisions:
Existing Pedestrian: (No data)
Proposed Pedestrian: (No data)
Bicycle Provisions:
Existing Bicycle: (No data)
Proposed Bicycle: (No data)

Attachment: 2016-2019 TIP Recommendation (1147 : TIP Priorities)

- 26. If any new development, a TDM program that includes at least four of the following:
 Ridesharing program
 Parking restrictions or pricing policies
 Alternative work hours
 Telecommuting options
 Subsidized transit use and financial incentives
 Areawide strategies
 Subsidies for local transit service
 Multi-occupant vehicle access
- 27. Serves a targeted development area: Unevaluated
- 28. Municipality provides financial or regulatory support for targeted development: Unevaluated

P4 How does the project improve access for pedestrians, bicyclists, and public transportation?
 How does the project support MassDOT's mode shift goal of tripling the share of walking, biking, and transit travel?
The proposed rail trail will be for pedestrians, bicyclists, wheelchairs, and other non-motorized vehicles.

P5 How is the project consistent with local land use policies?
 How does the project advance local efforts to improve design and access?
The rail trail is one of the goals in the Town of Sudbury's open space plan to investigate the proposed Bruce Freeman Rail Trail and CSX railroad corridor as a non-motorized recreational corridor.

P6 How does the zoning within 1/2 mile of this project support transit-oriented development and preserve any new roadway capacity?
The northerly section of the CSX line is zoned business and industrial and has limited bus service.

P7 How is the project consistent with state, regional and local economic development priorities?
The project will provide non-motorized access to businesses located at the northerly section of the CSX line.

Livability and Economic Benefit Evaluation and Scoring (29 total points possible):

<i>Design is consistent with complete streets policies</i>	<input type="checkbox"/>
<i>Provides multimodal access to an activity center</i>	<input checked="" type="checkbox"/>
<i>Reduces auto dependency</i>	<input checked="" type="checkbox"/>
<i>Project serves a targeted development site</i>	<input checked="" type="checkbox"/>
<i>Provides for development consistent with the compact growth strategies of MetroFuture</i>	<input checked="" type="checkbox"/>
<i>Project improves Quality of Life</i>	<input checked="" type="checkbox"/>
<i>Sum of Evaluation Scores</i>	<input checked="" type="checkbox"/>

Mobility

Mobility

- 29. Transit Vehicles Using Roadway:
 MBTA Bus Routes:
 Other Transit:
- 30. Usage:
Average Daily Traffic Volumes: (No volume info available)
Average Daily Truck Volumes: (No volume info available)
Average Weekday Transit Rider Volumes: (No transit rider info available)

Attachment: 2016-2019 TIP Recommendation (1147 : TIP Priorities)

AM Peak Hour Pedestrian Volumes: (No pedestrian info available)
 AM Peak Hour Bicyclist Volumes: (No bike volume info available)
 PM Peak Hour Pedestrian Volumes: (No pedestrian info available)
 PM Peak Hour Bicyclist Volumes: (No bike volume info available)

31. Average Speed, MPH:
 AM Peak Period:
 PM Peak Period:

32. Average Speed Index:
 AM Peak Period:
 PM Peak Period:

33. Supports regional freight infrastructure:

P8 What is the primary mobility need for this project, and how does it address that need?
Project will provide safe passage for pedestrians, bicyclists and other non-motorized modes of transportation.

P9 What intelligent transportation systems (ITS) elements does this project include?
Not applicable.

