

November 16, 2006

**Town of Natick
Cochituate Rail Trail Task Force
Preliminary Report**

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I. Summary of Recommendation

By a vote of 8-0-0 on November 2, 2006 the CRT Task Force recommended that the Town of Natick negotiate with CSX for the acquisition of the Saxonville Branch Right-of-Way (“ROW”). The Task Force bases this recommendation on the potential recreational, health, economic and transportation benefits of a Rail Trail, and of the likelihood of obtaining outside funding for project costs including acquisition, design and construction.

This recommendation to negotiate is not advice to acquire the ROW at any price, and the Task Force recognizes that the terms and conditions of acquisition are subject to negotiation involving authorized representatives of the Town.

Should the Town accept this initial recommendation, the Task Force will proceed with its other charges to develop initial plans and recommendations as described under Section IV (Next Steps).

II. Background

1. CRT Task Force

The CRT Task Force was established by the Board of Selectmen on September 25, 2006. The initial charge of the Task Force was to recommend to the Town whether to proceed with negotiations with CSX to acquire the ROW. The Task Force met as a full committee six times, and with one meeting of the Acquisitions and Intergovernmental subcommittee (who met with representatives of the Department of Conservation and Recreation and members of Natick’s Legislative Delegation). One meeting was a tour of portions of the Right-of-Way.

Minutes of the Task Force are available at the Selectmen’s office and will be posted on the Town of Natick web site at <http://natickma.gov>.

As constituted, the Task Force includes one member each of the Selectmen, Planning Board, Town Administration, Conservation Commission, Finance Committee, Recreation and Parks Commission and the Bicycle and Pedestrian Advisory Committee, and eight members of the public at large of whom four are Alternate members. The members of the Task Force are:

Joshua Ostroff	Board of Selectmen (Chair)
Martha White	Deputy Town Administrator
Andrew Meyer	Planning Board
Adrienne Spelker	Conservation Commission
John Moran	Finance Committee
Fred Witte	Recreation and Parks Commission
A. Richard Miller	Bicycle and Pedestrian Advisory Committee
Jonathan Gelchinsky	Member at Large
David Camacho	Member at Large (Clerk)
Karla Sangrey	Member at Large
Karen Patterson Green	Member at Large (Vice Chair)
Charles Planck	Alternate Member
Peter Henry	Alternate Member
Mark Hagen	Alternate Member
John Adelman	Alternate Member

2. Saxonville Branch

The Saxonville Branch is a four mile corridor running from Natick Center to the Saxonville section of Framingham. About 2.5 miles of this ROW are in Natick. CSX and its predecessors served industrial users on this line from the mid 19th century until early in 2006; the Framingham section has been unused since 1973 and is in the process of conversion to a rail trail.

Natick Fall 1998 Town Meeting voted unanimously under Article 28 to rezone the northern portion of the Natick ROW (between routes 9 and 30) from Industrial and Mixed Use to Residential (RSA) zoning.

CSX formally began the abandonment process of the Natick section in 2006. Based on an August 7, 2006 vote by the Board of Selectmen, Natick has an initial 180 day period of exclusive negotiation with CSX. The 180 day window expires on May 23, 2007 and is subject to renewal.

III. Considerations

In providing a recommendation to proceed with negotiations with CSX for the ROW of the former Saxonville Branch, the CRT Task Force took the following considerations into account:

1. Acquisition costs and funding
2. Design costs and funding
3. Construction costs and funding
4. Maintenance costs and funding
5. Abutter's Concerns
6. Recreational and health considerations
7. Transportation and economic considerations
8. Public Works and Utilities
9. Public Safety
10. Regional Rail Trail project status

A summary of each consideration follows.

1. Acquisition cost and funding

The cost to acquire the ROW is subject to negotiations with CSX. Based on the experience of Natick and other communities in dealing with CSX, this is likely to be a protracted and complex process. In addition, CSX has recently introduced a new draft protocol for transfer of ROW that seeks to impose significant constraints on the Town with respect to liability, environmental mitigation and terms of use. Should the Town proceed with negotiations, the Task Force intends to build a coalition with other affected communities and rail trail advocates in an effort to effectuate modifications to this burdensome protocol.

