



Select Board

Meeting Packet

August 8, 2023



**MICHAEL C. MCHUGH
MEMORIAL FOUNDATION**

BEYOND SYMPATHY

About the Foundation

BEYOND SYMPATHY

Tangible support for basic needs including funeral and memorial expenses when a family loses a child.

The MCM Memorial Foundation (known as the MCM Fund) was created to honor the memory of Michael Caleb McHugh who passed away in the summer of 2017. Michael was a typical teen, loud, messy and argumentative, but he also had an exceptional sense of empathy and passion for fairness. Even in Michael's last days he saw himself as lucky and he was worried about those families around him who he believed had less and struggled more. The MCM fund has been created to keep this spirit alive.

The Fund is focused on bringing tangible support to those who are less fortunate. It will provide low-income families with everyday needs – from basic living to school supplies.

The Fund will also support families who have lost a child to enable them to afford funeral, memorial and non-medical end of life expenses. When families lose a child they should not have to make decisions about burial and cremation based solely on income. This decision is an incredibly difficult one and should be made based on the families' traditions and beliefs. The MCM Fund hopes to help families with children in hospice, or immediately after they have lost a child, to enable and financially support their non-medical end-of-life decisions.

The fund was seeded with Michael's own money which has grown through the love and support of his community.





MICHAEL C. MCHUGH MEMORIAL FOUNDATION

DETAILS

Details about the Foundation

FOUNDED: The Foundation, known as the MCM Fund, was established in January 2018. The Foundation is a public charity with 501(c)3 designation.

MISSION: BEYOND SYMPATHY— Tangible support for basic needs including funeral and memorial expenses when a family loses a child.

BOARD OF DIRECTORS:

Kari McHugh, President
Calece Johnson, Treasurer & and Event Co-Chair
Venetia Corson, Secretary
Suzanne McDevitt
Krista Demas
Martha Kennedy
Katie Manning
Michelle Serpa
Brooke McHugh

THE LOGO: The GOAT featured in the logo stands for “Greatest of All Time” and references what Mike’s family called him in the last year of life (“GOAT boy”). In the logo, the GOAT is standing in a protective stance over an “M” that transitions from the Milton red to Thayer orange. The stars represent the part of Michael that transcends his life, creating his legacy that is the MCM Fund.

CONTACT INFORMATION:

www.MCMstrong.org | mcmstrong@gmail.com
PO Box 351, Milton, MA 02186



MILTON GLOWS GOLD

ABOUT THE EVENT

- Milton Glows Gold launches this September. The event is designed to shine a light on Childhood Cancer and to show support for the kids and families battling childhood cancer. Gold is the national color for pediatric cancer and is typically highlighted in September.
- The premier focus of the event is a town-wide jumping jacks challenge that is projected to have more than 1000 participants. Anticipated participation by organizations and schools across town as well as the police and fire departments, who will be competing as well as showing support through pins and cruiser signage.
- 4600 students and 3000 families will receive regular communication through the schools, email, and social media channels.
- The jumping jack challenge can be done alone or with friends. It will raise awareness and funds to support families whose lives were permanently impacted by cancer.
- Prizes will be given out throughout the month and then at the completion of the month there will be prizes for classrooms and students.
- Elementary schools will be asked to reserve recess on September 29th for students to jump jacks in support of Milton Glows Gold. Students do not have to sign up for the event to participate in jumping jacks – this is meant to be a school wide inclusive, fun event. Students will be encouraged to wear gold for the day. We will ask for parent and school volunteers to help coordinate and encourage kids to do as many jumping jacks as they can in a set time on the 29th.
- The middle and high school will participate in various ways – we hope to get a few teachers, sports teams and clubs involved in the effort.
- More information will be shared with schools in mid-August. The initiative will start at the schools the week of September 11th. T shirts will be delivered to those that sign up through the schools as in the past starting that week.

PROCLAMATION

MILTON GLOWS GOLD

WHEREAS

The Michael C. McHugh Memorial Fund was founded to honor the life of Michael McHugh, a Milton teen who lost his battle to cancer in the summer of 2017. The Fund provides low-income families with everyday needs — from basic living to school supplies. It also supports families who have lost a child to enable them to afford funeral, memorial and non-medical end of life expenses;

WHEREAS

September is Childhood Cancer Awareness Month, and in September 2019, the MCM Fund launched Milton Glows Gold as a way to raise awareness of the realities of childhood cancer. The generosity and enthusiasm displayed by the Fund's partners, the business community and participants for Milton Glows Gold continue to exceed expectations. Since its inception, the MCM Fund has raised more than \$150,000 to support families as well as organizations that provide respite during and after treatment such as: Rett's Roost, The Children's Room and Experience Camps;

WHEREAS:

The Town of Milton is a proud partner in Milton Glows Gold. The events serve as a way to bring students, families, and staff together to honor Michael and raise awareness about an important cause. On September 29th, Milton Public Schools will celebrate Milton Glows Gold with a new event: a Jumping Jack Challenge. The Town of Milton, Milton Public Schools and the community -at-large participate in Milton Glows Gold in many ways, including wearing their MGG or gold "swag," collecting coins to donate, wearing gold at athletic events and generating excitement on social media. Milton Glows Gold participants are encouraged to put gold ribbons on their doors and lights in their windows to show their support;

NOW, THEREFORE, We the Select Board proclaim September 29, 2023 as "Milton Glows Gold Day" in honor of Michael C. McHugh.

GIVEN THIS DAY, Tuesday, August 8, 2023

Signed by the Chair on behalf of the Select Board

Michael F. Zullas, Chair

Erin G. Bradley, Vice Chair
Roxanne Musto., Secretary
Richard G. Well, Jr., Member
Benjamin Zoll, Member

*Milton, Massachusetts
Office of the Select Board*

Official Citation

Be it known that the Milton Select Board hereby extends its congratulations to:

Sergeant Mike Breen

Current Record Holder as the longest serving sworn Member and the longest serving Sergeant

In recognition of:

*Your retirement after 42 years and 9 months of dedicated service
to the Uniform Patrol Division of the Milton Police Department;
the commitment and enthusiasm that you have demonstrated
toward enhancing the quality of life for the residents of Milton
will always be appreciated and remembered*

Be it further known that the Milton Select Board extends its best wishes for continued prosperity and success; that this citation be duly signed by the Select Board on this day, the 8th of August 8, 2023.

Signed by the Chair on behalf of the Select Board

Michael F. Zullas, Chair

Erin G. Bradley, Vice Chair
Roxanne Musto, Secretary
Richard G. Wells, Jr., Member
Benjamin Zoll, Member

*Milton, Massachusetts
Office of the Select Board*

Official Citation

Be it known that the Milton Select Board hereby extends its congratulations to:

Sergeant Mike Dillon

In recognition of:

Your retirement after 36 years of dedicated service in the Milton Police Department as a Uniform Patrol Officer, D.A.R.E. Liaison Officer and Detective; the commitment and enthusiasm that you have demonstrated toward enhancing the quality of life for the residents of Milton will always be appreciated and remembered

Be it further known that the Milton Select Board extends its best wishes for continued prosperity and success; that this citation be duly signed by the Select Board on this day, the 8th of August, 2023.

Signed by the Chair on behalf of the Select Board

Michael F. Zullas, Chair

Erin G. Bradley, Vice Chair
Roxanne Musto, Secretary
Richard G. Wells, Jr., Member
Benjamin Zoll, Member



Governor Stoughton Trust

Meeting Packet

August 8, 2023

Request for Proposals (RFP)

To select a developer to design, construct, operate and manage
affordable rental units consisting of no more than 35 units on
approximately 4-3.5 acres of land at 165 Governor Stoughton Ln.
Milton, MA 02186



Important Dates

Pre-Proposal Meeting/Site
Tour:

Proposal Submission
Deadline:

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- I. **Invitation to Bid**
- II. **Proposal Submission and Selection Process**
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- VII. **Developer Selection Criteria**
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- IX. **Post Selection**
- X. **Attachments**

I. Invitation to Bid

The Governor Stoughton Trust (“Trust”), through its Trustees, is seeking proposals from qualified developers to develop no more than 35 units of **affordable** rental housing at a range of incomes on a parcel of land owned by the Town of Milton. The property, totaling +/- 4 acres, is located at 165 Governor Stoughton Lane Milton MA 02186, and is further described in deeds recorded with the Norfolk County Registry of Deeds in Book 35777, Page 371. At least 50% of the units shall be affordable to households having an income of no more than 80% of AMI, with a preference for units targeted to households with a range of incomes between 50% and 80% AMI. Increasing the percentage of affordable units and/or the range of affordability is encouraged.

MAHT Comment: We believe the word affordable should remain. The scoring criteria does suggest the units should be targeted to 80% AMI households. Proposer's can include market rate or units targeted to higher income households but it may an “unacceptable” score in the evaluation criteria (please see current version of Attachment A)

Commented [LS1]: Mixed-income?

Commented [JEL2R1]: The AHT would like to see the maximum possible affordability, ideally 100%

The Trust intends to enter into a Land Development Agreement and to **lease** the property to the developer, with affordability restrictions. The developer will be responsible for the design, construction, development, and operation of the rental units at the property.

MAHT Comments: We believe the land should be leased to the selected developer. This is fairly common practice in the development of affordable housing and will keep the ownership of the land with the town and the Governor Stoughton Trustees.

