



## **BOARD OF SELECTMEN**

### **MEETING AGENDA**

Monday, January 10, 2022

7:00 p.m.

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Pursuant to Chapter 20 of the Acts of 2021, An Act Relative to Extending Certain COVID-19 Measures Adopted During the State of Emergency, signed into law on June 16, 2021, this meeting will be conducted via remote participation. No in-person attendance by members of the public will be permitted.

#### **To view or listen**

- Live Stream link YouTube:  
[https://www.youtube.com/channel/UCRdBrw3HeEAMB\\_KFKasrgXA](https://www.youtube.com/channel/UCRdBrw3HeEAMB_KFKasrgXA)
- Zoom webinar link: <https://town-northborough-ma-us.zoom.us/j/84889680795>  
When prompted, enter Password 070707
- CATV Government Channels: Verizon Channel 30, Charter Channel 192
- Call 1-646-876-9923  
When prompted, enter Meeting ID 848 8968 0795 and Password 070707

#### **For Public Comment**

\*\*\* Public comment will be limited to 3 minutes per person \*\*\*

- **By Phone** Dial \*9 to raise your hand and wait to be recognized by the Chair. Please note that part of your phone number will be visible to those viewing the meeting.
  - **By Zoom** Click “Raise Hand” on the bottom of your screen and wait to be recognized by the Chair
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## **BOARD OF SELECTMEN**

### **MEETING AGENDA**

Monday, January 10, 2022

7:00 p.m.

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\* [Approval of December 14, 2021 Meeting Minutes](#)

\* [Approval of December 20, 2021 Meeting Minutes](#)

\* [Approval of December 20, 2021 Joint Meeting Minutes](#)

**7:00 p.m. - [THE STEAKLOFT BAR & GRILLE](#)**

DBA Name Change for All Alcoholic Beverages Restaurant License located at 369 West Main Street – The Steakloft Bar & Grille to The Cellar Bar & Grille.

**7:05 p.m. - [KRISTIN BLACK, HEALTH AGENT](#)**

Covid-19 Update.

**7:10 p.m. - [SCOTT CHARPENTIER, DPW DIRECTOR](#)**

Discussion and Adoption of a Complete Streets Policy.  
Public Comment will be Accepted.

### **REPORTS PUBLIC COMMENTS NEW BUSINESS**

1. Execution of Cemetery Deed 1137.
2. Any other business to come before the Board.

**BOARD OF SELECTMEN  
MEETING MINUTES – December 14, 2021**

**6:00 p.m. - Chairman's Introduction to Remote Meeting**

Chairman Perreault stated that this Open Meeting of the Board of Selectmen was being conducted remotely consistent with Governor Baker's Executive Order of June 16, 2021, an Act Relative to Extending Certain COVID-19 Measures Adopted During the State of Emergency and that all members of the Board of Selectmen are allowed and encouraged to participate remotely.

Chairman Perreault noted that the Order allows public bodies to meet entirely remotely so long as reasonable public access is afforded so that the public can follow along with the deliberations of the meeting. He added that ensuring public access does not ensure public participation unless such participation is required by law. There will be no public comment this evening. He indicated the various ways that the public may view this meeting as listed on the posted agenda.

Chairman Perreault confirmed that the following members and persons anticipated on the agenda were remotely present and could be heard.

**Board of Selectmen**

Jason Perreault, Chair  
Leslie Rutan  
T. Scott Rogers  
Julianne Hirsh

**Others**

John Coderre, Town Administrator  
Rebecca Meekins, Assistant Town Administrator  
Andrew Dowd, Town Clerk

**Meeting Business Ground Rules**

Chairman Perreault covered the ground rules for effective and clear conduct of the business. He asked members of the Board to mute their phone or computer when not speaking and to speak clearly and in a way that helps generate accurate meeting minutes. He will go through the items on the agenda. Following presentations, Board members will be offered an opportunity to speak, followed by staff members answering any questions, if necessary. Those responding will be asked to wait until the floor is yielded to them. Members were asked if they wish to respond to the comments of others, to do so through the Chair, taking care to identify themselves.

The vote taken this evening will be done by roll call to ensure that the records of the vote are clear and accurate to the members attending the meeting remotely.

**6:00 p.m. - ANDREW DOWD- TOWN CLERK**

Approval of Northborough's revised Voting Precinct Map.

Mr. Dowd noted that the Board of Selectmen approved the 2020 Re-Precincting Plan for the Town of Northborough at their meeting on November 8, 2020. He was notified this past Friday by the State Elections Division that prior to its final approval that day, Local Election District Review Commission (LEDRC) staff discovered a sliver of the State Representative District crossed into the adjacent precinct. This would have resulted in 27 residents in that precinct being in a different Representative District, which would create a sub-precinct. Fortunately, staff at the Elections Division were able to redraw the precinct lines to correct this issue. However, it does require the Board to formally vote to accept the revised 2020 Re-Precincting Plan.

Selectman Rutan moved the Board vote to accept the revised 2020 Re-Precincting Plan for the Town of Northborough as presented by the Town Clerk; Selectman Hirsh seconded the motion; the roll call vote was taken as follows:

|        |       |           |       |
|--------|-------|-----------|-------|
| Hirsh  | “aye” | Rutan     | “aye” |
| Rogers | “aye” | Perreault | “aye” |

### **ADJOURNMENT**

Selectman Rogers moved the Board vote to adjourn; Selectman Rutan seconded the motion; the roll call vote was taken as follows:

|        |       |           |       |
|--------|-------|-----------|-------|
| Hirsh  | “aye” | Rutan     | “aye” |
| Rogers | “aye” | Perreault | “aye” |

The meeting adjourned at 7:10 p.m.

Respectfully submitted,



Diane M. Wackell  
Executive Assistant to the  
Board of Selectmen

### Documents used during meeting:

1. December 14, 2021 Meeting Agenda
2. Information Packet – Revised Voting Precinct Map

**BOARD OF SELECTMEN  
MEETING MINUTES – December 20, 2021**

6:00 p.m. - Chairman's Introduction to Remote Meeting

Chairman Perreault stated that this Open Meeting of the Board of Selectmen was being conducted remotely consistent with Governor Baker's Executive Order of June 16, 2021, an Act Relative to Extending Certain COVID-19 Measures Adopted During the State of Emergency and that all members of the Board of Selectmen are allowed and encouraged to participate remotely.

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Chairman Perreault confirmed that the following members and persons anticipated on the agenda were remotely present and could be heard.