Mobility Evaluation and Scoring (25 total points possible):

Existing peak hour level of service (LOS)	<input type="checkbox"/> XX
Improves or completes an MPO or State identified freight movement issue	<input type="checkbox"/> XX
Addresses proponent identified primary mobility need	<input type="checkbox"/> XX
Addresses MPO identified primary mobility need	<input type="checkbox"/> XX
Project reduces congestion	<input type="checkbox"/> XX
Improves transit reliability	<input type="checkbox"/> XX
Sum of Evaluation Scores	<input type="checkbox"/> XX

Environment and Climate Change

Environment and Climate Change

- 34. CO₂ Impact (annual tons reduced)
- 35. Located in a Green Community **Yes, in Green Community**
- 36. Located in an area of critical environmental concern **No, not in A C E C**
- 37. Located within 200 feet of a waterway **Yes, within 200 feet of waterway**

P10 How does the project relate to community character?
Project is located within a residential, business and industrial district and should have a positive effect on the area.

P11 What are the environmental impacts of the project?
Project will improve air quality by reduction in motorized vehicle trips. Water quality around Town well fields will also be protected.

Environment and Climate Change Evaluation and Scoring (25 total points possible):

Air Quality (improves or degrades)	<input type="checkbox"/> XX
CO ₂ reduction	<input type="checkbox"/> XX
Project is in an Executive Office of Energy and Environmental Affairs (EOEEA) certified Green Community	<input type="checkbox"/> XX
Project reduces VMT/VHT	<input type="checkbox"/> XX
Addresses identified environmental impacts	<input type="checkbox"/> XX

Sum of Evaluation Scores

xx

Environmental Justice

Environmental Justice

(If neither E J area, item 39, or E J population zone, item 40, below has answer YES, this section is not applicable to your municipality.)

- 38. Located within 1/2 mile of an Environmental Justice Area. **No, not E J area**
- 39. Located within 1/2 mile of an Environmental Justice Population Zone.** **No, not E J Population Zone**
- 40. Transit access: If this project is in an MPO-defined environmental justice area or environmental justice population zone, how would it improve access to an existing transit facility?
- 41. Safety: If this project is in an MPO-defined environmental justice area or environmental justice population zone, how would it improve safety for users of the transportation facility?
- 42. Air quality: If this project is in an MPO-defined environmental justice area or environmental justice population zone, how would it improve air quality?
- 43. Community need: If this project is in an MPO-defined environmental justice area or environmental justice population zone, how does it address an MPO-identified environmental justice community need?

****Please refer to a map of the Environmental Justice (E J) population zones in the Boston Region M P O for more information on E J population zones.**

P12 Are there any other environmental justice issues being addressed by this project?
Not applicable.

Environmental Justice Evaluation and Scoring (10 total points possible):

- Improves transit for an EJ population*
- Design is consistent with complete streets policies in an EJ area*
- Addresses an MPO identified EJ transportation issue*
- Sum of Evaluation Scores**

xx
 xx
 xx
 xx

Safety and Security

Safety and Security

- 44. Top 200 rank:
- 45. EPDO/Injury value **18**
- 46. Crash Rate/Crashes per Mile:
- 47. Bicycle-Involved Crashes: **1**
- 48. Pedestrian-Involved Crashes: **0**
- 49. Truck-Involved Crashes: **0**
- 50. Natural Hazard Zones***
 - Project lies within a flood zone: **(No data available)**
 - Project lies within a hurricane surge zone: **(No data available)**
 - Project lies within 1/4 mile of an emergency support location: **(No data available)**
 - Project lies within an area of liquefiable soils: **(No data available)**

*****Please refer to the All-hazards Planning Application for more information on natural hazard zones.**

Attachment: 2016-2019 TIP Recommendation (1147 : TIP Priorities)

P13 What is the primary safety need associated with this project, and how does it address that need?
Project will provide safe access for pedestrians and bicyclists. Project will protect ground water quality around the town's well fields.

P14 What is the primary security need associated with this project, and how does it address that need?