The cost of acquisition is perhaps the most difficult of the cost items to predict. For example, the Trust for Public Lands has advised that one methodology for determining acquisition value is known as the “across the fence” (ATF) approach. This methodology assigns the per unit value of the adjoining property to the ROW. Given the large number of properties abutting our proposed Rail Trail, and the widely varied land uses (and thus, values) of those properties, it is not possible to predict at this time the value based on this approach nor would it be appropriate to consider the cost of acquisitions in other communities as relevant.

Specialized appraisal services (an expense for which available mitigation funds may be used) will be needed to establish a value, which the Town will use as a basis for what will likely be protracted negotiations with CSX. The conditions of the conveyance – such as required environmental mitigation, assignment of liability, condition of the infrastructure, and more – will affect these negotiations. The Town should be aggressive and thorough in its negotiations with CSX.

Certain features of the ROW may complicate acquisition (as well as operations): the bridge over Route 9 may best be acquired and maintained by Mass Highway, while the portion of the ROW that abuts and traverses Cochituate State Park may best be acquired and maintained by the Department of Conservation and Recreation. Issues surrounding the maintenance, repair and use of the bridge across a State highway, and of the culvert/bridge within the State Park may be problematic for the Town.

As part of the acquisition negotiations, the Town should determine the intended status of the southernmost .15 miles of the ROW, which were not included in the initial CSX Abandonment filing. This portion connects the ROW to the CSX Main Branch, and is an important direct connection between a Rail Trail, Natick Center and the Natick Center T station.

At this time, the Task Force has not determined what additional property may be required to ensure access to the trail; this determination would be part of the conceptual design phase. Negotiations by the Town to acquire a parcel of land in the vicinity of Mechanic Street for purposes of parking and trail access are consistent with the goal of providing ready access to the trail without placing a parking burden on local streets.

A number of potential funding sources are available for acquisition costs; those sources are detailed in Appendix A.

2. Design cost and funding

It is anticipated that two separate and distinct design phases will be needed: Conceptual and Final.

First, early on in our efforts, a conceptual design will be developed. This design will help facilitate:

- discussions with abutters
- identification of design and construction challenges
- development of preliminary construction cost estimates
- development of grant applications and other funding requests
- identification of potential advocates, such as major employers along the route, who may be willing to contribute to our efforts

The cost of the conceptual design will likely be in the range of \$50,000. Associated additional expenses that will be incurred, likely during the design phase, include title research, surveying and environmental testing.

Ultimately, a fully engineered final design, compliant with standards of the Massachusetts Highway Department, will need to be developed with specifications suitable for bidding in accordance with M.G.L. c.30, §39M. The engineering costs typically are approximately 10% of the expected construction costs. Additional associated design services should be considered, such as management of the construction bidding process and on-site clerk of the works services during construction; these services would result in added costs but are often found to be a good investment.

A list of potential funding sources for conceptual and final design costs is attached as Appendix A. Depending on the time frame associated with these funding sources, the Town may wish to consider funding the conceptual design with local funds, so as not to delay completion of this key phase of the project.

Federal funding may be available for many aspects of a Rail Trail, however, such funding will likely require that the Town adhere to a Federal design and review process.

3. Construction cost and funding

Construction costs vary depending on design, materials and timing, and may range from under \$20,000 per mile for a natural surface with few features and impediments, to \$600,000 per mile or more for a paved surface with significant amenities or structures. The lower range is inappropriate for Natick based on the condition, likely usage and features of the trail. A more precise construction cost will be available pending a conceptual design and the determination of issues such as bridges and environmental mitigation. Any cost figures quoted at this stage are only a rough guide and are subject to change.

A list of potential funding sources for construction costs is attached as Appendix A. If the project is included on the state's Transportation Improvement Program, and subsequently approved for funding through the Transportation Enhancements program or similar source, up to 90% of the construction costs will be borne by state and federal sources.