Board of Selectmen

Jason Perreault, Chair  
Leslie Rutan  
T. Scott Rogers  
Julianne Hirsh  
Kristen Wixted

Others

Rebecca Meekins, Assistant Town Administrator

Meeting Business Ground Rules

Chairman Perreault covered the ground rules for effective and clear conduct of the business. He asked members of the Board to mute their phone or computer when not speaking and to speak clearly and in a way that helps generate accurate meeting minutes. He will go through the items on the agenda. Following presentations, Board members will be offered an opportunity to speak, followed by staff members answering any questions, if necessary. Those responding will be asked to wait until the floor is yielded to them. Members were asked if they wish to respond to the comments of others, to do so through the Chair, taking care to identify themselves.

The vote taken this evening will be done by roll call to ensure that the records of the vote are clear and accurate to the members attending the meeting remotely.

**APPROVAL OF NOVEMBER 22, 2021 MEETING MINUTES**

Selectman Rogers moved the Board vote to approve the November 22, 2021 meeting minutes; Selectman Rutan seconded the motion; the roll call vote was taken as follows:

|        |       |           |       |
|--------|-------|-----------|-------|
| Wixted | "aye" | Rutan     | "aye" |
| Hirsh  | "aye" | Perreault | "aye" |
| Rogers | "aye" |           |       |

**RENEWAL OF SELECTMEN'S LICENSES FOR THE CALENDAR YEAR 2021**

The Board was in receipt of a memorandum indicating that all licensees other than those that hold a Class I or II (Auto Dealers) license have been inspected by the Fire and Building Departments. All licensees who hold a Class I or II license have been inspected by the Police Department. All are in compliance, or expect to be in compliance by December 31<sup>st</sup>, with both Municipal and State codes and regulations, with the exception of Festive Breads, Casa Vallarta, Kumar's South Indian Restaurant and Motel 6 who are working with the Fire, Building and Health Departments to achieve compliance. The Board was provided with an update on these establishments prior to tonight's meeting.

Selectman Rutan moved the Board vote to approve the renewal of the annual licenses for the calendar year 2022 as indicated on the "2022 License Renewals List". Each license will be renewed only if the licensee receives a satisfactory inspection from the Building, Fire and Health Departments and is in full compliance with both Municipal and State codes and regulations; Selectman Hirsh seconded the motion; the roll call vote was taken as follows:

|        |       |           |       |
|--------|-------|-----------|-------|
| Wixted | "aye" | Rutan     | "aye" |
| Hirsh  | "aye" | Perreault | "aye" |
| Rogers | "aye" |           |       |

**ADJOURNMENT**

Selectman Rutan moved the Board vote to adjourn; Selectman Rogers seconded the motion; the roll call vote was taken as follows:

|        |       |           |       |
|--------|-------|-----------|-------|
| Wixted | "aye" | Rutan     | "aye" |
| Hirsh  | "aye" | Perreault | "aye" |
| Rogers | "aye" |           |       |

The meeting adjourned at 6:10 p.m.

Respectfully submitted,



Diane M. Wackell  
Executive Assistant to the  
Board of Selectmen

Documents used during meeting:

1. December 20, 2021 Meeting Agenda
2. Information Packet – License Renewals

**BOARD OF SELECTMEN  
APPROPRIATIONS COMMITTEE  
FINANCIAL PLANNING COMMITTEE  
NORTHBOROUGH SCHOOL COMMITTEE**

**JOINT MEETING MINUTES – December 20, 2021**

7:00 p.m. - Chairman's Introduction to Remote Meeting

Chairman Perreault stated that this Joint Open Meeting of the Board of Selectmen, Appropriations Committee, Financial Planning Committee and the Northborough School Committee was being conducted remotely consistent with Governor Baker's Executive Order of June 16, 2021, an Act Relative to Extending Certain COVID-19 Measures Adopted During the State of Emergency and that all members that are remotely present are allowed and encouraged to participate remotely.

Chairman Perreault noted that the Order allows public bodies to meet entirely remotely so long as reasonable public access is afforded so that the public can follow along with the deliberations of the meeting. He indicated that the public is encouraged to follow along and indicated the various ways that the public may view this meeting as listed on the posted agenda. He added that ensuring public access does not ensure public participation unless such participation is required by law, adding that this meeting is for informational purposes only and therefore will not feature public comment.

Chairman Perreault confirmed that the following members and persons anticipated on the agenda were remotely present and could be heard.

Board of Selectmen

Jason Perreault  
Leslie Rutan  
Scott Rogers  
Julianne Hirsh  
Kristen Wixted

Appropriations Committee

Richard Nieber  
George Brenckle  
Janice Hight  
Anthony Poteete  
Timothy Kaelin  
Robert D'Amico

Financial Planning Committee

David DeVries  
Tom Spataro  
John Rapa  
William Peterson

Schools

Greg Martineau, School Superintendent  
Rebecca Pellegrino, Director of Finance & Operations  
Joan Frank, Northborough School Committee  
Kelly Guenette, Northborough School Committee  
Lauren Bailey-Jones, Northborough School Committee

Town Staff

John Coderre, Town Administrator  
Rebecca Meekins, Assistant Town Administrator  
Jason Little, Finance Director  
Lisa Troast, Treasurer/Collector

Chairman Perreault indicated that tonight's meeting is informational only with no formal votes required. It is intended to build consensus around the upcoming budget process.

**PRESENTATION REGARDING THE FY2022 BUDGET**

Mr. Coderre noted that tonight's presentation will review the final FY2021 budget results, provide a status update on the FY2022 budget, review financial indicators for significant changes, review five-year financial projections and analyze multiple-year projected tax impacts that will be used to develop consensus amongst the policy making Boards and Committees regarding budget assumptions, opportunities and areas of concern.

Mr. Coderre's presentation included the following:

FY2021 Recap

- April 27, 2020 Town Meeting delayed until July 18, 2020
- FY2020 close out and audit delayed; Free Cash Certified at \$1.98M
- Final State FY2021 Budget delayed from July 1, 2020 to December 2020; Governor & Legislature committed to level State Aid in fall of 2020
- Final Town FY2021 Budget and tax rate approved November 23, 2020 using level State Aid estimate resulting in average Single Family Home tax bill reduction of \$65
- Free Cash on June 30, 2021 estimated at \$3,406,894 (pending DOR certification)

Year-End Revenues, Expenditures and Free Cash

Mr. Coderre indicated that the FY2021 year-end revenues were 2.81% above what was budgeted, while FY2021 year-end expenditures were 2.42% below what was budgeted. He added that Free Cash is at a healthy surplus of \$3.4M, which will serve as additional resources for needed capital investments in FY2023.