Safety and Security Evaluation and Scoring (29 total points possible):

<i>Improves emergency response</i>	XX
<i>Design affects ability to respond to extreme conditions</i>	XX
<i>EPDO/Injury Value Using the Commonwealth's listing for</i>	
<i>Estimated Property Damage Only (EPDO) or Injury Value information</i>	XX
<i>Design addresses proponent identified primary safety need</i>	XX
<i>Design addresses MPO identified primary safety need</i>	XX
<i>Improves freight related safety issue</i>	XX
<i>Improves bicycle safety</i>	XX
<i>Improves pedestrian safety</i>	XX
<i>Improves safety or removes an at grade railroad crossing</i>	XX
<i>Sum of Evaluation Scores</i>	XX

Other

Additional Community Comments

Including additional project phases or concurrent public works associated with this project.

The Bruce Freeman Rail Trail will preserve the CSX railroad right-of-way and will provide safe passage to shopping areas and town-owned land.

Cost per Unit

- 51. \$ per ADT:
- 52. \$ per Lane-Mile:

Staff Comments

TIP Contact: **William Place**

Attachment: 2016-2019 TIP Recommendation (1147 : TIP Priorities)



Boston Region Metropolitan Planning Organization



Project Funding Application Form: PRINT VERSION

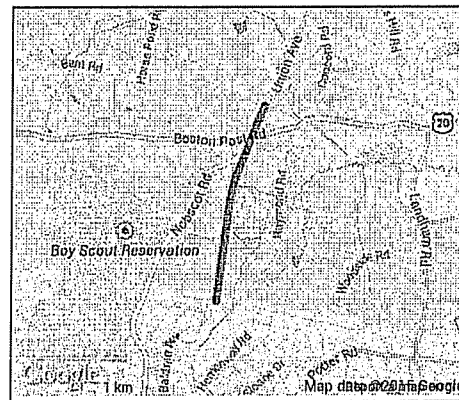
Close Print Version

Overview

Proponent-Provided
Data last entered on:
Tip status:

01/24/2012
Conceptual

- 1. I.D. Number: **1305**
- 2. Municipality(ies): **Sudbury**
- 3. Project Name: **Bruce Freeman Rail Trail, Phase 2E**
- 4. Project Category: **Bicycle and Pedestrian**
- 5. MassDOT Highway Division District: **3**
- 6. MAPC Subregion: **MAGIC**
- 7. MAPC Community Type: **Maturing Suburb**
- 8. Estimated Cost: **\$0**
- 9. Evaluation Rating: **(No evaluations provided)**



10. Description:
Extension of the Bruce Freeman Rail Trail in Sudbury, from west of Union Avenue near Station Road to the Framingham town line.

- 11. Project Length (Miles): **1.3**
- 12. Project Lane Miles:

Community Support

P1 Community Priority

X 5

Additional Status

13. MPO/CTPS Study:

Attachment: 2016-2019 TIP Recommendation (1147 : TIP Priorities)

14. Air Quality Status: **Exempt**

Readiness

Readiness

Readiness information is not shown for this project.

System Preservation,
Modernization and Efficiency

System Preservation, Modernization, and Efficiency

22. Existing Pavement Condition
Pavement Roughness (IRI):
IRI:
Year:

23. Equipment Condition
Number of Signals:
Signal Descriptions:

24. CMP Area:

P2 What are the infrastructure condition needs or issues of the project area?
This project will provide safe passage for bicyclists and pedestrians from the Sudbury / Framingham town line northerly to the intersection of the former Penn Central railroad right-of-way currently owned by CSX and MBTA right-of-way. The project will also protect ground water quality around the town's well fields.

P3 How does this project address the infrastructure condition needs or issues in the project area?
The former Penn Central railroad right-of-way is currently owned by CSX. Negotiations are currently underway to purchase the right-of-way.

