

# Warrant Article Questionnaire Non Standard Town Agency Articles

## Section III – Questions with Response Boxes – To Be Completed By Petition Sponsor

Article #23	Date Form Completed: 9/13/2017
Article Title: <b>Appropriate Funds for Design and Development of the Cochituate Rail Trail</b>	
Sponsor Name: <b>Board of Selectmen</b>	Email: <b>jostroff@natickma.org</b>

Question	Question		
1	Provide the article motion exactly as it will appear in the Finance Committee Recommendation Book and presented to Town Meeting for action.		
Response	Move to appropriate the sum of \$220,000 from Free Cash for the design and development of the Cochituate Rail Trail, to be expended under the direction of the Board of Selectmen.		
2	At a summary level and very clearly, what is the proposed purpose and objective of this Warrant Article and the accompanying Motion?		
Response	This appropriation is required for final design, construction oversight, and related activities for the CRT to carry the project through construction, which is funded by federal and state dollars. Sufficient funding will be available when combined with past appropriations.		
3	Has this article or one of a very similar scope and substance been on a previous Warrant Article and what has been the actions taken by Finance Committee, other Boards or Committees and Town Meeting?		
Response	Previous votes of Town Meeting, supported by the FinCom and BOS, are listed here along with amounts and sources. To date, Free Cash or other town accounts have not been used.		
	December 2006 STM	\$107,250	Mall mitigation
	Spring 2007 ATM	\$30,000	Mall mitigation
	Spring 2011 ATM	\$362,750	Mall mitigation
	Spring 2013 Spring TM	\$25,000	Avalon Natick mitigation
	Fall 2014 ATM	\$300,000	Mall mitigation (\$100K); 40R incentive (\$200K)
	2016 Special TM #2	\$50,000	MathWorks mitigation
4	Why is it required for the Town of Natick and for the Town Agency sponsor(s)?		
Response	This is an anticipated appropriation in order to complete design of the CRT. Construction funding is contingent on a MassDOT-approved final design.		
5	Does this article require funding, how much, from what source of funds and under whose authority will the appropriation be managed and spent?		
Response	This article requires funding. Free Cash is requested. Mitigation funding has been incorporated into a Planning Board decision, and \$400,000 +/- will be received from TJX upon receipt of a		

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	Certificate of Occupancy permit. That project has been permitted, but was recently delayed by a few years. Once the CO is provided and funding received, the Town may then balance accounts.
6	<p>Does this article act in any way in concert with, in support of, or to extend any prior action of Natick Town Meeting, Massachusetts General Laws or CMR's or other such legislation or actions?</p> <p>Does this article seek to amend, rescind or otherwise change any prior action of Natick Town Meeting?</p>
Response	This article continues past design-related appropriations of TM for the CRT project. It complements recent articles from 2016 to acquire CSX land for the CRT.
7	How does the proposed motion (and implementation) fit with the relevant Town Bylaws, financial and capital plan, comprehensive Master Plan, and community values as well as relevant state laws and regulations?
Response	The CRT is a long-stated and long-awaited goal for Natick, and was prominent in the 2008 Strategic Plan. The CRT has been on the Capital Plan for several years.
8	Who are the critical participants in executing the effort envisioned by the article motion?
Response	<p>The CRT Advisory Committee and Town Staff will work with the design firm and MassDOT and the selected contractor in 2018 to complete design and oversee construction of the CRT. As needed, the BOS will approve contracts. The existing design contract has been approved by the BOS, and is subject to appropriation.</p> <p>Related to this article, pending the final design of the Natick Center MBTA Station in a couple of years, the Town will likely initiate a design project to connect the CRT from its temporary terminus at Willow Street to a new connection at the MBTA station. Unexpended funds for CRT design (or a separate appropriation) may be required for that effort.</p>
9	<p>What steps and communication has the sponsor attempted to assure that:</p> <ul style="list-style-type: none"> <li>Interested parties were notified in a timely way and had a chance to participate in the process</li> <li>Appropriate Town Boards &amp; Committees were consulted</li> <li>Required public hearings were held</li> </ul>
Response	This is a recurring article for a project that has high visibility. It was on a previous Town Meeting warrant, but not acted upon in the expectation that mitigation funding would become available. The project has been the subject of many public meetings with the FinCom, BOS, Planning Board, MassDOT and others, including the CRT Advisory Committee.
10	Since submitting the article have you identified issues that weren't initially considered in the

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	development of the proposal?
Response	<p>The anticipated mitigation funding will be delayed, and TJX has discretion as to whether to provide an advance.</p> <p>We also anticipate a future warrant article to appropriate funds for design of the ConCom-owned parking lot on Mechanic Street that will serve the CRT and Navy Yard Field; this lot will be on a future revision to the Capital Plan. This project is several years off, as the lot is likely to serve as staging for the CRT and improvements to the MBTA station.</p>
<b>11</b>	If this Warrant Article is not approved by Town Meeting what are the consequences to the Town and to the sponsor(s)? Please be specific on both financial and other consequences?
Response	The CRT project will not reach final design, and construction will be delayed indefinitely. If the funding for construction is removed from the FFY 2018 TIP as a result, that will also have negative consequences given the uncertainty of when the project would be rescheduled.