Commented [LS3]: Not decided yet

Commented [JEL4R3]: AHT believe a long-term lease would be in keeping with how other communities have approached this type of project, and better preserve the Town's ownership over this land

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The purpose of this RFP is to select a developer with demonstrated experience and capacity to carry out a development project that best addresses the needs and goals of the community as described in this RFP. The most advantageous proposal, from a responsive and responsible proposer, taking into consideration all evaluation criteria set forth in the RFP, will be selected.

Request for Proposal documents can be obtained at the Town of Milton Office of Select Board 525 Canton Ave. Milton, 02186 or by email request to Josh Eckart-Lee at jlee@townofmilton.org.

II. Proposal Submission and Selection Process

The Trust has determined that the award of this contract is subject to the Uniform Procurement Act. M.G.L. c. 30B. The provisions of M.G.L. c. 30B are incorporated herein by reference.

Applicants shall submit on or before 11:00 a.m., [REDACTED], 2023, a clearly marked original proposal plus seven copies, including an electronic copy on a flash drive, to:

Tim Czerwienski

Town of Milton

525 Milton Ave.

Milton, MA 02186

Faxed or electronically mailed proposals will be deemed non-responsive and will not be accepted.

Proposals submitted after the submission deadline will not be accepted. In order to be considered a complete submission, proposals should be marked "*Milton's Town Farm Housing Proposal*" and must include all required documents completed and signed by a duly authorized signatory, including the following:

1. Cover page labeled Milton's Town Farm Housing Proposal to the Town of Milton for the development of rental family housing, specifying: (1) the development entity, (2) primary contact person, and (3) all contact information.
2. One clearly marked original, in a three-ring binder, and 7 copies of the proposal with required attachments.
3. An electronic version of the complete proposal submission on a flash drive.

The Trust reserves the right to reject any or all proposals or to cancel this Request for Proposals if that is deemed to be in the best interest of the Town.

Inquiries on RFP

All inquiries should be made via e-mail and directed to: Josh Eckart-Lee at jlee@townofmilton.org no later than 4:00 p.m. on [REDACTED], 2023. Inquiries should have a subject line entitled: *Milton's Town Farm Housing RFP Inquiry*. Any inquiries after such date will not be accepted. All inquiries for which a response is provided, together with the responses, will be shared with all proposers who have provided their contact information.

Proposers' Responsibility for due diligence

Proposers should undertake their own review and analysis concerning physical conditions, environmental conditions, applicable zoning, required permits and approvals, and other development and legal considerations.

Additional Notes

Proposals will be opened publicly at [REDACTED] on [REDACTED], 2023. A Proposer may correct, modify, or withdraw a proposal by written notice received prior to the time set for the submission of proposals, but not thereafter. Each responsive proposal will be evaluated first for compliance with the threshold (minimum) criteria and, if it meets those criteria, then evaluated according to the criteria set forth in Attachment (A) 'Comparative Evaluation Criteria'.

The Trust makes no representations or warranties, express or implied, as to the accuracy and/or completeness of the information provided in this RFP. This RFP, including all attachments, is made subject to errors, omissions, and withdrawal without prior notice, and different interpretations of laws and regulations. The Proposer assumes all risk in connection with the use of the information and releases the Trust from any liability in connection with the use of the information provided by the Trust. Further, the Trust makes no representation or warranty with respect to the property, including without limitation, the value, quality or character of the property or its fitness or suitability for any particular use and/or the physical and environmental condition of the property. The property will be conveyed in "AS-IS" condition.

Each Proposer shall undertake its own review and analysis (due diligence) concerning the physical and environmental condition of the property, applicable zoning, and other land use laws, required permits and approvals, and other development, ownership and legal considerations pertaining to the property and the use of the property, and shall be responsible for applying for and obtaining any and all permits and approvals necessary or convenient for the Proposer's use. All costs and expenses of leasing and developing the property, including, without limitation, the costs of permitting and improvements, shall be the sole responsibility of the successful proposer.

The Milton Affordable Housing Trust has applied for funding to the Community Preservation Committee for assistance in their work supporting development at the site.

III. Site Tour and Briefing

Interested Proposers are encouraged to attend a voluntary on-site briefing session at 165 Governor Stoughton Lane Milton, MA 02158 on _____, 202_ at _____ (See Locus maps in Attachment B). The site visit is not mandatory; however, all proposers must familiarize themselves with the property by undertaking an independent review and analysis of physical conditions, regulatory constraints, required permit and approvals, and other legal considerations.

IV. Development Objectives

The Trust is seeking a developer to build affordable rental housing units consisting of no more than 35 units on the site. The development should be designed for a variety of households (individuals of all ages, families with children, persons with disabilities) and reflect a mix of affordability levels.

The Trust would like to see an architecturally harmonious development with no more than (3) buildings. The bedroom mix should be based on the site's capacity, good site planning and landscaping considerations, and the market and financial feasibility of an affordable rental project at this location. The Trust would also like the developer to honor the property's history as a working poor farm, which means considering replication of existing buildings and including green design elements such as green roofing and/or shared garden space.

The development of the property will be subject to a Land Development Agreement and Ground Lease in forms that are acceptable to the Trust. Once the conditions of the Land

Development Agreement are satisfied, the Trust and Developer will enter into a 99-year Ground Lease (See examples in Attachment D).

Affordability

At least 50% of the units shall be affordable to households at or below 80% Area Median Income (AMI). The Trust prefers that the development include units that are affordable to households with incomes ranging from 50% AMI to 80% AMI (See Evaluation Criteria at Attachment A for details). The proposer should include a clear analysis as to the levels of affordability proposed and the reasoning behind the proposed unit and income mix. The Trust is seeking affordability in the design of the units (e.g., energy efficient utilities and maintenance) in addition to affordability by restriction. All affordable units must meet the requirements for inclusion in the Department of Housing and Community Development's (DHCD) Subsidized Housing Inventory (SHI) and the developer shall be responsible for ensuring that all units count in the SHI.

The developer shall enter into a Regulatory Agreement with the Subsidizing Agency. Proposers are advised that all mortgages and other monetary liens encumbering the property may be subject and subordinate to the Regulatory Agreement and the affordable housing restriction. The affordability requirements may survive the foreclosure of any mortgage, deed given in lieu thereof, or any similar action, to the extent financially feasible to do so.

Commented [LS5]: Do you know the ramifications of this on the appraisal and potential financing issues?

Commented [JEL6R5]: The AHT did not know the ramifications of this

Unit Types

The development should reflect the needs of Milton and provide housing for a range of household sizes. For this reason, the Trust is interested in no more than 3 buildings as well as "universally accessible" design. At least 10% of the units shall contain three or more bedrooms to satisfy the State's family housing policy. Unit layouts should emphasize efficiency. Kitchens should be sized based on the bedroom composition of the unit.

Building Design and Aesthetics

The development's architecture should reflect and be compatible with the existing architecture and style of the Milton community. The goal is for the development to look like it belongs in Milton.

The Trust encourages the following:

- Multiple buildings, no more than 3, which can be of various sizes.
- Buildings shall not be more than 3 stories.
- Native landscaping in keeping with Milton character.
- Outdoor common and recreation areas, including walkways.
- Ample storage for residents in either the basement or sheds
- Bicycle storage racks
- Onsite laundry facilities
- Parking should be scattered as much as possible.
- Areas for outdoor trash and recycling receptacles

- Sensitivity to neighborhood and adjacent properties

Energy Efficiency

The Trust is looking for proposals that include building and site designs that reduce the tenants' energy, water usage and cost, and limit the project's environmental impact. Details regarding sustainable design features should be incorporated into the proposal.

Proposals that meet Passive House, LEED or other energy efficiency standards are preferred.

Site

The property is located at 165 Governor Stoughton Lane Milton, MA 02158, and is identified as Assessor's Parcel ID # K-6-3 (See Locus maps Attachment B). It contains approximately 4 Acres. The parcel is bound by the Milton Woods residential development to the south; residential properties to the east; forested land to the west; and the Quisset Brook residential development to the north. The Site has limited frontage on Governor Stoughton Lane to the northeast. The Site is developed with four existing buildings, a lawned field area, undeveloped wooded areas, a paved access road to Governor Stoughton Lane and is the current home of the Milton Animal Shelter.

The Site is encumbered by two easements: An access/drainage easement (Easement #1) is located within the southwestern portion of the Site and an access/utility easement is located within the eastern portion of the Site. Easement #1 appears to provide maintenance access to an infiltration basin constructed as part of the abutting Milton Woods development south of the Site. Easement #2 appears to provide emergency vehicle access to the same development in addition to providing maintenance access for several utilities. Additional utility information related to these easements can be found in Section 5.0. [These easements reduce the buildable area of the lot to approximately 3.5 acres.](#)

Commented [JEL7]: AHT recommends that Town Counsel review the easements so that we are presenting what they are, rather than what they appear to be

MAHT Comments: The RFP should include the most updated easement documents. A thorough review of these easements should be conducted by Town Counsel so that the RFP doesn't misrepresent their use and effect. Additionally, if the drainage easement was designed to accommodate the future redevelopment of this portion of this site, this information should be included in the RFP.

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Project Permitting

The property is zoned RES A. Proposals should include a description of the permitting process that the developer plans to use. The Trust anticipates permitting will be through M.G.L. Chapter 40B (Comprehensive Permit).

Commented [JEL8]: The AHT wants to clarify that this will be a friendly 40B/local initiative program

Commented [JEL9R8]: Or could potentially be a PUD

MAHT Comments: Affordable Housing projects on town-owned/controlled land can benefit from the Local Initiative Program (LIP) and are sometimes referred

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to as friendly 40Bs. A friendly 40B signals that the developer and Town are working collaboratively to ensure the project meets community needs.