System Preservation, Modernization, and Efficiency Evaluation and Scoring (36 total points possible):

<i>Improves substandard pavement</i>	XX
<i>Improves substandard signal equipment condition</i>	XX
<i>Improves traffic signal operations</i>	XX
<i>In a Congestion Management Process Identified Area</i>	XX
<i>Improves intermodal accommodations/connections to transit</i>	XX
<i>Implements ITS strategies other than traffic signal operations</i>	XX
<i>Sum of Evaluation Scores</i>	XX

Livability and
Economic Benefit

Livability and Economic Benefit

25. Bicycles and Pedestrians

Pedestrian Provisions:

Existing Pedestrian: (No data)

Proposed Pedestrian: (No data)

Bicycle Provisions:

Existing Bicycle: (No data)

Proposed Bicycle: (No data)

Attachment: 2016-2019 TIP Recommendation (1147 : TIP Priorities)

- 26. If any new development, a TDM program that includes at least four of the following:
 - Ridesharing program
 - Parking restrictions or pricing policies
 - Alternative work hours
 - Telecommuting options
 - Subsidized transit use and financial incentives
 - Areawide strategies
 - Subsidies for local transit service
 - Multi-occupant vehicle access

27. Serves a targeted development area:

Unevaluated

28. Municipality provides financial or regulatory support for targeted development:

Unevaluated

P4 How does the project improve access for pedestrians, bicyclists, and public transportation?
How does the project support MassDOT's mode shift goal of tripling the share of walking, biking, and transit travel?

The proposed rail trail will be for pedestrians, bicyclists, wheelchairs, and other non-motorized vehicles.

P5 How is the project consistent with local land use policies?
How does the project advance local efforts to improve design and access?

The rail trail is one of the goals in the Town of Sudbury's open space plan to investigate the proposed Bruce Freeman Rail Trail and CSX railroad corridor as a non-motorized recreational corridor.

P6 How does the zoning within 1/2 mile of this project support transit-oriented development and preserve any new roadway capacity?

The northerly section of the CSX line is zoned business and industrial and has limited bus service.

P7 How is the project consistent with state, regional and local economic development priorities?

The project will provide non-motorized access to businesses located at the northerly section of the CSX line.

Livability and Economic Benefit Evaluation and Scoring (29 total points possible):

- Design is consistent with complete streets policies*
- Provides multimodal access to an activity center*
- Reduces auto dependency*
- Project serves a targeted development site*
- Provides for development consistent with the compact growth strategies of MetroFuture*
- Project improves Quality of Life*
- Sum of Evaluation Scores*

XX
XX
XX
XX
XX
XX
XX

Mobility

Mobility

29. Transit Vehicles Using Roadway:
MBTA Bus Routes:
Other Transit:

30. Usage:
Average Daily Traffic Volumes: (No volume info available)
Average Daily Truck Volumes: (No volume info available)
Average Weekday Transit Rider Volumes: (No transit rider info available)
AM Peak Hour Pedestrian Volumes: (No pedestrian info available)

Attachment: 2016-2019 TIP Recommendation (1147 : TIP Priorities)

AM Peak Hour Bicyclist Volumes:
PM Peak Hour Pedestrian Volumes:
PM Peak Hour Bicyclist Volumes:

(No bike volume info available)
 (No pedestrian info available)
 (No bike volume info available)

31. Average Speed, MPH:
 AM Peak Period:
 PM Peak Period:

32. Average Speed Index:
 AM Peak Period:
 PM Peak Period:

33. Supports regional freight infrastructure:

P8 What is the primary mobility need for this project, and how does it address that need?
Project will provide safe passage for pedestrians, bicyclists and other non-motorized modes of transportation.

P9 What intelligent transportation systems (ITS) elements does this project include?
Not applicable.

Mobility Evaluation and Scoring (25 total points possible):

- Existing peak hour level of service (LOS)*
- Improves or completes an MPO or State identified freight movement issue*
- Addresses proponent identified primary mobility need*
- Addresses MPO identified primary mobility need*
- Project reduces congestion*
- Improves transit reliability*
- Sum of Evaluation Scores*

XX
XX
XX
XX
XX
XX
XX

Environment and Climate Change

Environment and Climate Change

- 34. CO₂ Impact (annual tons reduced)
- 35. Located in a Green Community **Yes, in Green Community**
- 36. Located in an area of critical environmental concern **No, not in A C E C**
- 37. Located within 200 feet of a waterway **Yes, within 200 feet of waterway**

P10 How does the project relate to community character?
Project is located within a residential, business and industrial district and should have a positive effect on the area.