4. Maintenance cost and funding

A Rail Trail will require a maintenance plan including a commitment from one or more entities to provide maintenance. Proper maintenance is the best way to protect the investment in the trail. Good trail maintenance will prolong the life of the trail surface, help to avoid the development of dangerous situations, and keep the trail attractive to users. There is much we can learn from other successful trail projects that, when combined with proper design and construction, can help minimize maintenance obligations. Ultimately, maintenance of the rail-trail will likely be a joint effort between municipal resources and the efforts of a non-profit “Friends” group or similar organization. Again, proper planning is essential to ensure a well maintained community asset.

The primary funding source for maintenance, other than the municipal budget, will likely be fundraising efforts conducted by a Friends group. Other alternative sources will be considered and explored.

5. Abutters’ concerns

Incorporating abutter’s concerns and recommendations into the project evaluation as early as possible will help the Town develop a recommendation which meets the community’s needs and generates trust and support between the residents and businesses and the Town. Regardless of how positive the project appears to some advocates, the Town should anticipate and prepare for both support and opposition among adjacent property owners.

Outreach: an outreach effort to notify abutters before the project goes public can help reduce opposition and shape the project so that concerns are part of the planning process. Residents may react negatively to finding out about a project in their own backyards from reading about it first in the newspaper. At the current early stage, where the evaluation is focused on acquisition of CSX property, outreach is highly recommended. This effort may address abutter’s initial concerns about the project and ensure constructive input.

Education: outreach efforts must be accompanied by education (both inside and outside of Town government) and a willingness to incorporate creative solutions into the final rail trail plan. The Town needs to tap the large body of knowledge regarding the impact of rail trails in other communities. These experts could work with Town representatives to review the specifics of the CRT in Natick so they are prepared to respond to concerns voiced in public forums.

Follow through: the Town should include, in the overall project plan, resources necessary to address abutter concerns. These concerns may include property values, liability, maintenance, crime, noise, litter, trespassing and privacy. Solutions to most concerns can be modeled after successes in other communities. In some cases it is possible that additional project amenities such as planting buffers and/ or solid fencing may be required for specific properties abutting the project. Such issues should be anticipated and can be directly addressed in the design process.

Communication: Ensuring clear communications and inviting residents to participate in the project development at this stage is recommended. The Town should use existing

tools, or provide new tools necessary to keep neighbors and others informed and engaged.

These tools might include:

- A local newsletter to keep residents informed of progress and meetings. The newsletter mailings could be made to all residents within a selected “buffer zone” around the ROW as well as those residents who request to be on the mailing list.
- A website where project updates are posted as well as responses to frequently asked questions and links to useful web sites on rail trails (links to/from <http://natickma.gov/> or <http://www.crtrail.org/>)
- Utilize local media to advertise public meetings and workshops. A workshop focused on identifying issues of priority concern about the project is recommended.
- Plan a trail tour for abutters.
- An information kit for face-to-face meetings with property owners to address possible concerns.
- Multiple channels to obtain input from residents and businesses, so that concerns are documented and addressed.

6. Recreational and health considerations

The Task Force identifies several benefits to recreation and health in the development of a Rail Trail:

New Recreation Facility

The CRT would offer many recreational activities, including walking, jogging, cycling, walking with baby strollers, inline and roller skating (if paved), fishing, bird watching, enjoying natural scenery, and in winter if it is not plowed, cross country skiing and snowshoeing. Incidental to these other activities, talking to neighbors is also a common activity on rail trails through populated activities; many trails have boosted the “sense of community.” The CRT would also have value as designated Open Space for the Town.

Improved Access to Existing Recreation Facilities

The CRT would provide access to a number of existing recreational facilities in Natick, including Cochituate State Park, Camp Arrowhead, Navy Yard Field, Anniballi (Pegan Cove) Park, and Sons of Italy Hall. The trail offers several possibilities for small parks that would be reached only via the trail, although they are not expected to be part of the original trail project. In addition, with an increase in non-motorized visitors, the State Park (and other parks adjoining the Trail) can serve more people without an increase in motor traffic and parking space. The trail would also connect Natick to recreational facilities in Framingham and Wayland.