FY2022 Status Update

- May 1, 2021 Town Meeting held on time
- FY2021 close out and audit delayed due to Federal Aid & Grants
- Final State FY2022 Budget signed July 16, 2021 resulting in \$5.56 million (net \$12,914 above budget after assessments)
- Final Town FY2022 Budget and tax rate approved November 22, 2021 resulting in average Single Family Home tax bill increase of \$295
- Federal & State Assistance impacts on FY2022 and FY2023 still being defined



FY2023 Budget Context

- FEMA Emergency COVID Reimbursement extended to April 1, 2022
- \$1.2 Trillion Federal Infrastructure Investment & Jobs Act is subject to appropriation at the State level
- \$1.85 Trillion Federal Build Back Better Act is pending and the local impact remains to be seen
- \$4.5 Million Federal American Rescue Plan Act (ARPA) is available and will be taken into consideration during the budget process for FY2023
- \$4 Billion State COVID Recovery Bill is earmarked for housing, behavioral services, workforce infrastructure and investment, funding for local Boards of Health, small business grants, infrastructure investment grants for water, sewer, culverts/dams and School HVAC upgrades and improvements. It is still unclear how this funding will flow through existing State programs.
- State FY2022-23 Revenue Outlook looks strong and will play into State Aid and Chapter 70 funding, which are still unknown at this time
- State ARPA funding plans are still being developed with possible focus on infrastructure improvements.

Mr. Coderre stated that it is important to remember that there is a process in place for budget priorities that takes into consideration Federal and State grants and funding. The budget process includes the existing financial Boards and Committees, financial policies, FTMS & forecasts, 6-year capital plan, master plan, services & staffing and COVID response sustainability.

Mr. Coderre noted that Northborough's fiscal policies and conservative planning enabled the Town to successfully navigate the pandemic response while maintaining core service levels, adding that the priority should be restoration of the temporary cuts and postponed capital projects.

Pandemic Budget Reductions

- Cut Operating Budgets to 1% in FY2021 and constrained increases in FY2022
- Used \$378,000 in one-time Free Cash in the FY2021 Budget
- Cut \$200,000 in Stabilization Fund Contributions in both FY2021 & FY2022
- Postponed Capital Investments in FY2021 and had less Free Cash to fund pay-as-you-go projects in FY2022
- Cut over \$1 million in contributions to Other Post-Employment Benefits Trust Fund (OPEB)

Mr. Coderre presented the results of the Town's updated Financial Trend Monitoring System (FTMS) Report. The purpose of the FTMS is to analyze key financial indicators in order to assess the financial direction of the Town. The report is designed to bring issues and opportunities to the attention of decision-makers through a systematic method of trend analysis. The ultimate goal of the FTMS is to help local officials better assess and protect the Town's overall financial condition.

Mr. Coderre summarized the following indicators and rather than go into detail on each, he reviewed the fiscal indicators summary and stated that he would focus on the ones in motion or having the greatest impact on the upcoming FY20223 budget, including State Aid, Employee Benefits and Economic Growth Revenues and OPEB liability.

Financial IndicatorFY2022

|   |                       |
|---|-----------------------|
| Property Tax Revenues                           | Favorable             |
| Uncollected Property Taxes                      | Favorable             |
| Revenues & Expenditures per Capita              | Favorable             |
| State Aid (Intergovernmental Revenues)          | Unfavorable           |
| Economic Growth Revenues                        | Unfavorable/Uncertain |
| Use of One-Time Revenues                        | Favorable             |
| Personnel Costs                                 | Stable                |
| Employee Benefits                               | Stable/Uncertain      |
| Pension Liability                               | Unfavorable           |
| Other Post-Employment (OPEB) Liability          | Unfavorable/Improving |
| Debt Service Expenditures                       | Favorable             |
| Financial Reserves/Fund Balance                 | Favorable             |
| Capital Investment – Overall fixed Asset Values | Pending Audit         |
| Capital Investment – Pavement Management        | Stable                |

State Aid (Intergovernmental Revenues)

Mr. Coderre indicated that State Aid went from a high of 13.1% of revenues in FY2003 to 8.4% in FY2022. He added that future aid remains uncertain given the ongoing impacts of the COVID-19 pandemic on the economy. He reviewed the following highlights for FY2023 State Aid:

- On December 3, 2021 Department of Revenue announced that tax collections for the first 5 months of FY2022 totaled 18.7% above collections through the same period a year ago
- Thus far, FY2022 State tax collections have surpassed budget benchmarks by 7.2%
- State Revenue Consensus Hearing will be held on December 21, 2021
- Governor's FY2023 Budget is scheduled to be released January 26, 2022
- The FY2023 budget model assumes State Aid will increase 1% based upon historic trends
- Any State Aid received above the Town's estimate can only be used to reduce taxes

Economic Growth Revenues

Mr. Coderre indicated that Economic Growth Revenues went from stable to unfavorable overnight with the impacts of the COVID-19 pandemic. This indicator has seen recent improvement but will require close monitoring over the balance of FY2022 as more financial and economic data becomes available. As Northborough approaches buildout, new growth and permits are likely to decline. The highlights of FY2023 Local Receipts are as follows:

- FY2022 Local Receipts were budgeted to increase 8% to \$4.2M
- FY2023 Local Receipts forecasted at level funding:
  - Anticipated Meal taxes lowered from original estimate
  - One of Northborough's two hotels is offline with no anticipated return date
  - Motor Vehicle Excise will not be known until receipt of major commitment in February. Supply chain disruptions and computer chip shortages are of concern looking forward
  - Building Permits were above target last year due to a large project fee; however, no new large projects are anticipated

FY2023 Health Insurance

Mr. Coderre stated that the 13-year history of health insurance budget increases averaged just 3%. He reviewed the following contributors that mitigated past increases:

- FY2010 Plan Design Changes and adoption of MGL c.32B, Section 18
- FY2012 Teacher contributions increased 5%
- FY2017 Plan Design Changes Implemented
- FY2018 Plan Design Changes but still experienced an 8.33% increase
- FY2019 Negotiated Carrier Consolidation resulted in a 3.8% budget increase
- FY2023 Out to bid following Fallon's exit from the commercial market

Mr. Coderre indicated that the FY2023 health insurance increase is critical due to the following factors:

- 10% increase on \$6.12 million health budget is \$612,000
- 3% increase on the Total General Government Budget is approximately \$709,000
- A 10% Health Insurance increase would consume 86% of all new FY2023 revenues for non-school departments. It swamps all other budget considerations.