P11 What are the environmental impacts of the project?
Project will improve air quality by reduction in motorized vehicle trips. Water quality around Town well fields will also be protected.

Environment and Climate Change Evaluation and Scoring (25 total points possible):

- Air Quality (improves or degrades)*
- CO₂ reduction*
- Project is in an Executive Office of Energy and Environmental Affairs (EOEEA) certified Green Community*
- Project reduces VMT/VHT*
- Addresses identified environmental impacts*

XX
XX
XX
XX
XX

Attachment: 2016-2019 TIP Recommendation (1147 : TIP Priorities)

Sum of Evaluation Scores

XX

Environmental Justice

Environmental Justice

(If neither E J area, item 39, or E J population zone, item 40, below has answer YES, this section is not applicable to your municipality.)

- 38. Located within 1/2 mile of an Environmental Justice Area. **No, not E J area**
- 39. Located within 1/2 mile of an Environmental Justice Population Zone.** **No, not E J Population Zone**
- 40. Transit access: If this project is in an MPO-defined environmental justice area or environmental justice population zone, how would it improve access to an existing transit facility?
- 41. Safety: If this project is in an MPO-defined environmental justice area or environmental justice population zone, how would it improve safety for users of the transportation facility?
- 42. Air quality: If this project is in an MPO-defined environmental justice area or environmental justice population zone, how would it improve air quality?
- 43. Community need: If this project is in an MPO-defined environmental justice area or environmental justice population zone, how does it address an MPO-identified environmental justice community need?

****Please refer to a map of the Environmental Justice (E J) population zones in the Boston Region M P O for more information on E J population zones.**

P12 Are there any other environmental justice issues being addressed by this project?
Not applicable.

Environmental Justice Evaluation and Scoring (10 total points possible):

- Improves transit for an EJ population*
- Design is consistent with complete streets policies in an EJ area*
- Addresses an MPO identified EJ transportation issue*
- Sum of Evaluation Scores**

XX
 XX
 XX
 XX

Safety and Security

Safety and Security

- 44. Top 200 rank:
- 45. EPDO/Injury value **19**
- 46. Crash Rate/Crashes per Mile:
- 47. Bicycle-Involved Crashes: **0**
- 48. Pedestrian-Involved Crashes: **0**
- 49. Truck-Involved Crashes: **0**
- 50. Natural Hazard Zones***
 - Project lies within a flood zone: **(No data available)**
 - Project lies within a hurricane surge zone: **(No data available)**
 - Project lies within 1/4 mile of an emergency support location: **(No data available)**
 - Project lies within an area of liquefiable soils: **(No data available)**

*****Please refer to the All-hazards Planning Application for more information on natural hazard zones.**

Attachment: 2016-2019 TIP Recommendation (1147 : TIP Priorities)

P13 What is the primary safety need associated with this project, and how does it address that need?

Project will provide safe access for pedestrians and bicyclists. Project will protect ground water quality around the town's well fields.

P14 What is the primary security need associated with this project, and how does it address that need?

Safety and Security Evaluation and Scoring (29 total points possible):

<i>Improves emergency response</i>	<input type="checkbox"/>
<i>Design affects ability to respond to extreme conditions</i>	<input checked="" type="checkbox"/>
<i>EPDO/Injury Value Using the Commonwealth's listing for</i>	<input type="checkbox"/>
<i>Estimated Property Damage Only (EPDO) or Injury Value information</i>	<input checked="" type="checkbox"/>
<i>Design addresses proponent identified primary safety need</i>	<input checked="" type="checkbox"/>
<i>Design addresses MPO identified primary safety need</i>	<input checked="" type="checkbox"/>
<i>Improves freight related safety issue</i>	<input checked="" type="checkbox"/>
<i>Improves bicycle safety</i>	<input checked="" type="checkbox"/>
<i>Improves pedestrian safety</i>	<input checked="" type="checkbox"/>
<i>Improves safety or removes an at grade railroad crossing</i>	<input checked="" type="checkbox"/>
<i>Sum of Evaluation Scores</i>	<input checked="" type="checkbox"/>

Other

Additional Community Comments

Including additional project phases or concurrent public works associated with this project.