Alternative means of Access

The trail would provide easy and safe transit through congested parts of Natick by bicycle and other means, not only to residents living near the trail, but also to those living, working or shopping in the vicinity. The Rail Trail would also promote access to Cochituate State Park,

which is one of the most difficult spots in Natick to reach by bicycle because of the heavy traffic on Routes 30, 27, 9 and Speen Street.

Health and Wellness Benefits

America, including Natick, is experiencing a health crisis of overweight and obese children and adults, leading to diabetes, heart disease and many other issues. Increased physical activity is one of the key steps to address the crisis. A study of the Minuteman Rail Trail in Arlington, a town with many similarities to Natick, showed that presence of the trail substantially increased the activity level of those living or working in proximity to the trail. It is likely that people in large portions of Natick would feel that they lived near the trail. Given the number and quality of destinations along the trail, the potential attractiveness of the corridor, the population density near the trail, and its direct route between Natick Center and the commuter rail to the Mall, the State Park, and Saxonville, this trail is likely to be heavily used, with the consequent health benefits of a more active lifestyle.

7. Transportation and economic considerations

A Rail Trail may provide transportation and economic benefits to Natick and the surrounding area. The Task Force proposes the following outline to quantify these benefits. More sophisticated analyses will likely be required to better gauge the effect of the CRT.

Transportation

- A. Identify points of interest
 - Recreational
 - Places of Employment
 - Shopping/Commerce
 - Commuting
- B. Identify users
 - In town
 - Commuting
 - Recreational
- C. Identify Safety and Flow areas of concern
 - Improved Bicycle/Pedestrian flow along Route 27 (North Main Street)
 - Route 9/27 intersection
 - Route 9/Speen Street intersection
 - Speen Street/Natick Mall area
 - Other
- D. Identify miscellaneous transportation issues
 - Identify potential points of access, including parking
 - Possible multi-use, light rail, mass transit, shuttle and bicycle
 - Quantify effect on local traffic
 - Other

Economic

A. Existing Commerce

- Increased sales and values from result of new/increased traffic through Natick Center, Route 9 and Speen
- Expanded services to serve new traffic (food/beverage, bike and sporting goods stores, etc.)
- New Commerce
- New businesses to accommodate and serve trail traffic
 - Bicycle sales/service/rental
 - Additional retail services
- Access to public transit may open up new job opportunities, providing better access to Boston Scientific, TJX, MathWorks, Natick Mall, etc.
- Quality of life asset
 - lure relocating companies
 - retain existing companies

B. Potential to increase property values

C. Long Term Benefits of Reduced Automobile Usage

- Improving personal health/exercise
- Reducing negative effect of autos on air quality

8. Public Works and Utilities

Based on preliminary discussions with the Department of Public Works, the ROW may be of use to the Town as a conduit for drainage and other services and utilities. These benefits may be achieved through acquisition, or through negotiations with future owners should the Town not acquire the ROW. Potential uses of the ROW include the following:

- Under the rail bed are several existing cross drainage culverts that would become the property and responsibility of the Town. Owning the ROW would allow the Town greater access to them in the event that they need to be repaired and or replaced. For example, the drain cross culvert in the Willow and Mechanic Street area is partially collapsed, and thus a cause of some drainage issues. There will be a cost associated with repairing and maintaining it, and presumably the other culverts in the ROW, but there would be a benefit in having greater access to them to effectuate improvements in areas of town plagued by drainage problems.
- The Town has recently expanded the capacity of the existing Springvale Water Treatment plant on Route 9. A water main has been installed under the track and connects to the treatment center at the end of Bacon Street. Owning the ROW would afford the DPW better vehicle access to the treatment plant from the end of Bacon Street.
- The ROW has potential value as a conduit for utilities such as drainage, fiber optics, communications, etc.

The Task Force plans to continue to work with the DPW as the project proceeds.