Mr. Coderre stated that the Town is investigating a joint procurement with ARHS and Southborough as part of the FY2023 Health Insurance bid process.

Other Post-Employment Benefits (OPEB)

Mr. Coderre indicated that in FY2015 the Town started planning an annual contribution of \$500K to the OPEB Trust Fund, which started to improve the Town's funding ratio. As of October 31 2021, the Fund has \$5.1 million. Positive investment income marginally improved the funding ratio despite pandemic impacts preventing financial contributions in FY2021 and FY2022. He stressed that reinstatement of annual contributions should be a priority in FY2023 and beyond.

FTMS Summary

Mr. Coderre was pleased to report that overall Northborough is still in relatively good financial condition due to the following:

- Tax base is strong with good diversification
- Financial Reserves are healthy at 9%
- Debt service is manageable at less than 5% of operating budget with preferred Aa1 bond rating
- Reliance on one-time revenues in the operating budget is back down to the policy target of \$500,000, or approximately 1% (FY2021 used an additional \$378,000)
- Capital investments were strong leading up to the pandemic which allowed for temporary project postponements

Mr. Coderre discussed the following potential emerging concerns:

- Postponement of OPEB funding in FY2021 and FY2022 requires reassessment of future investment plans in FY2023
- Postponement of capital investments in FY2021 and FY2022 must be addressed beginning in the FY2023 Capital Improvement Plan

- Postponement of Stabilization Fund contributions (rainy day fund) in FY2021 and FY2022, requires reassessment
- Uncertainty surrounding future levels of State Aid and Federal Assistance
- Uncertainty surrounding Local Receipts and economic recovery following vaccinations
- Reduced future economic development (new growth) revenues as Town approaches buildout

#### FY2023 Budget Assumptions

Mr. Coderre indicated that all decisions must be made while maintaining compliance with the Town's adopted comprehensive financial policies, which can be found under Appendix A of the Budget Document. He reviewed the following FY2023 Budget Assumptions:

- Tax increase includes using \$300,000 excess levy capacity for OPEB
- State Aid increases 1% over FY2022 Actual
- Local Receipts level funded
- No additional Free Cash in the operating budget beyond \$500K policy limit
- \$500,000 contribution to OPEB Trust Fund (using a combination of taxes and ARPA)
- \$200,000 Stabilization Fund contribution from Free Cash
- General Government budget increases 3.39%
- K-8 Schools budget increase 3.39%
- ARHS Assessment increases 3.39%

#### Financial Projections

Mr. Coderre made a presentation on the Five-year Financial Projections in terms of methodology and assumptions as follows:

#### Methodology

- Revenue driven model
  - Based upon the existing revenue sharing model
  - Establishes a revenue ceiling based upon Proposition 2 ½ and backs into the allowable annual budget growth
  - Uses FY2022 as the base and looks out 5 years
- Focuses on the top three revenue sources, or 95%
  - Taxes 82%, State Aid 8%, Motor Vehicle Excise 5%
- Minimum goal is to maintain a level service budget
  - Can we protect and maintain what we have now?
  - Will we be able to address future wants and needs?

#### Assumptions

- Taxes increase by allowable Proposition 2 ½
  - New growth \$40 million in value (\$660K in new taxes) for FY2023, \$30 million from FY2024-FY2027
  - Existing unused levy capacity is available for use as needed to maintain services

- State Aid increases 1% annually
- MVE and other local receipts are projected to return to FY2020 levels by FY2025 and be level funded through FY2027
- Adhere to adopted Financial Policies
  - No one-time revenue gimmicks
  - Maintain financial reserves
  - Continue to invest in Capital Improvement Plan (CIP)
- OPEB funding returned to budget in FY2023 at \$500,000 and assumes \$550,000-\$600,000 annually from FY2024-FY2027
- Debt service for major capital projects included
  - Fire Station Project (Debt Exclusion)
- Key budget increases
  - NB K-8 Schools & General Government 3.39% for FY2023, then 3.5% annually
  - ARHS Assessments 3.39% for FY2023 , then 3.5% annually
  - Assabet 5% increase FY2023, then 3.5% annually
  - Goal is to maintain level services

### Five-Year Revenue Projections

The five-year revenue projections are summarized below:

|   |                                       | FY2023             | FY2024             | FY2025             | FY2026             | FY2027             |
|---|---------------------------------------|--------------------|--------------------|--------------------|--------------------|--------------------|
|   |                                       | Projection         | Projection         | Projection         | Projection         | Projection         |
| <b>General Fund Revenues</b>                    |                                       |                    |                    |                    |                    |                    |
|   | Prior Year Levy Limit                 | 57,890,129         | 59,996,982         | 61,977,436         | 64,018,760         | 66,133,711         |
|   | 2.5%                                  | 1,447,253          | 1,499,925          | 1,549,436          | 1,600,469          | 1,653,343          |
|   | New Growth                            | 659,600            | 480,529            | 491,888            | 514,482            | 523,030            |
|   | Levy Limit                            | 59,996,982         | 61,977,436         | 64,018,760         | 66,133,711         | 68,310,084         |
|   | Other Debt Exclusions                 | 620,705            | 605,560            | 580,605            | 560,810            | 525,820            |
|   | ARHS Debt Exclusions                  | 415,687            | 655,976            | 658,876            | 655,356            | 655,356            |
|   | Lincoln St Sch Bldg Debt Exclusion    | 998,130            | 973,476            | 948,821            | 924,167            | 901,357            |
|   | Fire Station Debt Exclusion           | 42,200             | 253,200            | 2,095,400          | 2,046,960          | 1,998,520          |
|   | Maximum Levy                          | 62,073,704         | 64,465,648         | 68,302,463         | 70,321,004         | 72,391,137         |
|   | <b>Unused Levy Capacity</b>           | <b>(4,062,781)</b> | <b>(3,928,731)</b> | <b>(3,777,283)</b> | <b>(3,495,925)</b> | <b>(3,131,949)</b> |
| Total Tax Levy                                  |                                       | 58,010,923         | 60,536,917         | 64,525,180         | 66,825,079         | 69,259,187         |
| Federal Aid                                     | ARPA                                  | 2,500,000          | 2,016,183          |                    |                    |                    |
| State Aid                                       | Cherry Sheet                          | 5,613,083          | 5,669,214          | 5,725,906          | 5,783,165          | 5,783,165          |
| Local Receipts                                  |                                       | 4,171,000          | 4,297,000          | 4,468,000          | 4,468,000          | 4,468,000          |
| <b>Fund Balance Allocations &amp; Transfers</b> |                                       |                    |                    |                    |                    |                    |
|   | Free Cash - Operating Budget          | 500,000            | 500,000            | 500,000            | 500,000            | 500,000            |
|   | Free Cash - Appropriated Reserve      | 175,000            | 175,000            | 175,000            | 175,000            | 175,000            |
|   | Free Cash - Transfer to Stabilization | 200,000            | 200,000            | 200,000            | 200,000            | 200,000            |
|   | Free Cash - Capital/Other             | 2,031,894          | 800,000            | 800,000            | 800,000            | 800,000            |
|   | Other Available Funds                 | 734,161            | 800,000            | 900,000            | 900,000            | 900,000            |
| Total General Fund Revenues                     |                                       | 73,936,061         | 74,994,314         | 77,294,086         | 79,651,244         | 82,085,352         |