The Bruce Freeman Rail Trail will preserve the CSX railroad right-of-way and will provide safe passage to shopping areas and town-owned land.

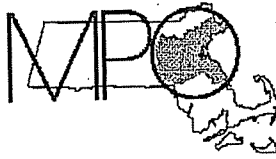
Cost per Unit

- 51. \$ per ADT:
- 52. \$ per Lane-Mile:

Staff Comments

TIP Contact: **William Place**

Attachment: 2016-2019 TIP Recommendation (1147 : TIP Priorities)



Boston Region Metropolitan Planning Organization



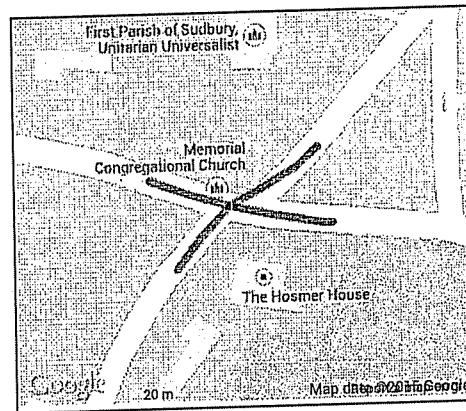
Project Funding Application Form: PRINT VERSION

Close Print Version

Overview

Proponent-Provided
Data last entered on: **01/24/2012**
Tip status: **Conceptual**

- 1. I.D. Number: **971**
- 2. Municipality(ies): **Sudbury**
- 3. Project Name: **Old Sudbury Road (Route 27)**
- 4. Project Category: **Arterial and Intersection**
- 5. MassDOT Highway Division District: **3**
- 6. MAPC Subregion: **MAGIC**
- 7. MAPC Community Type: **Maturing Suburb**
- 8. Estimated Cost:
- 9. Evaluation Rating: **(No evaluations provided)**



*Recommend
Withdrawing*

10. Description:
Reconstruct Old Sudbury Road and upgrade traffic signals.

- 11. Project Length (Miles): **0.07**
- 12. Project Lane Miles: **0.15**

Community Support

P1 Community Priority **2**

Additional Status

13. MPO/CTPS Study:

Attachment: 2016-2019 TIP Recommendation (1147 : TIP Priorities)

14. Air Quality Status:

Readiness

Readiness

Readiness information is not shown for this project.

System Preservation,
Modernization and Efficiency

System Preservation, Modernization, and Efficiency

22. Existing Pavement Condition
Pavement Roughness (IRI):

IRI: **160**
Year: **2012**
Pavement rating is: Good

23. Equipment Condition

Number of Signals: **1**
Signal Descriptions: **AUTOMATIC & MANUAL**

24. CMP Area:

P2 What are the infrastructure condition needs or issues of the project area?
Poor alignment, traffic and pedestrian safety.

P3 How does this project address the infrastructure condition needs or issues in the project area?
Reconstruction of this intersection will improve existing pavement, provide pedestrian crosswalks and improve lighting.