9. Public Safety

The Town should prepare a security plan for a Rail Trail that draws on our internal expertise and the experience of other communities, as well as a review of the extensive literature and studies on the subject. (Appendix B details several information resources.) In particular, the Task Force has identified a number of potential public safety issues, including:

- passage near water
- trail access points needed for emergency/rescue
- use of motorized vehicles
- shared use issues
- crime against persons and property
- issues presented by the Route 9 bridge
- connection to the Mall

Other rail-trail communities have considered and/or used a number of measures to serve the public safety interest, including:

- **Policing**
 - self policing by CRT users and/or members of a volunteer patrol
 - maintaining regular police patrols by Natick's bicycle patrol units
 - providing suitable access points for emergency vehicles
- **Infrastructure**
 - providing police, fire, and rescue with maps
 - installing mile markers and maps to determine/report location
 - installing and maintaining emergency phones or 911 call boxes
 - providing bike racks at key sites that allow for both frame/wheels to be locked
- **Rules & Regulations**
 - developing CRT rules and regulations (hours of use, speed limit, keep to the right except when passing, travel no more than two abreast, etc.)
 - clearly posting CRT rules and regulations
- **Operations & Maintenance**
 - regular trimming of vegetation to minimize hidden areas
 - holding programmed uses and events

The Natick section of the CRT is somewhat unique in that it will pass through a number of different "zones" on its short run from downtown Natick to the Framingham line. The southern section will pass through downtown and commercial areas, after which the trail will enter through residential sections until crossing Route 9. From there, the trail passes through the State Park, over and next to the Lake, with some adjoining industrial and retail areas, including the Natick Mall. Each of these segments presents its own public safety issues that will need to be further analyzed; continued involvement with public safety departments is planned.

Residents of the neighborhoods that will be close to trail access (whether formal or otherwise) will likely have particular concerns about the increase in foot traffic on the trail and what it will mean in terms of safety. Abutters' concerns are addressed elsewhere in this report, but it is acknowledged that public safety will be a major issue for discussion. The Task Force notes that the Rails to Trails Conservancy (RTC) conducted an extensive survey on the safety of rail trails in 1997. The RTC found that good design and maintenance of the trail can go a long way to improving trail safety. It will be essential to draw upon the experience of other communities to ensure a safe and enjoyable environment for trail users, abutters and the community.

10. Regional Rail Trail projects

A number of Rail Trail projects are in development to complement those that have been in Massachusetts for many years. At the State level, the Department of Conservation and Recreation is designing and constructing various projects, and is working with local initiatives. Other agencies and organizations involved with Rail Trails are the Metropolitan Area Planning Council (MAPC), the Central Transportation Planning Staff, the MBTA, Rails-To-Trails Conservancy, MassBike, WalkBoston and others.

Regional project status (partial listing):

Cochituate Rail Trail (Framingham section)

- Design work is underway, and lease agreements are nearly completed with MassPike and MBTA. Some of the CRT in Framingham should be open by Summer 2007.
- The U.S. National Park Service recently rejected a Framingham grant application, noting that it was deserving but that funds didn't permit funding all projects, and regional projects get preference. A combined Natick/Framingham project may qualify.

Bruce Freeman Rail Trail (in Framingham and Sudbury)

- Making headway, but the southern section is in negotiations with CSX. This may be an opportunity for coordination with Natick.

Minuteman Bikeway

- Major resource from Arlington through Lexington to Bedford, with early success and heavily used. (According to the Rails to Trails Conservancy, this is the 2nd most heavily used rail trail in America, drawing over 2 million users per year).

Assabet River Rail Trail

- Has opened first sections in Hudson and Marlborough, including a tunnel.

National Park Service's Battle Road Trail

- Has added a tunnel in Lincoln.

Cape Cod Rail Trail

- Completing major reconstruction, after many years of service.

Upper Charles River Trail

- The trail would be about 24 miles long and, if fully developed as presently envisioned, will run from Ashland, through Sherborn, Holliston, Milford and Hopkinton before circling back to Ashland. A 3 mile paved section has been completed in Milford and a 2 mile section in Holliston has received state funding.