### Projected Tax Impact

Based upon the methodology and assumptions presented, along with the significant increase of 10% in residential property values, it is anticipated that there will be a \$560 increase in the average single family tax bill. He added historically, the average single family tax bill has increased on average at a very reasonable rate of \$184 between FY2011 – FY022.

Mr. Coderre reviewed the following highlights for the financial outlook:

- Budgets increase minimally to maintain services
  - No significant staffing or service level increases
- Existing \$4.3M unused levy capacity drawn down to maintain level services
- Taxes increase between 3.7% to 6.8% annually
  - FY2021 was revaluation year, market adjustments to property values continue to increase annually
  - FY2023 assumes 10% increase in single family home valuations
- Assumes no major budget surprises

Mr. Coderre ended the presentation with an assurance that the Town will continue to reassess future investment plans for the funding of OPEB liability and future capital improvement plans, will continue to monitor health insurance costs and will continue to evaluate the COVID-19 recovery and its economic impacts. The Town's financial condition will continue to be monitored by working collaboratively to address Town-wide issues, while at the same time striving to balance departmental needs with projected tax impacts.

School Superintendent Greg Martineau stated that it is early in the budget process, adding that it is expected that key information from the State will be released in the next month or two. School and Town staff will continue to work collaboratively in gathering the latest data to help in making informed decisions moving forward. He added that the Regional School District is also waiting to finalize the increase in health insurance costs.

In response to questions, Finance Director Jason Little explained the significance of the discount rate in respect to the OPEB Liability and Mr. Coderre explained the variables in the bid process for health insurance.

Chairman Perreault thanked everyone for their dedication and hard work in adhering to the policies and methodologies that have been in place for a decade and that have served the Town extremely well during the COVID-19 pandemic.

Mr. Coderre reminded the public that the tonight's PowerPoint presentation and a video of tonight's meeting will be available on the Town website.

Chairman Perreault noted that tonight's joint meeting is hosted by the Board of Selectmen with the Appropriations Committee, Financial Planning Committee and the Northborough School Committee participating as guests. With that being said, the Board of Selectmen will produce one set of joint meeting minutes that will be forwarded to everyone present this evening for informational purposes.

## **ADJOURNMENT**

Selectman Rogers moved the Board vote to adjourn; Selectman Rutan seconded the motion. The roll call vote was taken as follows:

|        |       |           |       |
|--------|-------|-----------|-------|
| Wixted | "aye" | Rutan     | "aye" |
| Hirsh  | "aye" | Perreault | "aye" |
| Rogers | "aye" |           |       |

Meeting adjourned at 8:55 p.m.

Respectfully submitted,

Diane M. Wackell  
Executive Assistant to the  
Board of Selectmen

Documents used during meeting:

1. December 20, 2021 Meeting Agenda
2. FTMS Power Point Presentation



## TOWN OF NORTHBOROUGH

Town Offices  
63 Main Street  
Northborough, MA 01532-1994  
(508) 393-5040 Phone  
(508) 393-6996 Fax

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# MEMORANDUM

TO: Members of the Board of Selectmen  
John Coderre

FROM: Diane Wackell

DATE: January 3, 2022

RE: DBA Name Change Only  
The Steakloft Bar & Grille to The Cellar Bar & Grille  
369 West Main Street

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Attached please find an application for a DBA Name Change for the All Alcoholic Beverages Restaurant License for premises located at 369 West Main Street.

Owner of the restaurant Niko Agora is requesting that the name of the restaurant be changed from The Steakloft Bar & Grille to The Cellar Bar & Grille. Mr. Agora is planning to change the name and make some cosmetic changes to the restaurant in an effort to rebrand the business.

As this is simply a DBA Name Change, there are no concerns with the application and I recommend that it be approved.





*The Commonwealth of Massachusetts*  
*Alcoholic Beverages Control Commission*  
95 Fourth Street, Suite 3, Chelsea, MA 02150-2358  
[www.mass.gov/abcc](http://www.mass.gov/abcc)

**APPLICATION FOR AMENDMENT-Change of Business Entity Information**

☐ **Change of Corporate Name**

☒ **Change of DBA**

- Payment Receipt (Req. for Chg of Corp Name only)
- Monetary Transmittal Form
- DOR Certificate of Good Standing (Req. for Chg of Corp Name only)
- DUA Certificate of Compliance (Req. for Chg of Corp Name only)
- Change of Corporate Name/DBA Application
- Vote of the Entity
- Business Structure Documents
  - If Sole Proprietor, **Business Certificate**
  - If partnership, **Partnership Agreement**
  - If corporation or LLC, **Articles of Organization** from the Secretary of the Commonwealth

☐ **Change of Corporate Structure**

- Payment Receipt
- Monetary Transmittal Form
- DOR Certificate of Good Standing
- DUA Certificate of Compliance
- Change of Corporate Structure Application
- Vote of the Entity
- Business Structure Documents
  - If Sole Proprietor, **Business Certificate**
  - If partnership, **Partnership Agreement**
  - If corporation or LLC, **Articles of Organization** from the Secretary of the Commonwealth

**1. BUSINESS ENTITY INFORMATION**

Entity Name

Municipality

ABCC License Number

Saranda Inc

Northborough

00015-RS-0902

Please provide a narrative overview of the transaction(s) being applied for.

Saranda Inc would like to change the DBA name from "The Steakloft Restaurant" to "The Cellar Bar and Grille".  
Thank you.

**APPLICATION CONTACT**

The application contact is the person who should be contacted with any questions regarding this application.