Rental Management

The successful respondent's development team must include a qualified and experienced property management firm, or, if not identified at the time of submission, a description of the process for procuring such a firm and the performance standards to be met by the property management firm. There shall be on-site management and 24-hour emergency maintenance service.

V. Property Description

Deed

Norfolk County Registry of Deeds Book 35777 Page 371.

Please see Attachment C for the Deed.

Zoning

The property is currently zoned RES A; however, it is expected that the successful developer will work with the Town of Milton to gain approval of a "friendly" 40B permit utilizing a Comprehensive Permit development will be permitted through M.G.L. Chapter 40B.

Commented [JEL10]: See previous comment

Utilities

- Water: Public/Town
- Wastewater/Sewer: Public/Town
- Electric: Eversource
- Gas: National Grid

Watershed Study

The Milton AHT commissioned a Watershed study that summarizes the storm water characteristics of the site and surrounding area and makes recommendations for mitigating permanent and construction period impacts related to the proposed potential affordable housing development (Project) at the Site. The study can be found at Attachment F.

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Commented [LS11]: Was this done?

Commented [JEL12R11]: no

Commented [JEL13R11]: Delete section

Commented [LS14]: Decision hasn't been made on lease or sale

Ground Lease

The Ground Lease shall require the Proposer to maintain insurance in amounts reasonably acceptable to the Trust and name the Trust as an additional insured, and shall be an absolute triple net lease, requiring the Proposer to be solely responsible for the maintenance and operation of the property, including, without limitation, the payment of utilities, taxes and insurance of the property, among other costs. The Ground Lease shall be substantially similar to the Lease attached hereto and incorporated herein.

VI. Proposal Submission Requirements

The Development Team

The proposal must include a description of the development team, the individuals, and organizations involved in the development, **including the project manager**, and the experience of these parties. The development team may include, without limitation, the developer, property manager, architect, contractor, engineers, consultants, lenders, and investors.

Proposals must include:

- The name, address, e-mail address, and telephone number of the proposer; the name of any representative authorized to act on his/her behalf, and the name, title and contact information for the individual designated by the developer to receive all correspondence from the Trust and its agents.
- The names and primary responsibilities of each individual on the development team.
- If the proposer is not an individual doing business under their own name, a description of the firm and legal form and status of the organization (e.g., whether a for-profit, not-for-profit, a general or limited partnership, a corporation, LLC, LLP) and the jurisdictions in which it is registered to do business. If the proposer is a non-profit entity, please include a list of the organization's Board of Directors and areas of expertise they represent.
- The ownership structure of the entity to enter into the Ground Lease and the Land Development Agreement with the Trust and its relationship to any investors, lenders, and guarantors of debt, if any.
- Identification of all principals, partners, co-venturers, or sub-developers participating in the transaction, and the nature and share of each participants' ownership in the project.
- Identification of the person designated to be the property manager if the property developer will also be the property manager. If this is not the case, state the legal and financial relationship between the entities and describe the process for securing property management services and criteria and minimal qualifications it will use in selecting the property management firm.
- Identification of the development team, such as architects, engineers, landscape designers, contractor, and development consultants. In addition, provide background information, including firm qualifications and resumes for principals and employees expected to be assigned to the project.
- A summary of the developer's and the development team's experience, both collectively and individually, with similar projects. Particular attention should be given to demonstrate experience with **projects of a similar scale and complexity, site conditions, permitting issues, design and/or financing**, as well as location. Proposers should demonstrate the ability to perform as proposed and to complete the project in a competent and timely manner, including the ability to pursue and carry out design, permitting, financing, construction, and marketing/unit absorption.
- A list of all projects in progress or planned with details of their status.

Format

Proposers should use the following format to submit the information required (above):

- For referenced projects: project name, location, project type, number of residential units, project scope, start date, projected and actual completion date, total development costs, development team, key personnel, and status.
- Narrative on why the Proposer's experience is relevant to the 165 Governor Stoughton Lane housing development.
- Description of the organizational structure of the development team and a plan for the maintenance of effective communications between the Trust and the development team during all phases of the project.
- Information regarding any legal or administrative actions past, pending or threatened that could relate to the conduct of the Proposer, its principals, or any affiliates.
- Confirmation that no local, state, or federal taxes are delinquent and outstanding for the development team or any constituent thereof.
- Provision of third-party references for 3 completed projects including at least one affordable housing project. Provide contact names, title, and current telephone numbers, who can provide information to the Trust concerning the Proposer's experience with similar projects.

Development Concept

The proposal must include a detailed description of the development concept for the property and its improvements, including but not limited to:

- Number and size of units (square footage and number of bedrooms) and affordability levels. Include narrative as to why/how the mix of bedrooms, sizes and affordability was determined to ensure project financial feasibility and appropriateness for the marketplace.
- Preliminary site design.
- Discussion of the physical plan and architectural character of the project and the various programmatic and physical elements of the development, including energy savings and green design elements of the buildings and site design.
- Construction staging plan and discussion of construction impacts as to how the project will be managed to limit impact on neighbors, in particular with respect to noise and traffic during the construction period.
- Project financing – provide a sources and uses pro forma (see comparative evaluation criteria), and describe previous experience in securing such funding. Describe in detail what, if any, local, state, or federal subsidy funds will be sought to create affordability and the timeline for securing those sources.
- Projected 10-year operating budget
- Letters of interest from both construction and permanent lenders (mentioned in the comparative evaluation criteria)

Conceptual Design Drawings

The proposal must include 11 x 17 plans including:

- Site plan that shows parking layout and numbers of parking spaces, roadways and walkways, building footprints, any programmed outdoor space, and vegetated buffers.
- Landscape plan with sufficient detail on how the plan addresses limiting the project impact on surrounding areas and the users of those areas.
- Floor plans
- Elevations with material indications
- Typical unit plans
- Color Renderings from two perspectives

Management Plan

Please provide a management plan that includes the following:

- Description of the target market (e.g., pricing and the strategy for marketing and lottery process).
- In addition, if the Proposer includes a property manager as part of the team, all relevant information as outlined under 'The Development Team', above, including details of any projects where the Proposer and Manager have previously worked together.
- Lottery for affordable units: To ensure a fair and equitable selection process for the affordable units, a lottery shall be conducted for all the affordable units. Proposals may include a lottery agent as part of the development team. A marketing/lottery plan shall be required as part of the approval of the units for inclusion on the Subsidized Housing Inventory prior to issuance of a building permit. For the proposal, the Proposer shall indicate any other lotteries they have been involved in, their role and the outcomes.
- Experience with Low Income Housing Tax Credits if proposed as a funding source.
- Experience with project-based rental assistance, Section 8, 811, and/or MRVP if proposing such subsidies.

The Proposer and/or its property manager must demonstrate:

- A clear understanding of fair housing requirements/laws.
- A clear understanding of the local preference opportunities and requirements, and how the lottery will address any local preference.
- Ability and commitment to utilize appropriate stated standards to determine program and unit eligibility – i.e., qualified tenants.
- Clear criteria for tenant selection and a fair and unbiased selection process.
- Competency for selecting properly qualified tenants.
- Ability and commitment to maintain all necessary reports and certifications required under state and federal law.

Implementation Plan and Timeline

The proposed development should be completed within 4 years of the execution of the Land Development Agreement. Extensions may be granted at the discretion of the Trustees.

The proposal must include a description of how the development concept will be implemented, including, but not limited to:

- Detailed development schedule for all elements of the plan including key milestones, financing benchmarks, zoning approvals and compliance, and projected completion/occupancy timeframes.
- Outline of the required land use, environmental, operation, and other governmental or regulatory approvals, including zoning, development, and environmental permits. The proposer should provide a schedule for securing approvals as part of the proposal. The Proposer should note what zoning variances, special permits, or modifications, if any, are required as part of the development plan.

Price Proposal

The Price Proposal Form (Attachment I) should be completed and submitted with the proposal. The Town expects the Lease Payment to be a nominal fee.

VII. Developer Selection Criteria

Minimum Threshold Criteria

The following are minimum criteria for Proposal consideration. Proposals that do not clearly and fully convey compliance with these minimum criteria will not be considered.

- Complete conformance with all Submission Requirements (Sec. VI)
- Price Proposal Form, setting forth the lease fee for the land, found in Attachment I
- Proposer must have a minimum of 5 years' experience in development. If the proposer does not have experience with affordable housing development, then a development consultant or partner must have 5 years' experience with affordable housing.

All proposals submitted by the due date will be evaluated for conformance with the below stated minimum criteria. Those proposals that meet the minimum criteria will then be evaluated by the comparative criteria described below. Proposers may be invited to present their proposal to the review committee. The presentation will not be scored.

- A successful track record of similarly sized projects with at least 3 references
- Availability to begin work towards permitting within 60 days of executing the Land Development Agreement and show sufficient staff resources and availability to perform required services.
- Complete required forms found in Attachment I (Certificate of Tax Compliance), Attachment J (Certificate of Non-Collusion), Attachment K (Disclosure Statement required by M.G.L. c. 7C, Section 38 (formerly M.G.L. c. 7, Section 40J) and Attachment L (Certificate of Authority)

Comparative Evaluation Criteria

Projects meeting the minimum threshold criteria will then be judged and scored based on the Comparative Evaluation Criteria further explained and outlined in Attachment A.