IV. Next steps

Subject to the approval of the Board of Selectmen, the Task Force plans to undertake the following steps and provide regular updates:

1. Acquisition/construction
 - Internal meetings
 - Develop timetable
 - Appraisal
 - Funding opportunities
 - Legislation
 - CSX meetings
2. Communication and abutter input
 - Page on Town Web site
 - Define and identify abutters
 - Mailing
 - Hearings and meetings
3. Planning and Design
 - Preliminary design concept
4. Master Document
 - Comprehensive project resource addressing all project elements
5. Regional and intergovernmental coordination
 - Framingham CRT
 - Metropolitan Area Planning Council/MetroWest Growth Management
 - State agencies (EOT, DCR)
 - Ownership/maintenance of infrastructure and assets
6. Preliminary development of a Security Plan
7. Suggest creation of an independent organization for funding and public participation

V. Appendices

- A. Funding Resources
- B. Information Resources
- C. Timetable
- D. Map

A. Funding Resources

It should be noted that many of these funding opportunities are highly competitive, with far more deserving applications than can typically be accommodated with limited funds. Also, applications for some funding methods (most notably the Transportation Improvement Program) can take years to achieve full funding. Nonetheless, a significant number of potential funding sources have been identified, and the Task Force continues to explore additional opportunities.

ACQUISITION

- 1) Office for Commonwealth Development/Executive Office of Transportation
 - a) Transit Oriented Development Infrastructure and Housing Support Program
 - i) Maximum of \$500,000¹
 - ii) no local match required
 - iii) Applications due each September
- 2) Transportation Improvement Program (TIP) via the Metropolitan Planning Organization (MPO)
 - a) Congestion Mitigation and Air Quality Program
 - b) Transportation Enhancements Program
 - c) For both programs:
 - i) The MPO conducts outreach each December/January to communities to identify potential projects
 - ii) Projects must be initiated through the appropriate Mass Highway District office
 - iii) Project Information Forms must be completed
 - iv) After extensive public process, the TIP is released each August
 - v) Achieving funding through the TIP process is often a multi-year effort but may result in substantial funding allocations
- 3) Executive Office of Environmental Affairs/Division of Conservation Services
 - a) Self-Help/Urban Self-Help
 - i) Grant application deadline each August
 - ii) Special appraisal standards for acquisition projects
 - iii) 56% reimbursement rate with maximum awards typically in the range of \$500,000
 - b) Federal Land and Water Conservation Fund
 - i) Deadline appears to be around October (unclear from website)
 - ii) Acquired land becomes protected under Article 97 AND federal regulations
 - iii) Maximum of 50% of total project cost

¹ Up to \$2.5 million for any combination of housing, pedestrian, bicycle, or parking facilities. Maximum individual project award limits apply. (\$2 million for parking, \$2 million for housing)

PRELIMINARY DESIGN

- 4) Office for Commonwealth Development/Executive Office of Transportation
 - a) Transit Oriented Development – Preliminary Design of Pedestrian Improvements and Bicycle Facilities
 - i) Maximum of \$50,000
 - ii) 10% local match required
 - iii) Applications due each September

- 5) State Transportation Planning Process via the Metropolitan Planning Organization (MPO)
 - a) Unified Planning Work Program
 - i) Funding for planning of transportation projects; a practical first step in getting a project advanced on the state Transportation Improvement Program
 - ii) Annually updated with public comment period ending each August
 - iii) No local match required

CONSTRUCTION PLANS AND SPECIFICATIONS

- 6) Office for Commonwealth Development/Executive Office of Transportation
 - a) Transit Oriented Development Infrastructure and Housing Support Program
 - i) Maximum of \$500,000¹
 - ii) no local match required
 - iii) Applications due each September

- 7) Transportation Improvement Program (TIP) via the Metropolitan Planning Organization (MPO)
 - a) Transportation Enhancements Program
 - i) The MPO conducts outreach each December/January to communities to identify potential projects
 - ii) Projects must be initiated through the appropriate Mass Highway District office
 - iii) Project Information Forms must be completed
 - iv) After extensive public process, the TIP is released each August
 - v) Achieving funding through the TIP process is often a multi-year effort but may result in substantial funding allocations