System Preservation, Modernization, and Efficiency Evaluation and Scoring (36 total points possible):

- Improves substandard pavement*
- Improves substandard signal equipment condition*
- Improves traffic signal operations*
- In a Congestion Management Process Identified Area*
- Improves intermodal accommodations/connections to transit*
- Implements ITS strategies other than traffic signal operations*
- Sum of Evaluation Scores*

XX
XX
XX
XX
XX
XX
XX
XX

Livability and
Economic Benefit

Livability and Economic Benefit

25. Bicycles and Pedestrians

Pedestrian Provisions:
Existing Pedestrian: **(No data)**
Proposed Pedestrian: **(No data)**
Bicycle Provisions:
Existing Bicycle: **(No data)**
Proposed Bicycle: **(No data)**

26. If any new development, a TDM program that includes at least four of the following: **No**
Ridesharing program

Attachment: 2016-2019 TIP Recommendation (1147 : TIP Priorities)

- Parking restrictions or pricing policies
- Alternative work hours
- Telecommuting options
- Subsidized transit use and financial incentives
- Areawide strategies
- Subsidies for local transit service
- Multi-occupant vehicle access

27. Serves a targeted development area: No
28. Municipality provides financial or regulatory support for targeted development: No

P4 How does the project improve access for pedestrians, bicyclists, and public transportation?
 How does the project support MassDOT's mode shift goal of tripling the share of walking, biking, and transit travel?
Traffic control signals will be installed with a pedestrian activated phase.

P5 How is the project consistent with local land use policies?
 How does the project advance local efforts to improve design and access?
There will be no change in land use within the area.

P6 How does the zoning within 1/2 mile of this project support transit-oriented development and preserve any new roadway capacity?
There will be no impact on adjacent land use.

P7 How is the project consistent with state, regional and local economic development priorities?
Not applicable.

Livability and Economic Benefit Evaluation and Scoring (29 total points possible):

- Design is consistent with complete streets policies*
- Provides multimodal access to an activity center*
- Reduces auto dependency*
- Project serves a targeted development site*
- Provides for development consistent with the compact growth strategies of MetroFuture*
- Project improves Quality of Life*
- Sum of Evaluation Scores*

XX
XX
XX
XX
XX
XX
XX

Mobility

Mobility

29. Transit Vehicles Using Roadway:
 MBTA Bus Routes:
 Other Transit:

30. Usage:
Average Daily Traffic Volumes: (No volume info available)
Average Daily Truck Volumes: (No volume info available)
Average Weekday Transit Rider Volumes: (No transit rider info available)
AM Peak Hour Pedestrian Volumes: (No pedestrian info available)
AM Peak Hour Bicyclist Volumes: (No bike volume info available)
PM Peak Hour Pedestrian Volumes: (No pedestrian info available)
PM Peak Hour Bicyclist Volumes: (No bike volume info available)

31. Average Speed, MPH:
 AM Peak Period:

PM Peak Period:

32. Average Speed Index:
 AM Peak Period:
 PM Peak Period:

33. Supports regional freight infrastructure: **No**

P8 What is the primary mobility need for this project, and how does it address that need?
This project will reduce the length of queues. This project will improve the level of service and air quality.

P9 What intelligent transportation systems (ITS) elements does this project include?
Yes. New traffic signals will be equipped with emergency vehicle override.

Mobility Evaluation and Scoring (25 total points possible):

- Existing peak hour level of service (LOS)*
- Improves or completes an MPO or State identified freight movement issue*
- Addresses proponent identified primary mobility need*
- Addresses MPO identified primary mobility need*
- Project reduces congestion*
- Improves transit reliability*
- Sum of Evaluation Scores*

XX
XX
XX
XX
XX
XX
XX

Environment and Climate Change

Environment and Climate Change

34. CO₂ Impact (annual tons reduced)
35. Located in a Green Community **Yes, in Green Community**
36. Located in an area of critical environmental concern **No, not in A C E C**
37. Located within 200 feet of a waterway **No, not within 200 feet of waterway**

P10 How does the project relate to community character?
There will be no change in the character of the town.

P11 What are the environmental impacts of the project?
Air quality will be improved by a reduction in queues. Stormwater quality will be improved by complying with DEP's stormwater guidelines.