Name

Title

Email

Phone

Niko Agora

President/Treasurer/Secretary

nikoagora@yahoo.com

5083416157

**2. CHANGES TO BUSINESS ENTITY INFORMATION**

**2a. Change of Corporate Name**

Last-Approved Corporate Name:

Requested New Corporate Name:

**2b. Change of DBA**

Last-Approved DBA:

Requested New DBA:

**2c. Change of Corporate Structure**

LLC, Corporation, Sole Proprietor, etc

Last-Approved Corporate Structure

Requested New Corporate Structure

Signature:

Date:

DEC 28, 2021

Title:

President/Treasurer/Secretary



## Town of Northborough

### BUSINESS CERTIFICATE

Original Issue: **December 29, 2021**

Renew:

Expiration: **December 29, 2025**

In conformity with the provisions of Massachusetts General Laws, Ch 110 Sec 5, as amended, the undersigned hereby declares that a business is conducted under the title of:

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**THE CELLAR BAR & GRILLE**

**369 WEST MAIN ST**

**NORTHBOROUGH, MA 01532**

**Phone: 508-393-8134**

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Said business is conducted by the following named person(s). If a corporation, include the title of each corporate officer signing the certificate.

Name

Address

NIKO AGORA

369 WEST MAIN ST

NORTHBOROUGH, MA 01532

*Niko Agora*  
NIKO AGORA

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Type of Business: RESTAURANT

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Appeared before me the above named person(s) and acknowledged the foregoing to be a true and accurate account, given under the pains and penalties of perjury this 29th day of December 2021.



*Andrew T. Dowd*  
Andrew T. Dowd, Town Clerk

In accordance with the provisions of Massachusetts Laws the business certificate shall be in effect for a period of 4 years from the date of issue and shall be renewable by the applicant every four years thereafter. In the event of discontinuance, withdrawal of partner, retirement, or amendment of the certificate in any manner it shall be necessary to file with the Town Clerk such change, under oath. Such change shall be recorded with and become part of the original filing. Copies of the Business Certificate shall be available at the address of the business and shall be furnished to any person(s), making purchases of goods or services upon request. This is not a license to do business. Necessary licenses and permits must be obtained at the Town Manager's Office or Board of Health.

[RETURN TO AGENDA](#)



## TOWN OF NORTHBOROUGH

63 Main Street  
Northborough, MA 01532-1994  
(508) 393-5040 Phone  
(508) 393-6996 Fax

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### **MEMORANDUM**

TO: Board of Selectmen  
FROM: Town Administrator  
SUBJECT: COVID-19 Update  
DATE: October 15, 2021

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Health Agent Kristin Black will be at your January 10<sup>th</sup> meeting to provide a brief COVID-19 update.

*John W. Coderre*

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## PUBLIC WORKS DEPARTMENT

Water, Wastewater, Highway, Cemetery & Parks Divisions  
Scott D. Charpentier, P.E., Director



## TOWN OF NORTHBOROUGH

63 MAIN STREET  
NORTHBOROUGH, MA 01532  
T: (508) 393-5030  
F: (508) 393-6996

TO: John W. Coderre, Town Administrator

FROM: Scott D. Charpentier, Public Works Director

RE: MassDOT Complete Street Program Summary

DATE: January 5, 2022

The Massachusetts Department of Transportation (MassDOT) oversees the “Complete Streets Funding Program.” The goal is to support safe and accessible options for all modes of travel – walking, biking, and vehicular. The following constitutes a summary of the program:

1. A community needs to have an accepted Complete Streets Policy which has been approved by MassDOT after adoption by the local governing body.
2. The community will then prepare through a public input process a Complete Streets Prioritization Plan for MassDOT acceptance. This plan will identify needs, gaps, possible funding sources, and implementation schedules for sidewalk, bicycle, and accessible transportation connectivity improvements. A MassDOT technical assistance competitive grant of up to \$38,000 is available to assist in funding the development of this plan.
3. Communities with a locally adopted Policy and MassDOT approved Prioritization Plan must then apply the Policy and implement the Plan in conjunction with future roadway projects. The Town is then eligible to seek construction funding grants for up to \$400,000 to aid in plan implementation. Projects often include sidewalk widening, accessible ramps, new sidewalk construction, implementation and/expansion of bicycle lanes and shared lanes, and connections to multimodal destinations. Construction grants cannot be used for survey, land acquisition, or design services. These tasks must be funded through other means such as local appropriation or Chapter 90.

Public Works is requesting that the Board of Selectmen consider adoption of the attached Complete Street Policy for the Town of Northborough. This has been developed in conjunction with our engineering consultant and follows closely that of other similar sized communities whose policies have previously been approved by MassDOT.

Attachment

# **TOWN OF NORTHBOROUGH BOARD OF SELECTMEN**

**Title: Complete Street Policy**

**Effective Date: XX**

**Selectmen Adoption: XX**

**Date Last Revised: N/A**

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## **COMPLETE STREETS POLICY**

### **I. VISION & PURPOSE:**

The purpose of Northborough's Complete Streets policy is to accommodate all road users by creating a road network that meets the needs of individuals utilizing a variety of transportation modes. The Town of Northborough will, to the maximum extent practicable, design, construct, maintain, and operate all streets to provide for a comprehensive and integrated street network of facilities that are safe for all users of all ages and abilities, including children, families, older adults, and individuals with disabilities, as a matter of routine. This policy directs decision-makers to consistently plan, design, and construct streets to accommodate all anticipated users including, but not limited to pedestrians, bicyclists, motorists, emergency vehicles, and commercial vehicles.

### **II. CORE COMMITMENT:**

#### **A. Definition**

"Complete Streets" are streets that are designed and operated to provide safety and accessibility for all users of roadways, trails, and transit systems, including pedestrians, bicyclists, transit riders, motorists, commercial vehicles, and emergency vehicles and for people of all ages and of all abilities. Furthermore, Complete Streets principles contribute toward the safety, health, economic viability, and quality of life in a community by providing accessible and efficient connections between home, school, work, recreation, and retail destinations by improving the pedestrian and vehicular environments throughout communities.

#### **B. Scope of Applicability**

All town-owned transportation facilities in the public right of way including, but not limited to, streets, bridges, and all other connecting pathways shall be designed, constructed, operated, and maintained to support the concept of Complete Streets so that users of all ages and abilities can travel safely and independently. For the purposes of this policy, a connecting pathway would be defined as a connecting street in the public right of way.

The Town of Northborough recognizes that every transportation improvement and/or project phase is an opportunity to apply Complete Streets design principles. These phases include, but are not limited to planning, programming, design, right-of-way acquisition, construction, construction engineering, reconstruction, operation and maintenance. The Public Works Department shall evaluate the feasibility of applying Complete Streets principles for routine roadway rehabilitation

projects prior to doing the work and use the exception criteria outlined under Section II, Paragraph C.