Proposal Submission Terms and Requirements

- A. The Trust reserves the right to reject any and all proposals in whole or in part, and to waive minor informalities, when in its sole discretion to do so is deemed to be in the best interests of the Trust and to the extent permitted by law.
- B. Proposals that meet all quality requirements shall be evaluated based on responsiveness to the criteria, terms and conditions contained in this RFP and its attachments. Failure to follow the instructions, meet the criteria, or agree to the terms and conditions contained in this RFP may be cause for rejection of the proposal as non-responsive.
- C. All proposals shall be submitted to the Trust, as and where set forth above, on or before the proposal deadline. Proposals and unsolicited amendments to proposals received by the Trust after the proposal deadline will not be considered, and requests for extensions of time will not be granted. Proposers who mail proposals should allow sufficient time for receipt by the Trust by the proposal deadline. Proposals received after the proposal deadline will be returned to the Proposer unopened.
- D. All proposals shall be signed in ink by the Proposer. If the Proposer is a corporation, the authority of the individual signing shall be endorsed upon, or attached to, the proposal and certified by the clerk of the corporation.
- E. All proposals submitted shall be binding upon the Proposer for a minimum period of one hundred twenty (120) calendar days following the opening of proposals.
- F. Proposals submitted to the Trust shall be securely kept and shall remain unopened until the proposal deadline and the opening of proposals.
- G. Proposals once submitted may, upon request of the Proposer prior to the proposal deadline, be withdrawn or amended. If amended, resubmission of the proposal shall comply with all requirements of this RFP. No amendments may be made, or proposals withdrawn after the proposal deadline.
- H. Negligence on the part of the Proposer in preparing the proposal confers no right of withdrawal after the proposal deadline. The Trust does not assume any responsibility for errors, omissions, or misinterpretations which may have resulted in whole or in part from the use of incomplete proposal documents. Any Proposer finding an ambiguity, inconsistency, or error shall promptly notify the Trust.
- I. If it becomes necessary to revise any part of this RFP or if additional data are necessary to enable an exact interpretation of provisions, such addenda will be provided to all Proposers who have requested this RFP and provided their contact information. No addenda will be issued within the immediate five (5) business day period prior to the proposal deadline.
- J. By submitting a proposal in response to this RFP, the Proposer shall be deemed to have certified that no officer, agent, or employee of the Trust or Town of Milton has a direct or substantial financial interest in the procurement, that the proposal is submitted in good faith and

exclusively on Proposer's own behalf, without fraud, collusion or connection of any kind with any other Proposer for the same work or with any undisclosed party.

- K. Proposers may add additional stipulations or otherwise qualify their proposals, but the Trust shall retain the sole right to judge the importance of any such stipulation or qualification. If the Trust determines that the stipulation or qualification is not in its best interest and/or is materially unacceptable, and if the Proposer does not clearly indicate this to be an alternative for consideration, then the Trust reserves the right to reject such proposal.
- L. Selection of a Proposer's proposal will not create any rights on the Proposer's part, including, without limitation, rights of enforcement, equity, or reimbursement, until the Land Development Agreement and all related documents are fully executed.
- M. It is understood, agreed upon and made a part hereof, and shall be a part of the Land Development Agreement, that the Agreement entered into between the Trust and the Proposer and/or the Proposer's rights therein shall not be assigned, except to an entity formed by the Proposer for the purpose of entering into the Group Lease, unless or until the Trust shall have first assented thereto in writing, in its sole discretion.
- N. The Trust reserves the right to modify any specifications and submission requirements associated with the proposal and the scope of the project.

VIII. Selection Process

A evaluation committee, which will include The evaluation committee, consisting of the Milton Affordable Housing Governor Stoughton Trustees, will review and evaluate all proposals that have been received by the submission deadline based on the criteria outlined herein, and make a recommendation to the Governor Stoughton Trustees Select Board after determining which proposal is deemed the most advantageous and responsive proposal. Evaluation of the proposals will be based on the information provided in the Proposers' submissions in accordance with the submission requirements of this RFP and any interviews, references, and additional information requested and/or gathered by the Trust.

Commented [JEL15]: AHT would be happy to join the GST as part of the evaluation committee

Each proposer must include sufficient supporting material to allow a meaningful and comprehensive evaluation of its proposal. The Trust reserves the right to disqualify any proposal or response due to insufficient supporting or explanatory information, or to request additional supporting information. The Trust may request additional information of one or more proposers relative to a proposal or qualifications. Requests shall be in writing with the expectation of a written response within a specified time. Proposers may also be invited to appear before the evaluation committee and/or the Trustees. Failure to comply with this request will result in a rejection of the proposal at issue.

Following the receipt of any additional information requested of the proposers by the Trust, if any, proposals will be evaluated and rated by the Trust according to the comparative evaluation criteria set forth in this RFP. The Trust will select the most advantageous proposal, taking into consideration all the evaluation criteria set forth in this RFP.

The Trust will notify all Proposers in writing of its decision.

The Trust reserves the right to reject any or all proposals or to cancel this Request for Proposals at any time if doing so is in the best interest of the Trust.

IX. Post Selection

Land Development Agreement and Ground Lease

The proposer selected by the Trust will be given exclusive rights to negotiate with the Trust the terms of the Land Development Agreement (LDA) and the Lease of the property, which LDA and Lease will be substantially on the same terms as the LDA and Lease attached hereto as Attachment D. If, at any time, such negotiations are not proceeding to the satisfaction of the Trust, in its sole discretion, then the Trust may choose to terminate said negotiations. The Trust may select another proposer with whom to initiate negotiations.

The selected proposer and the Trust shall enter into the LDA within ninety (90) days from the date the proposer is notified of the award unless the Trust extends the same, in its discretion. Once all conditions of the LDA are met, the Ground Lease will be finalized and endorsed.

Chapter 30B Real Property Developments to Promote Public Purpose Requirements

If the Trust determines that the public purpose of the project is best met by leasing the property for less than fair market rental value, the Trust will post a notice in the Central Register explaining the reasons for this decision and disclosing the difference between the fair rental value and the rent to be received. This notice will be published before the Trust enters into any agreement with the selected developer.

Attachments

- A. Comparative Evaluation Criteria
- B. Locus Map and Existing Conditions Survey
- C. Deed
- D. Draft Land Development Agreement and Ground Lease
- E. Housing Production Plan
- F. Bohler Reports: Due Diligence ~~and Watershed~~
- G. Conceptual Site Designs
- H. Price Proposal Form
- I. Certificate of Tax Compliance
- J. Certificate of Non-Collusion
- K. Disclosure Statement
- L. Certificate of Authority

Commented [JEL16]: The AHT did not believe that this constituted a watershed analysis & wants to potentially add Cliff Boehmer's study as an additional attachment

ATTACHMENT A

Comparative Evaluation Criteria: 165 Governor Stoughton Lane Milton, MA 02186

| | Unacceptable | Advantageous | Highly Advantageous |
|---|--|--|---|
| Developer Experience & Capacity (Team) | | | |
| <ul style="list-style-type: none"> • Demonstrated experience as a principal or lead development officer in and capability for designing, permitting, developing, and managing similar residential projects. • Outcome of comparable projects • Property management experience with similar projects • The quality of the team's reputation and references, particularly in terms of its regulatory track record and ability to complete projects as proposed • Success in marketing approach, including affirmative fair housing marketing plans and lottery, meeting State requirements | <p>Development team members have only minimal experience in the development of projects with similar scope – including legal, design, development, financing, and management experience with rental housing.</p> | <p>Development team members have significant experience in the development of projects of similar scope – including legal, design, financing, affordable housing management. Energy efficient buildings are not part of standard approach. Past developments demonstrate good property management structure.</p> | <p>Development team members have extensive experience in the development of projects of similar scope – including legal, design, financing, affordable housing management. Energy efficient design is their standard approach to design and development. Past developments demonstrate excellent property management structure and professionalism.</p> |
| Affordability | | | |
| Proposal meets a range of incomes. All the units must be restricted to households at or below 80% AMI | Less than 100% of the units are affordable to 80% AMI. | All units are affordable to 80% AMI | All the units are affordable to 80% AMI or below with the affordability ranging from 50% AMI to 80% AMI |
| Site Design | | | |

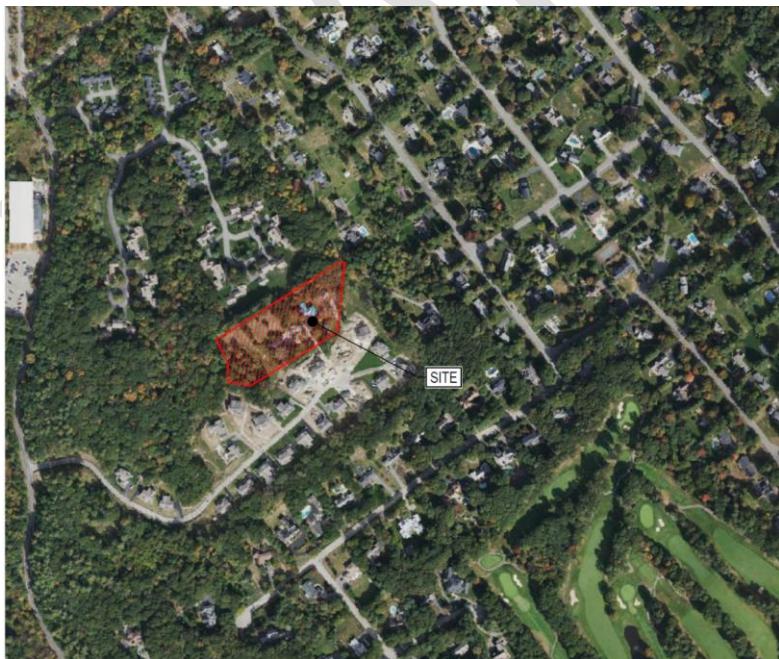
| | | | |
|--|--|---|--|
| <ul style="list-style-type: none"> Thoughtful and efficient site design using the natural topography of the site as much as feasible. Efficient, safe internal traffic flow Underground utilities Exterior lighting – minimal impact to neighbors and night sky Landscape plan including within parking area includes native plantings and, when feasible, enhances rather than replaces existing vegetation. Designated area for snow Adequate parking and walkways for residents and visitors Natural buffer to surrounding residential neighbors as required in the narrative (Section IV, Site) Respects adjacent properties. Provides programmed outdoor community gathering space for a variety of ages. Includes bike racks. | <p>Proposal fails to meet the majority of the RFP criteria for site design.</p> | <p>The proposal meets some or all of the RFP site design criteria with thoughtful building siting, safe, efficient traffic flow, and maintains the natural buffers to surrounding neighborhoods, as required.</p> | <p>Proposal meets or exceeds all of criteria</p> |
| Infrastructure and Green Design | | | |
| <ul style="list-style-type: none"> Underground utilities Storm water management uses standards of low impact development. Buildings are located for maximum solar potential. Roof construction is “solar ready” (designed to support solar panels) Meets green design standards for LEED, Passive House, or other comparable programs. Provide charging station(s) for EVs. | <p>Proposal fails to meet a majority of the RFP criteria for infrastructure and green design</p> | <p>The proposal meets some of the RFP infrastructure and green design criteria</p> | <p>Proposal meets the or exceeds all of criteria</p> |