CONSTRUCTION

- 8) Office for Commonwealth Development/Executive Office of Transportation
 - a) Transit Oriented Development Infrastructure and Housing Support Program
 - i) Maximum of \$500,000¹
 - ii) no local match required
 - iii) Applications due each September

- 9) Transportation Improvement Program (TIP) via the Metropolitan Planning Organization (MPO)
 - a) Transportation Enhancements Program
 - i) The MPO conducts outreach each December/January to communities to identify potential projects

- ii) Projects must be initiated through the appropriate Mass Highway District office
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 - iii) Maximum of 50% of total project cost

ADDITIONAL RESOURCES FOR VARIOUS TASKS

- 1) Local funds
 - i) \$500,000 allocation for rail-trail project
 - ii) Open Space/Conservation Fund
 - iii) Local development fees
 - iv) Community Preservation Act
- 2) Legislative appropriations
 - i) State Transportation Bond Bill via special legislation
 - ii) Chapter 90 funds
- 3) Fundraising efforts (e.g. non-profit “Friends” group), private donations
- 4) Other interim or permanent funding sources
 - i) Trust for Public Lands

B. Information Resources

- 1) American Trails www.americantrails.org
- 2) Assabet River Rail Trail <http://www.artinc.org> Michelle Ciccolo, Asst Town Administrator, Hudson; mciccolo@townofhudson.org
- 3) Bikes Belong (provides grants of up to \$10,000 for facility, capacity, and education projects). <http://bikesbelong.org>
- 4) Bruce Freeman Rail Trail <http://brucefreemanrailtrail.org>
- 5) CRT web page by A. Richard Miller www.millermicro.com/crt.html
- 6) DCR Planning (Dan Driscoll, Danny O'Brien, Andy Backman, Priscilla Geigas)
- 7) DCR/Cochituate State Park (John Dwinell, Park Supervisor; Susan Hamilton, Regional Director)
- 8) Framingham Cochituate Rail Trail Committee www.crtrail.org Mark Lamkin, Chair
- 9) League of American Bicyclists www.bikeleague.org
- 10) Mass Bicycle Coalition www.massbike.org David Watson, Executive Director
- 11) Mass Highway <http://www.mhd.state.ma.us> Josh Lehman, Ken Miller, MHD Region 3
- 12) MAPC Pedestrian and Bicycle Access <http://www.mapc.org> Scott Walker, Barbara Lucas
- 13) MWGMC Transportation Task Force <http://metrowestgrowth.org> John Stasik
- 14) National Association of Reversionary Property Owners <http://home.earthlink.net/~dick156/>
- 15) National Rail to Trail Conservancy www.railstrails.org; local contact Betsy Goodrich
- 16) Northeast Greenway Solutions <http://www.greenwaysolutions.org> Craig Della Penna
- 17) Trust for Public Land www.tpl.org Craig MacDonnell
- 18) U.S. National Park Service (Art on Trails Grant Program)
- 19) Walk Boston! www.walkboston.org Ann Hershfang, Wendy Landman

C. Draft Timetable

The timetable is dependent on the success of negotiations with CSX. This is a preliminary timetable, subject to revision.

- 2006/2007: Acquisition/Negotiations
- 2006/2007: Apply for design/acquisition/construction funding
- 2007: Preliminary Conceptual Design
- 2006/2007: Public input
- 2007: Security Plan development



DISCLAIMER: The information depicted on this map is for planning purposes only. It may not be adequate for legal boundary definition, regulatory interpretation or conveyancing purposes.

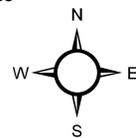
- Proposed Rail Trail
- Additional CSX Properties to be Acquired

0 0.5 Miles



1 inch equals 1,500 feet
1:18,000

Wednesday, November 15, 2006 1:59:36 PM
S:\GIS Projects\2006\CommDev\Rail Trail A.mxd



TITLE
Cochituate Rail Trail