- (1) Complete Streets design recommendations shall be incorporated into all publicly and privately funded projects, to the greatest extent practicable. All transportation infrastructure and street design projects requiring funding or approval by the Town of Northborough, as well as projects funded by the state and federal government, such as the Chapter 90 funds, MassWorks Infrastructure Program, Transportation Improvement Program (TIP), and other state and federal funds for street and infrastructure design shall adhere to the Town of Northborough's Complete Streets Policy. Private developments and related street design components or corresponding street-related components shall adhere to the Complete Streets principles. In addition, to the extent practical, state-owned roadways will comply with the Complete Streets policy, including the design, construction, and maintenance of such roadways within Town boundaries. The Department of Public Works will work with other departments, state and federal agencies, and private developers as appropriate to ensure compliance with the Town's Complete Streets Policy across jurisdictions.
- (2) Special attention should be given to projects which enhance the overall transportation system and its connectivity. Specifically, high priority should be given to:
  - (i) Corridors providing primary access to one or more significant destinations such as parks or recreation areas, schools, shopping/commercial areas, public transportation, or employment or medical centers.
  - (ii) Corridors providing important continuity or connectivity links to existing pedestrian or bicycle networks.

### **C. Exceptions**

Transportation infrastructure may be excluded from application of Complete Streets elements, as determined by the Department of Public Works when:

- (iii) The existing right-of-way does not allow for the accommodation of all users. In this case alternatives may be explored such as obtaining additional right-of-way, use of revised travel lane configurations, paved shoulders, or signage.
- (iv) The activities are ordinary and/or preventative maintenance designed to keep assets in serviceable condition.
- (v) The construction is not practically feasible or cost-effective because of unreasonable adverse impacts on the environment or on neighboring land uses.
- (vi) The cost or impacts of accommodation is excessively disproportionate to the need or probable use or probable future use.
- (vii) The application of Complete Streets principles is unnecessary or inappropriate because it would be contrary to public safety.

(viii) The roadway is a rural road or is privately owned.

### **III. BEST PRACTICES:**

#### **A. Context Sensitivity**

Complete Streets principles include the development and implementation of projects in a context-sensitive way such that the community's physical, economic, and social settings are given great consideration. The context-sensitive approach to process and design includes a range of goals by considering stakeholder and community values on a level plane with the project need. It includes goals related to livability with greater participation of those affected to gain project consensus. The overall goal of this approach is to preserve and enhance scenic, aesthetic, historical, and environmental resources while improving or maintaining safety, mobility, and infrastructure conditions. The Town of Northborough will weigh a project in keeping with the character of the Town as a factor in its decision making about each project.

#### **B. Design Standards**

The latest design guidance, standards, and recommendations available will be used in the implementation of Complete Streets, including the latest editions of the following documents:

- The Massachusetts Department of Transportation Project Design and Development Guidebook
- The Massachusetts Department of Transportation Separated Bike Lane Planning and Design Guide
- The National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide
- The National Association of City Transportation Officials (NACTO) Urban Street Design Guide
- The United States Department of Transportation Federal Highway Administration's Manual on Uniform Traffic Design Controls
- The Manual on Uniform Traffic Control Devices (MUTCD), with MassDOT Amendments to the MUTCD
- The latest edition of American Association of State Highway and Transportation Officials (AASHTO) A Policy on Geometric Design of Highway and Streets
- The Architectural Access Board (AAB) 521CMR Rules and Regulations
- Documents and plans created for the Town of Northborough, such as the Northborough Open Space and Recreation Plan and the Northborough Master Plan.

In recognition of context sensitivity, public input and the needs of many users, a flexible, innovative, and balanced approach that follows other appropriate design standards may be considered, provided that a comparable level of safety for all users is present.

#### **C. Performance Measures**

Complete Streets implementation and effectiveness should be annually evaluated for success and opportunities for improvement. The DPW will work each year to ensure the upcoming roadway projects meet the Complete Streets principles to the greatest extent practicable.

The progress of the Complete Streets projects will be detailed in the Town's Annual Report. Progress will be described through key metrics identified by the Town, which include:

- Number of new or reconstructed curb ramps
- The total linear feet of sidewalks either expanded or repaired to restore intended functionality.
- The total linear feet of roadway which have been enhanced through which roadway pavement has undergone reconstruction, rehabilitation, and/or preservation to improve functionality and safety of continued shared use.
- Number of locations where pavement markings, signage, and/or some other method has been undertaken to improve functionality and safety of continued shared use.
- Number of specific enhancements suggested through ongoing public outreach efforts.

#### **IV. IMPLEMENTATION:**

The Town of Northborough will make Complete Streets practices a routine part of everyday operations, shall approach every transportation project and program as an opportunity to improve streets and the transportation network for all users, and shall work in coordination with other departments, agencies, and jurisdictions to achieve Complete Streets.

The Town will implement the Complete Streets principles through the following means:

- (i) The Public Works Department will ensure the implementation of the Complete Streets Policy and, where necessary, will review and recommend to governing Boards proposed revisions to appropriate and applicable Town documents, codes, by-laws, procedures, rules, and regulations.
- (ii) When available, the Town will encourage staff to attend professional development and training on non-motorized transportation issues through attending conferences, classes, seminars, and workshops.
- (iii) The Town will utilize inter-department coordination to promote the most responsible and efficient use of resources for activities within the public way.
- (iv) The Town will seek out appropriate sources of funding and grants for implementation of Complete Streets policies.

The Town of Northborough recognizes that Complete Streets may be achieved through single elements incorporated into a particular project or incrementally through a series of smaller improvements or maintenance activities over time.