| Building Design | | | |
|---|--|--|---|
| <ul style="list-style-type: none"> Conceptual design includes no more than 3 buildings. Exterior is of high quality, while remaining compatible with local architectural design Creative design that is cost effective and high quality. Interior design and layouts meet a variety of household sizes, aesthetics, and resident mobility needs. Finishes support durability and low maintenance for tenants Construction maximizes soundproofing between units. Provides community space for residents, preferably with kitchen facilities Includes office space for management. Provides storage space, either in basements or sheds Prefer individual exterior space (patios or balconies) | <p>Design appears incongruous with local designs, interior layout does not meet a variety of household types and mobility needs, and does not comply with a majority of the RFP criteria</p> | <p>Design reflects or complements local designs, layout provides for a variety of household types and mobility needs, Complies with a majority of the RFP criteria and preferences</p> | <p>Design proposal articulates a creative development vision that is a cost-effective, energy efficient, attractive design that reflects and/or complements the local aesthetics and provides a variety of household types and mobility needs. Complies with all the RFP criteria and preferences</p> |
| Financial Feasibility | | | |
| <ul style="list-style-type: none"> Adequacy of proposed budgets (development and operating) Appropriateness of rents in relation to the market Track record of securing proposed financing Availability and likelihood of approval of proposed pre-development, construction, and permanent financing | <p>Proposal does not demonstrate an understanding of development costs and operating budgets for affordable housing and/or does not have a successful record of securing financing.</p> | <p>Proposal contains realistic development and operating budgets and evidence of success in securing necessary financing.</p> | <p>Proposal contains realistic development and operating budgets and evidence of a high degree of success in securing necessary financing and other sources of funding.</p> |

| References, Site Visits, and Interviews | | | |
|---|---|---|---|
| <ul style="list-style-type: none"> • A minimum of three references including references from all projects undertaken in the last 10 years • The evaluation committee may choose to visit proposers' completed projects. • The evaluation committee may require proposers to present their proposals. Presentations will not be scored. | <p>Did not provide a minimum of 3 references, or references were poor and/or inadequate. Properties visited were in poor condition.</p> | <p>Strong references reflecting projects came in on time and within budget, good property management structure. Properties visited were in good condition, site layout was efficient, and buildings were well designed.</p> | <p>Strong references reflecting timely completion, excellent budget control, excellent property management structure and professionalism of developer. Properties visited were in great condition, site layout building design, and landscaping excellent, and use of energy efficient and durable materials.</p> |

Attachment B

Locus Map – 165 Governor Stoughton Lane Milton, MA 02186



Town of Milton, Massachusetts
Contract for On-Call Traffic Engineering Services
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This Contract is made this 8th day of August 2023, by and between the Town of Milton, Massachusetts, Milton Town Hall, 525 Canton Avenue, Milton, MA 02186 acting by the Milton Select Board (hereinafter the "Town of Milton," the "Town," or the "Owner"), and BETA Group, Inc, organized under the laws of Delaware, with a principal office located at 701 George Washington Highway, Lincoln, RI 02865, with a Massachusetts office located at 315 Norwood Park South, 2nd Floor, Norwood, MA 02062 (hereinafter the "Engineer").

The words "he," "him" and "his" in this Contract, as far as they refer to the Engineer, shall so refer whether the Engineer is an individual, partnership or corporation. All prior contracts, if any exist between the Town and the Engineer for On-Call Traffic Engineering Services, are hereby terminated and shall be of no force and effect.

1. Scope of Services

The Engineer will assist the Town with traffic engineering services as generally described below.

- 1) Assist the Town with Engineering recommendations and guidance. In general, recommendations may address adherence to Town regulations and industry standards, assistance related to traffic rules and regulations; and other tasks as may be requested by the Town.
- 2) Perform peer reviews of documents prepared by others for either the Town or other parties, for various public infrastructure improvement projects.
- 3) Evaluate and quantify existing conditions for various public infrastructure, including the preparation of engineering surveys, record plans, or preparation of summary reports.
- 4) Prepare designs for Town-initiated assignments, including traffic calming, complete streets, sidewalk, bicycle facilities, roadway, parking, and pavement markings and signage.

The Engineer shall furnish all tools, equipment, labor, and other services necessary for the performance of the work which is required by this Contract.

The services described above shall be subject to the Engineer's standard terms and conditions which are attached hereto as Attachment A.

2. Standard of Care

The Engineer shall exercise due care and diligence in the rendition of all services under this Contract in accordance with the applicable professional standards in the Eastern Massachusetts area. The Engineer's services shall be performed as

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expeditiously as is consistent with such standards, with professional skill and care, and with the orderly progress of the work.

3. Term

The term of this Contract shall be for one (1) fiscal year, commencing as the execution date above and ending on June 30, 2024. At the sole discretion of the Town of Milton, the term of this Contract may be extended for one (1) or two (2) additional fiscal years.

4. Incorporation of the Service Proposal/Order of Priority of Contract Documents

The provisions of the Engineer's Service Proposal are incorporated herein by reference. In the event of any conflict among the Contract Documents, the Documents shall be construed according to the following priorities:

| | |
|-------------------|--|
| Highest Priority: | Amendments to Contract (if any) |
| Second Priority: | Contract |
| Third Priority: | BETA Group July 2023 Service Proposal and 2023 BETA Group Rate Sheet |

5. Payment

In consideration for performance of the work in accordance with the requirements of this Contract, the Town shall pay the Engineer the hourly fee outlined in the 2023 BETA Group Rate Sheet, a copy of which is attached hereto and incorporated by reference.

This Contract is an on-call & hourly rate contract and therefore there is no minimum contract value guarantee, and all services will be billed hourly as work under this contract is performed at the request of the Town. In the event that an unforeseen miscellaneous expense is incurred, the Engineer shall receive the Town's approval in writing prior to incurring the expense if it will subsequently seek payment of said expense from the Town.

Payment shall be made to the Engineer for work completed in accordance with this Contract. All requests for payment shall be submitted to the Town as an invoice and shall specify work completed, progress made toward completing deliverables, the number of hours worked, and the appropriate billing rate for each hour of work.

The Engineer shall submit a monthly invoice, in duplicate, to the Owner for work completed in accordance with this Contract during the month in question.

Payment will be due thirty (30) days after receipt of the Engineer's invoice by the

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Town for services rendered in accordance with this Contract. The Town shall not make payments in advance.

If the Town objects to all or part of any invoice, the Town shall notify the Engineer in writing within two (2) weeks of the date of receipt of the invoice and shall pay that portion of the invoice not in dispute within thirty (30) days after the date of receipt of the invoice.

Should it be necessary for the Engineer to engage the services of a specialized Engineer or companies other than those originally proposed in the Engineer's response to the Town's IFB, the Engineer shall take such measures only with the Town's prior written approval. Charges for such services shall be billed directly to the Town unless otherwise agreed upon by the parties.

Payment of the amounts due under this Contract shall release the Town of Milton, Massachusetts and its officers, employees, boards, commissions, committees, agents, and representatives, from any and all claims and liability in any way relating to this Contract or anything done in pursuance thereof.

6. Compliance with Laws

The Engineer shall comply with all provisions of Federal, Massachusetts and Town of Milton law applicable to his work including, without limitation, statutes, by-laws, rules, regulations, orders and directives, as amended, and including, without limitation, the Williams-Steiger Occupational Safety and Health Act, as amended, and related regulations, as amended, in effect throughout the term of this Contract and any extension or renewal thereof. Without limitation, the Engineer shall comply with the provisions of Chapter 149, Section 26 to 27D of the Massachusetts General Laws, as amended, and the applicable minimum wage rates as determined by the Massachusetts Commissioner of Labor and Industries. This Contract shall be considered to include in their entirety all terms respecting workers' compensation insurance and other terms required to be included in it by Chapter 152 of the Massachusetts General Laws, as amended, as though such terms were set forth in their entirety herein.

7. Insurance

The Engineer shall provide and maintain throughout the term of the Contract and any extension or renewal thereof the following insurance with companies that are authorized and licensed in the Commonwealth of Massachusetts to issue policies for the coverages and limits so required.