Environment and Climate Change Evaluation and Scoring (25 total points possible):

- Air Quality (improves or degrades)*
- CO₂ reduction*
- Project is in an Executive Office of Energy and Environmental Affairs (EOEEA) certified Green Community*
- Project reduces VMT/VHT*
- Addresses identified environmental impacts*
- Sum of Evaluation Scores*

XX
XX
XX
XX
XX
XX

Environmental Justice

Attachment: 2016-2019 TIP Recommendation (1147 : TIP Priorities)

Environmental Justice

(If neither E J area, item 39, or E J population zone, item 40, below has answer YES, this section is not applicable to your municipality.)

- 38. Located within 1/2 mile of an Environmental Justice Area. **No, not E J area**
- 39. Located within 1/2 mile of an Environmental Justice Population Zone.** **No, not E J Population Zone**
- 40. Transit access: If this project is in an MPO-defined environmental justice area or environmental justice population zone, how would it improve access to an existing transit facility?
- 41. Safety: If this project is in an MPO-defined environmental justice area or environmental justice population zone, how would it improve safety for users of the transportation facility?
- 42. Air quality: If this project is in an MPO-defined environmental justice area or environmental justice population zone, how would it improve air quality?
- 43. Community need: If this project is in an MPO-defined environmental justice area or environmental justice population zone, how does it address an MPO-identified environmental justice community need?

****Please refer to a map of the Environmental Justice (E J) population zones in the Boston Region M P O for more information on E J population zones.**

P12 Are there any other environmental justice issues being addressed by this project?
Not applicable.

Environmental Justice Evaluation and Scoring (10 total points possible):

- Improves transit for an EJ population*
- Design is consistent with complete streets policies in an EJ area*
- Addresses an MPO identified EJ transportation issue*
- Sum of Evaluation Scores**

XX
XX
XX
XX

Safety and Security

Safety and Security

- 44. Top 200 rank: **33**
- 45. EPDO/Injury Value **1**
- 46. Crash Rate/Crashes per Mile: **0**
- 47. Bicycle-Involved Crashes: **0**
- 48. Pedestrian-Involved Crashes: **0**
- 49. Truck-Involved Crashes: **0**
- 50. Natural Hazard Zones*** **(No data available)**
 - Project lies within a flood zone: **(No data available)**
 - Project lies within a hurricane surge zone: **(No data available)**
 - Project lies within 1/4 mile of an emergency support location: **(No data available)**
 - Project lies within an area of liquefiable soils: **(No data available)**

*****Please refer to the All-hazards Planning Application for more information on natural hazard zones.**

P13 What is the primary safety need associated with this project, and how does it address that need?
This project will protect pedestrian safety and reduce vehicular accidents. This project will improve geometrics, improve sight distance and traffic circulation.

P14 What is the primary security need associated with this project, and how does it address that need?

Attachment: 2016-2019 TIP Recommendation (1147 : TIP Priorities)

Safety and Security Evaluation and Scoring (29 total points possible):

- Improves emergency response*
- Design affects ability to respond to extreme conditions*
- EPDO/Injury Value Using the Commonwealth's listing for
Estimated Property Damage Only (EPDO) or Injury Value information*
- Design addresses proponent identified primary safety need*
- Design addresses MPO identified primary safety need*
- Improves freight related safety issue*
- Improves bicycle safety*
- Improves pedestrian safety*
- Improves safety or removes an at grade railroad crossing*
- Sum of Evaluation Scores*

XX
XX
XX
XX
XX
XX
XX
XX
XX
XX
XX

Other

Additional Community Comments

Including additional project phases or concurrent public works associated with this project.

This intersection is located in the Center of Sudbury. The geometrics need to be addressed to facilitate traffic flow. New signals will significantly reduce queues. Pedestrian crosswalks will be provided where there are none currently.

Cost per Unit

- 51. \$ per ADT:
- 52. \$ per Lane-Mile:

Staff Comments

TIP Contact:

William Place

Attachment: 2016-2019 TIP Recommendation (1147 : TIP Priorities)