# Complete Streets Funding Program Roadmap

## Town of Northborough, MA

| Schedule      | Action Items   |
|---------------|--|
| Fall 2021     | <ol style="list-style-type: none"> <li>Attend Complete Streets Training <ul style="list-style-type: none"> <li>Complete</li> </ul> </li> <li>Draft Complete Streets Policy <ul style="list-style-type: none"> <li>Complete</li> </ul> </li> </ol>  |
| January 2022  | <ol style="list-style-type: none"> <li>Present Draft Policy at Board of Selectmen Meeting for public comment. <ul style="list-style-type: none"> <li><i>The development and passage of a policy must include at least one public meeting with public comments.</i></li> </ul> </li> <li>Present Final Policy at follow-up Board of Selectmen Meeting for acceptance. <ul style="list-style-type: none"> <li><i>The policy must be passed by highest elected governing body as a bylaw, ordinance, or administrative policy.</i></li> </ul> </li> </ol> |
| February 2022 | <ol style="list-style-type: none"> <li>Submit Adopted Policy to MassDOT for review and scoring through the Online Portal. <ul style="list-style-type: none"> <li><i>Municipalities that join the Community Compact Cabinet will be awarded 4 extra points. Municipalities that also choose Complete Streets as a best practice, will received an extra additional 4 points.</i></li> </ul> </li> </ol>   |
| March 2022    | <ol style="list-style-type: none"> <li>MassDOT provides response on score/approval of Policy. <ul style="list-style-type: none"> <li><i>Policy must score at least 80 points out of a possible 100 points to be approved by MassDOT.</i></li> </ul> </li> <li>Submit Tier 2 Technical Assistance Funding request to MassDOT. <ul style="list-style-type: none"> <li><i>Funding approval process, from initial submission to Notice to Proceed, takes approximately eight weeks.</i></li> </ul> </li> </ol>   |
| May 2022      | <ol style="list-style-type: none"> <li>MassDOT provides Notice to Proceed for Technical Assistance Funding</li> <li>Woodard &amp; Curran to conduct modal network gap analysis. <ul style="list-style-type: none"> <li><i>Includes one-day workshop with Town staff to gather information</i></li> </ul> </li> </ol>   |
| June 2022     | <ol style="list-style-type: none"> <li>Woodard &amp; Curran and Town to coordinate public outreach. <ul style="list-style-type: none"> <li><i>Includes on-line public survey and workshop for stakeholders to obtain feedback</i></li> </ul> </li> </ol>   |
| July 2022     | <ol style="list-style-type: none"> <li>Woodard &amp; Curran identifies potential Complete Streets projects <ul style="list-style-type: none"> <li><i>Includes site walk and field evaluation of on-line public survey and workshop for stakeholders to obtain feedback</i></li> </ul> </li> </ol>  |

# Complete Streets Funding Program Roadmap

## Town of Northborough, MA

| Schedule                    | Action Items   |
|-----------------------------|--|
| August 2022                 | 12. Complete Draft Complete Streets Prioritization Plan<br>- Includes one meeting with Town Staff to review draft plan<br><br>13. Finalize and submit Complete Streets Prioritization Plan to MassDOT through Online Portal<br>- Due September 1 <sup>st</sup> |
| September 2022              | 14. MassDOT provides response / <b>approval of Prioritization Plan</b><br><br>15. Submit Tier 3 Funding Request to MassDOT for Complete Streets Construction Project<br>- Due October 1 <sup>st</sup> ; Awards up to \$400,000                                 |
| October 2022 – January 2023 | 16. Design Complete Streets Construction Project   |
| February 2023               | 17. MassDOT awards construction funds  |
| March 2023 – September 2023 | 18. Bid and Construct Complete Streets Project   |

## MASSDOT COMPLETE STREETS FUNDING PROGRAM

# A Guide to Getting Started

The MassDOT Complete Streets Funding Program addresses critical gaps in transportation networks by giving Massachusetts municipalities tools and funding to advance Complete Streets in their community.

## Purpose of the Program

- 1 Educate Municipal & Transportation Professionals on Complete Streets**  
 Free "Complete Streets 201" and 300-level trainings
- 2 Promote Adoption of Complete Streets Policies**  
 Communities decide how they will work to achieve Complete Streets
- 3 Increase Adoption of Strategic & Comprehensive Complete Streets Plans**  
 Receive up to \$38,000 in technical assistance to develop a Prioritization Plan
- 4 Implement Complete Streets Policies & Plans**  
 Receive up to \$400,000 in construction funding to implement a project

## How the Program Works

The program utilizes three program tiers to help municipalities advance their Complete Streets initiatives from policy, to plan, to projects.

| Tier 1 | Complete Streets Training & Policy  |
|--------|---|
| ↓      | Municipality representative attends a free MassDOT Complete Streets training and the community develops and passes a Complete Streets policy.                   |
| Tier 2 | Complete Streets Prioritization Plan  |
| ↓      | Municipalities develop a Complete Streets Prioritization Plan. MassDOT provides up to \$38,000 for technical assistance to assist in the development if needed. |
| Tier 3 | Complete Streets Project Construction   |
| ✓      | Municipalities are eligible to receive up to \$400,000 in construction funding to implement a project identified in their Prioritization Plan.                  |

## How to Get Started

Taking the first steps toward becoming a Complete Streets community is easy.

- 1 Assign a Complete Streets representative
- 2 Make an account via [the Portal](#)
- 3 Read the program guidance
- 4 Attend a Complete Streets 201 training

Learn more at [gis.massdot.state.ma.us/completestreets/](https://gis.massdot.state.ma.us/completestreets/)

Complete Streets Funding Program | A Guide to Getting Started

## Eligible Projects

From simple resurfacing to major reconstruction, most roadway projects provide an opportunity to incorporate Complete Street principles into their design. All municipally-owned roadways are eligible for implementing projects through the Complete Streets Funding Program.

Major project categories include:



**Intersection Redesigns**



**Street Reconfigurations & Traffic Calming**



**Pedestrian Crossing Modifications**



**Pedestrian & Bike Network Connections**



**Transit Investments**



**Environment & Streetscape Investments**

## Project Examples



**Hinsdale, MA**

**AWARDED: \$400,000 / POPULATION: 1,853**

Seeking to address systemic safety issues around the Kittredge Elementary School and the Hinsdale Library, Hinsdale used Complete Streets funding to replace sidewalks, install ADA-compliant curb ramps and crosswalks, and install speed feedback signs along Longview Avenue.

**.67 MILES OF SIDEWALK** **8 CROSSWALKS**  
**10 NEW CURB RAMPS** **2 RRFBS**



**Plymouth, MA**

**AWARDED: \$200,000 / POPULATION: 59,331**

With a focus on students, seniors, and tourists, Plymouth used Complete Streets funding to provide universal accessibility on Allerton Street. Connecting to Route 44, an elementary school, senior housing, and the National Monument for the Forefathers, this simple but effective project allowed users to move about the community more safely and freely.

**.6 MILES OF SIDEWALK** **4 NEW CURB RAMPS**

**Learn more at [gis.massdot.state.ma.us/completestreets/](https://gis.massdot.state.ma.us/completestreets/)**

Complete Streets Funding Program | A Guide to Getting Started

[RETURN TO AGENDA](#)