- a. Workers' Compensation Insurance as required by the laws of the Commonwealth of Massachusetts and employer's liability insurance in the

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amount of \$500,000/\$500,000/\$500,000.

- b. Commercial General Liability Insurance, \$1,000,000 each occurrence and \$2,000,000 aggregate limit. Commercial General Liability insurance shall include personal injury liability, broad form property damage liability, products/completed operations liability, and broad form contractual liability.
- c. Automobile Liability Insurance - Combined single limit of \$1,000,000.
- d. Professional Liability Insurance – \$5,000,000 each occurrence and \$5,000,000 aggregate limit. If written on a “claims made” basis, each such policy of professional liability insurance shall be in effect for at least six (6) years following the termination of this Contract.
- f. Excess Liability Insurance, Umbrella Form - \$1,000,000 each occurrence and \$2,000,000 aggregate, which shall be following form, providing coverage over commercial general liability insurance, automobile liability insurance, and employer's liability under workers' compensation insurance.
- g. The Town of Milton shall be named as an additional insured on each such policy of Commercial General Liability Insurance, and Automobile Liability Insurance.
- h. All certificates and policies shall contain the following provision:

“Notwithstanding any other provision herein, should any of the above policies be cancelled or materially amended before the expiration date thereof, the issuing company will mail thirty (30) days prior written notice thereof to the named certificate holder and to the Milton Town Administrator, Milton Town Hall, 525 Canton Avenue, Milton, MA 02186, before such cancellation or amendment shall take place.”
- i. Certificates evidencing such insurance shall be furnished to the Town at the execution of this Contract. Such certificates shall not merely name the types of policy provided but shall specifically refer to this Contract and shall state that such insurance is as required by this Contract. The Engineer shall make no claims against the Town of Milton or its officers for any injury to any of its officers or employees or for damage to its equipment arising out of work contemplated by the Contract.
- j. The Engineer shall also be required to provide to the Town of Milton with its proof of insurance coverage endorsements or riders to the policies of commercial general liability insurance and automobile liability insurance,

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which indicate that the Town of Milton is named as an additional insured on each such policy.

- k. No insurance shall be obtained from an insurer which:
 - (1) is not licensed to sell insurance in the Commonwealth of Massachusetts; or
 - (2) is not authorized to provide insurance as an excess or surplus lines insurer and does not have a current Best's rating of A or better.
 1. Failure to provide and continue in force such insurance as aforesaid shall be deemed a material breach of this Contract and shall operate as an immediate termination thereof.

8. Indemnification

The Engineer shall compensate the Town for all damage to Town property of any nature to the extent caused by the Engineer's negligent performance of its work or willful misconduct. To the fullest extent permitted by law, the Engineer shall indemnify and hold harmless the Town and all of its officers, employees, boards, commissions, committees and representatives (the "Indemnitees") from and against all claims, causes of action, suits, costs (including reasonable legal costs and attorneys' fees), damages, and liability of any kind which arise out of a third-party claim to the extent caused by (i) the breach by the Engineer of its obligations under this Contract, or (ii) the willful misconduct or negligent act or omission of the Engineer, its subcontractors, or their officers, employees, agents and representatives or anyone directly or indirectly employed by them, or anyone for whose acts or omissions they may be liable, regarding the work to be performed by the Engineer under the Contract, or (iii) Engineer's violation of any Federal, Massachusetts or Town of Milton statute, by-law, rule, regulation, order or directive. Engineer shall also indemnify and hold the Indemnitees harmless from any claim for personal injury or property damage suffered by the Engineer or any of its officers or employees regarding the subject matter of this Contract, except to the extent caused by the negligence or willful misconduct of the Indemnitees.

9. No Personal Liability

Neither the Town of Milton, nor any of its officers, employees, boards, committees, commissions, agents and representatives, shall be under any personal obligation or incur any personal liability by reason of this Contract, the execution thereof or anything relating thereto which arises out of the breach or violation of any provision of this Contract, or the violation of any Federal, Massachusetts or Town of Milton statute, by-law, rule, regulation, order or directive, or which relates to personal injury or property damage suffered by the Engineer or its

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employees, regarding the subject matter of this Contract.

10. Familiarity with Area of Work

By signing this Contract, the Engineer acknowledges that it has examined the subject matter of this Contract, and that it is familiar with all sites which are the subject of this contract in the Town of Milton and with all conditions of this Contract. The Engineer has entered into this Contract in reliance on its own examinations and estimates as to the amount and character of its work, and conditions which may be encountered in the performance thereof, and shall assume all risks and bear all losses pertaining thereto.

11. Independent Contractor Status

The Engineer shall provide services under this Contract as an independent contractor with the Town of Milton and not as an employee of the Town of Milton. No employee, agent or representative of the Engineer shall be entitled to receive any benefits of employment with the Town of Milton, including without limitation salary, overtime, vacation pay, holiday pay, sick leave, health insurance, life insurance, pension, or deferred compensation.

12. Use of Alcohol and Controlled Substances Prohibited

The Engineer hereby acknowledges that the use of alcoholic beverages, narcotics, and mood-altering substances, except under current valid, legal prescriptions, by any officer, employee, agent, or representative of the Engineer is prohibited on Town of Milton property which is the subject matter of this Contract and during all hours of work under this Contract. If any officer, employee, agent, or representative of the Engineer violates the foregoing provision, the Town of Milton shall have the right to order that such officer, employee, agent, or representative of the Engineer shall not be permitted to return to work on this Contract. Under such circumstances, the Engineer shall promptly remove the subject officer, employee, agent, or representative from the job site and shall not permit the subject officer, employee, agent, or representative to perform further work in conjunction with this Contract.

13. No Smoking

Pursuant to Massachusetts General Laws (M.G.L.) c. 270, §22, the Commonwealth of Massachusetts Smokefree Workplace Law, the Engineer, its officers, employees, agents, and representatives shall refrain from smoking and from using tobacco products in any public building in the Town of Milton.

14. Criminal Background Screening – N/A

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15. Delays/Force Majeure

Except as specifically set forth in this Contract, neither party shall hold the other responsible or liable for damages or delays in performance caused by acts of God, interruptions in the availability of labor, or other events beyond the control of the other party, or that could not have been reasonably foreseen or prevented. For this purpose, such acts or events shall include unusually severe weather, floods, epidemics, wars, riots, strikes, lockouts, or other industrial disturbances, protest demonstrations, and project site conditions which could not have been reasonably anticipated. Should such acts or events occur, both parties shall use their best efforts to overcome the difficulties arising and to resume as soon as reasonably possible the normal pursuit of the services for the Project.

16. Termination

- a.** If the Engineer shall breach any provision of this Contract, which breach is not cured within twenty-one (21) days of written notice thereof from the Town to the Engineer, the Town shall have the right to terminate this Contract upon written notice to the Engineer.
- b.** If any assignment shall be made by the Engineer or by any guarantor of the Engineer for the benefit of creditors, or if a petition is filed by the Engineer or by any guarantor of the Engineer for adjudication as a bankrupt, or for reorganization or an arrangement under any provision of the Bankruptcy Act as then in force and effect, or if an involuntary petition under any of the provisions of the Bankruptcy Act is filed against the Engineer and such involuntary petition is not discharged within ninety (90) days thereafter, in any event the Town may terminate this Contract upon written notice to the Engineer.
- c.** The award of this Contract and the continued operation of this Contract are contingent upon appropriation by Milton Town Meeting of sufficient money to fund the Contract. Should Milton Town Meeting fail to appropriate necessary funds therefore, the Town of Milton shall no longer be under any obligation to tender performance, including payment, under the terms of this Contract. In that event, the Town may terminate this Contract upon written notice to the Engineer.
- d.** The Town may terminate this Contract upon written notice to the Engineer if a source of money to fund the Contract is lost during the Contract term. In the alternative, the parties may agree in writing to amend the Contract to provide for a Contract price which represents a reduced appropriation for the Contract term.
- e.** The Town may also terminate this Contract for convenience upon thirty

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(30) days' written notice to the Engineer.

In the event of termination, the Engineer shall be entitled to be paid for services rendered in accordance with this Contract prior to termination.

In the event that this Contract is terminated pursuant to Section 16a or 16b above, the Town may make any reasonable purchase or contract to purchase services in substitution for services due from the Engineer and may deduct the cost of any substitute contract, or damages sustained by the Town due to non-performance or non-conformance of services together with incidental and consequential damages from the Contract price, and shall withhold such damages from sums due or sums which become due.

17. Notices

Except as otherwise provided in this Contract all notices required or permitted to be given hereunder shall be in writing and shall be delivered by certified mail or registered mail, return receipt requested, to the parties at the following address or such other address or addresses as to which a party shall have notified the other party in accordance with this Section.

If to the Town: Milton Town Administrator
Milton Town Hall
525 Canton Ave
Milton, MA 02186

With copies to: Clifford R. Rhodes, Jr.
Murphy, Hesse, Toomey & Lehane, LLP
50 Braintree Hill Office Park, Suite 410
Braintree, MA 02184

If to the Engineer: **Jeff Maxtutis**
BETA Group, Inc.
315 Norwood Park South, 2nd Floor
Norwood, MA 02062

18. License

The Town shall have unlimited rights, for the benefit of the Town, in all drawings, designs, specifications, notes and other work developed in the performance of this Contract, including the right to use same on any other project of the Town, without additional cost to the Town; and with respect thereto, the Engineer agrees and hereby grants to the Town an irrevocable royalty-free and nonexclusive license to all such data, which he may cover by copyright, and to all

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designs as to which he may assert any rights or establish any claim under any patent or copyright laws. The Engineer shall obtain similar irrevocable royalty-free nonexclusive licenses from the Engineer's consultants consistent with this Contract. Any reuse of the documents prepared by Engineer under this Contract for other than their specific intended purpose will be at the sole risk of the user.

19. Miscellaneous Provisions

- a. Any action at law or suit in equity instituted by the Engineer as a result of the performance, non-performance or alleged breach of this Contract shall be filed in the Superior Court of the Commonwealth of Massachusetts for Norfolk County, MA, and in no other court or jurisdiction.
- b. No action or failure to act by the Town shall constitute a waiver of a right or duty afforded to the Town under the Contract, nor shall such action or failure to act constitute approval of or acquiescence in a breach thereunder, except as may be specifically agreed in writing. No forbearance or indulgence in any form or manner by the Town shall be construed as a waiver or in any way limit the legal or equitable remedies available to the Town. No waiver by the Town of any default or breach by the Engineer shall constitute a waiver of any subsequent default or breach.
- c. If the Engineer discovers or is informed of any discrepancy or inconsistency in the Contract Documents in relation to any law, statute, ordinance, by-law, decree, code, rule, regulation, or order, the Engineer shall promptly, before commencing services under this Contract, report the same to the Town in writing.
- d. The Engineer acknowledges that it has not been influenced to enter into this Contract, nor has the Engineer relied upon any warranties or representations not set forth in this instrument.
- e. The Engineer shall maintain the confidentiality of information designated by the Town as confidential, unless withholding such information would violate the law or create a risk of significant harm to the public, or unless the Engineer has been required to release such information by final judgment or order of a court of competent jurisdiction, or unless the Town has expressly waived such confidentiality in advance in writing.
- f. The Engineer shall not represent or purport to represent that it speaks for the Town vis-à-vis the media or the public at-large without the Town's express, written consent in advance.
- g. Prior to commencing services under this Contract, the Engineer shall furnish the Town, in writing, the names, addresses and telephone numbers of not fewer than two (2) principal employees of his business who are to be contacted in the event of an after-hours emergency.

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h. By entering into this Contract, the Engineer certifies under penalties of perjury that its entry was made and submitted in good faith and without collusion or fraud with any person. As used in this certification, the word "person" shall mean any natural person, business, partnership, corporation, union, committee, club, or other organization, entity, or group of individuals.

i. By entering into this Contract, the Engineer certifies under the penalties of perjury, pursuant to M.G.L. c.62C, Section 49A(b), that it has complied with all laws of the Commonwealth relating to taxes, to reporting of employees and Engineers, and to withholding and remitting child support.

j. The Engineer understands that the Massachusetts Conflict of Interest Law, Chapter 268A of the Massachusetts General Laws, applies to the Engineer with respect to the services required to be provided under this Contract. The Engineer and its officers, employees, agents, sub-contractors, and affiliated agencies shall not participate in any activity which constitutes a violation of the Massachusetts Conflict of Interest Law, or which creates an appearance of a violation of the Massachusetts Conflict of Interest Law.

k. Prevailing wage rates shall be paid, pursuant to M.G.L. c.149, §§26-27G if they are applicable.

l. The Engineer shall not discriminate against or exclude any person from participation herein on grounds of race, color, religious creed, national origin, sex, gender identity, sexual orientation (which shall not include persons whose sexual orientation involves minor children as the sex object), age, genetic information, ancestry, children, marital status, veteran status or membership in the armed services, the receiving of public assistance, and handicap. The previous sentence shall include, but not be limited to, the following: advertising, recruitment; hiring; rates of pay or other forms of compensation; terms; conditions or privileges of employment; employment upgrading; transfer; demotion; layoff; and termination. The Engineer shall take affirmative actions to insure that applicants are employed, and that employees are treated during their employment, without regard to race, color, religious creed, national origin, sex, gender identity, sexual orientation (which shall not include persons whose sexual orientation involves minor children as the sex object), age, genetic information, ancestry, children, marital status, veteran status or membership in the armed services, the receiving of public assistance, and handicap.

m. To the extent that any of the foregoing sections required by Massachusetts law are inconsistent with other, non-statutory sections in this Contract, any statutorily-mandated provisions contained herein shall control.

n. The Engineer shall not assign or subcontract in whole or in part this Contract or in any way transfer any interest in this Contract without the prior express written approval of the Town.

Town of Milton, Massachusetts
Contract for On-Call Traffic Engineering Services
Contract # 2023-DPW-002

- o. The Engineer shall not assign any money due or to become due to the Engineer unless the Town of Milton shall have received prior written notice of such assignment. No such assignment shall relieve the Engineer of its obligations under this Contract.
- p. This Contract may be amended only by written consent of the parties.
- q. This Contract constitutes the entire agreement of the parties and any other agreement, written or oral, that may exist is excluded from this Contract. When executed, this Contract supersedes any other agreement of any of the parties in connection with the transaction contemplated.
- r. If any provision, or portion thereof, of this Contract shall be adjudged to be invalid or unenforceable by final judgment or order of a court of competent jurisdiction the remaining provisions shall continue in effect to the extent permitted by law.
- s. The provisions of this Contract shall be binding upon and inure to the benefit of the heirs, assigns and successors in interest of the parties.
- t. This Contract shall be governed by and construed in accordance with the laws of the Commonwealth of Massachusetts, regardless of choice of law issues or principles.
- u. This Contract is executed in triplicate as a sealed instrument.

[The remainder of this page is left intentionally blank.]

Town of Milton, Massachusetts
Contract for On-Call Traffic Engineering Services
Contract # 2023-DPW-002

The Town of Milton, Massachusetts

BETA Group, Inc.

by its Town Administrator

by:

Signature

Signature

Nicholas J. Milano

Printed Name

Printed Name

Title

Title

Dated: _____

Dated: _____

APPROVED AS TO AVAILABILITY OF APPROPRIATION:

This is to certify that an appropriation in the amount of this Contract is available therefore, and that the Town Administrator is authorized to execute this Contract and to approve all requisitions and execute change orders.

Town Accountant, Town of Milton

Dated: _____

APPROVED AS TO FORM:

Clifford R. Rhodes Jr., Esq.

Dated: _____

Town of Milton, Massachusetts
Contract for On-Call Traffic Engineering Services
Contract # 2023-DPW-002

CERTIFICATE OF VOTE

I _____, hereby certify
(Clerk/Secretary)

that I am the duly qualified and acting
of _____
(Title) (Corporation Name)

and I further certify that at a meeting of the Directors of said Corporation duly called and held on _____ 2022, at which meeting all Directors were present and voting, the following vote was unanimously passed:

VOTED: To authorize and empower either
_____, _____;
(Name) (Title)

_____, _____; or
(Name) (Title)

_____, _____;
(Name) (Title),

any one acting singly, to execute all contracts and bonds on behalf of the Corporation.

I, further certify that the above vote is still in effect on this, the _____ day of _____, 20____, and has not been changed or modified in any respect.

Signature

Printed Name

Printed Title

The certification contained hereabove shall be executed by ENGINEER or copy of current "certification of authority to sign for the Corporation" shall be attached

**ATTACHMENT A
AGREEMENT BETWEEN
TOWN OF MILTON, MA and
BETA GROUP, INC.**

**SCOPE OF SERVICES
ON CALL TRAFFIC ENGINEERING SERVICES**

The ENGINEER will assist the CLIENT with engineering services as generally described below. Assignments could have durations of a few days to months depending on the services requested by the CLIENT.

1. Assist the CLIENT with Engineering recommendations and guidance. In general, recommendations may address adherence to Client regulations and industry standards, assistance related to Traffic Rules and Regulations; and other tasks as may be requested by the CLIENT.
2. Perform peer reviews of documents prepared by Others for either the CLIENT or other parties, for various public infrastructure improvement projects.
3. Evaluate and quantify existing conditions for various public infrastructure, including the preparation of engineering surveys, record plans or preparation of summary reports.
4. Prepare designs for CLIENT-initiated assignments, including traffic calming, complete streets, sidewalk, bicycle facilities, roadway, parking, and pavement markings and signage.

BETA GROUP, INC.

TERMS AND CONDITIONS OF AGREEMENT

The engagement of **BETA Group, Inc.** (BETA) by **Town of Milton**, hereinafter called the "CLIENT" is under the following terms and conditions. These terms and conditions, together with the Client Authorization for Professional Services shall comprise the entire Agreement between BETA and CLIENT.

1. Payment to BETA is the sole responsibility of signatory of this Agreement and is not subject to third party agreements or circumstances.
2. All schedules set forth in the attached Scope of Services commence upon receipt of a signed Agreement and a retainer of \$0,000.
3. Requests for additional services and any associated fee adjustment must be authorized in writing before additional services can begin.
4. Invoices will be rendered monthly and become due upon receipt. Any invoice outstanding for more than 30 days after date of invoice will be subject to a financing charge of 1-1/2 percent per month.
5. Should it become necessary to use legal or other resources to collect any or all monies rightfully due for services rendered under this Agreement, BETA shall be entitled to full reimbursement of all such costs, including reasonable attorneys' fees, as part of this Agreement.
6. Invoice payments must be kept current for services to continue. If the CLIENT fails to pay any invoice due to BETA within 45 days of the date of invoice, BETA may, without waiving any other claim or right against CLIENT, suspend services under this Agreement until BETA has been paid in full all amounts due BETA and/or any of its Consultants and Subcontractors. Sealed plans, final documents, reports and attendance at meetings/hearings will not be provided unless payment for services is current.

If BETA is performing services for the CLIENT under multiple projects, invoice payments must be kept current on all projects for services hereunder to continue. CLIENT acknowledges BETA's right to suspend services and withhold plans and documents, as provided above, if payments are not current on all projects. If services are suspended for 30 days or longer, upon resuming services BETA shall be entitled to expenses incurred in the interruption and resumption of its services. If services are suspended for 90 days or longer, BETA shall be entitled to expenses incurred in the interruption and resumption of its services and fees for remaining services shall be equitably adjusted.

7. BETA agrees to carry the following insurance during the term of this Agreement:
 - Workmen's Compensation and Employer's Liability Insurance in compliance with statutory limits.
 - Comprehensive General Liability Insurance including Products Completed, Contractual, Property, and Personal Injury coverage with combined single limits of \$1,000,000 per occurrence and \$2,000,000 in the aggregate.

- A comprehensive automobile liability insurance policy in the amount of \$1,000,000 per accident covering BETA and BETA's employees or agents during the term of this Agreement.
- Professional Liability Insurance with a limit of \$5,000,000 per claim and in the aggregate.
- Excess Liability Insurance, Umbrella Form with a limit of \$5,000,000 each occurrence and \$5,000,000 aggregate.

Certificates of insurance will be furnished upon request. If the CLIENT requires additional insurance coverage, and it is available, CLIENT agrees to reimburse BETA for such additional expense.

8. BETA agrees to indemnify and hold harmless the CLIENT and its officers, and employees against judgments for damages, personal injuries and/or property losses sustained, to the extent caused by the negligent acts, errors or omissions of the ENGINEER, its employees, or subcontractors in connection with the PROJECT and/or under this AGREEMENT.
9. BETA shall not be responsible for failure to perform or for delays in the performance of services which arise out of causes beyond the control and/or without the fault or negligence of BETA.
10. BETA shall be entitled to rely on the accuracy and completeness of data, reports, surveys, requirements and other information required to be provided by CLIENT under this Agreement.
11. CLIENT agrees to the fullest extent permitted by law, to indemnify and hold harmless BETA, its officers, employees and subconsultants from and against any and all claims, suits, demands, liabilities costs, including reasonable attorneys fees and defense costs caused by, arising out of or in any way connected with the detection, presence, handling, removal, abatement, or disposal of any asbestos or hazardous or toxic substances, products or material that exist on, about or adjacent to the job site.
12. BETA's services will be performed on behalf of and solely for the benefit and exclusive use of CLIENT for the limited purposes set forth in the Agreement. CLIENT acknowledges that BETA's services require decisions which are not based upon science, but rather upon judgmental considerations. CLIENT may not delegate, assign, sublet or transfer its duties or interest in this Agreement without the written consent of BETA.
13. In the performance or furnishing of professional services hereunder, BETA, and those it is contractually responsible for, will exercise the degree of skill and care customarily accepted as good professional practices and procedures by members of the same profession currently practicing under similar conditions in the same locality ("Standard of Care"). BETA shall perform its services as expeditiously as is consistent with the Standard of Care and with the orderly progress of the Work.

14. BETA shall not be required to sign any documents, no matter by whom requested, that would result in BETA's having to certify, guaranty or warrant the existence of conditions whose existence BETA cannot ascertain. Any certification provided by BETA shall be so provided based on BETA's knowledge, information and belief subject to the preceding sentence, and shall be given in BETA's professional opinion consistent with the Standard of Care. BETA shall be compensated for any work necessary to verify project compliance with regulatory standards for purposes of such certification.
15. CLIENT hereby agrees that to the fullest extent permitted by law, BETA'S total liability, including defense costs if required by this Agreement, to CLIENT and any persons or entities claiming by, through or under the CLIENT, for any and all injuries, claims, losses, expenses, or damages whatsoever arising out of or in any way related to the PROJECT and/or this AGREEMENT from any cause or causes including, but not limited to BETA'S negligence, errors, omissions, strict liability, statutory liability, indemnity obligation, breach of contract shall not exceed the proceeds recovered under limits specified in Article 7.
16. One (1) copy of all final project documents (deliverables) shall be furnished by BETA to CLIENT. Final documents prepared by the BETA shall become the property of the CLIENT upon receipt of final payment by BETA. Any re-use of such documents without BETA'S written verification of suitability for the specific purpose intended shall be without liability or legal exposure to BETA or BETA'S independent professional associates, subcontractors or consultants. Distribution or submission to meet official regulatory requirements or for the purposes in connection with the PROJECT is not to be construed as an act in derogation of the BETA'S rights under this Agreement.

If any information hereunder is provided in electronic format, CLIENT recognizes that such plans, documents or other information recorded on or transmitted as electronic media, including contract drawings and specifications ("Electronic Documents") are subject to undetectable alteration, either intentional or unintentional, due to, among other causes, transmission, conversion, media degradation, software error, or human alteration. Accordingly, the Electronic Documents are provided to CLIENT for informational purposes only and not as record documents.

17. To the extent permitted by law, BETA retains the copyright in all written work products, including plans, specifications, calculations, computer programs, and computer-generated materials in any form, produced in connection with the work under this Agreement, unless otherwise agreed to in writing by an authorized BETA representative. Subject to Term No. 17 above, BETA licenses to CLIENT the use of all written work products, including plans, specifications, calculations, and computer-generated materials in any form, produced in connection with the work under this Agreement on a non-exclusive basis.
18. Questions in dispute under this Agreement shall be submitted to non-binding mediation. On the written notice of either party to the other of the election to submit any dispute under this Agreement to mediation, each party shall designate their representative and shall meet within ten (10) days after the service of the notice. The parties themselves shall then attempt to resolve the dispute within ten (10) days of meeting. Should the parties themselves be unable to agree on a resolution of the dispute, then the parties shall proceed with mediation. The cost of

mediation shall be borne equally by both parties. This process shall be considered as a condition precedent to moving to a more formal or judicial process.

19. Notwithstanding any other provision of this Agreement, neither party shall be liable to the other for any incidental, special, indirect or other consequential damages incurred due to the fault of the other party regardless of the nature of the fault or whether it was committed by the CLIENT or BETA, or their employees, subconsultants, or subcontractors. Consequential damages include, without limitation, liability for loss of use of the Project or existing property, loss of profits, loss of production or business interruption; however the same may be caused.
20. In entering into this Agreement, CLIENT has relied only upon the representations set forth in this Agreement. No verbal warranties, representations or statements shall be considered a part of this Agreement or a basis upon which the CLIENT relied in entering into this Agreement. No statements, representations, warranties or understandings, unless contained herein, exist between CLIENT and BETA.
21. Nothing contained in this Agreement shall create a contractual relationship with, or a cause of action in favor of, a third party against either the CLIENT or BETA. BETA's services under this Agreement are being performed solely for the benefit of the CLIENT and no person or other entity shall have any claim against BETA because of this Agreement. In addition, nothing herein shall be construed as creating a contractual relationship between the CLIENT and any employee, representative or consultant of the BETA. The CLIENT agrees that in the event of a dispute regarding this Agreement or the services rendered by ENGINEER hereunder, the CLIENT shall only seek recourse against BETA and waives any right to pursue a claim against BETA's individual directors, officers or employees.
22. Any taxes or fees, enacted by local, state or federal government and based on gross receipts or revenues, will be invoiced to and payable by CLIENT as an additional amount due under this Agreement.
23. This AGREEMENT shall be governed and construed in accordance with the laws of the Commonwealth of Massachusetts.
24. In accordance with the Massachusetts General Laws Chapter 21E, the performance of the services contained in this Agreement may require the engagement of a Licensed Site Professional (LSP) registered with the Commonwealth of Massachusetts under Massachusetts General Law Chapter 21A and the regulations promulgated by the Massachusetts Department of Environmental Protection (MADEP) thereunder (collectively the LSP Program). These laws and regulations place upon the LSP certain professional obligations owed to the public, including in some instances, a duty to disclose the existence of certain environmental contaminants to the MADEP. In the event that any site for which BETA has provided LSP services is audited by the Massachusetts Department of Environmental Protection (MADEP) pursuant to the provisions of the Massachusetts Contingency Plan, BETA shall be entitled to additional compensation to provide such services as may be necessary to assist CLIENT in its response to DEP.

25. CLIENT understands and acknowledges that in the event the LSP's obligations under the LSP Program conflict in any way with the terms and conditions of this Agreement or the wishes or intentions of the CLIENT, the LSP is bound by law to comply with the requirements of the LSP Program. Accordingly, CLIENT recognizes that the LSP shall be immune for all civil liability resulting from any alleged and/or actual conflict with the LSP Program. CLIENT also agrees to hold BETA and its LSP harmless for any claims, losses, damages, fines or administrative, civil or criminal penalties resulting from the LSP's fulfillment of its obligations under the LSP Program.

End of Terms and Conditions



2023 Hourly Rates

| 2023 HOURLY RATE SCHEDULE | | | |
|--------------------------------|-----------|---|-----------|
| Principal in Charge | \$ 255.00 | - | \$ 350.00 |
| Associate | \$ 240.00 | - | \$ 290.00 |
| Lead Professional | \$ 185.00 | - | \$ 255.00 |
| Senior Discipline Professional | \$ 175.00 | - | \$ 250.00 |
| Senior Project Manager | \$ 175.00 | - | \$ 250.00 |
| Project Manager | \$ 155.00 | - | \$ 200.00 |
| Senior Project Professional | \$ 140.00 | - | \$ 185.00 |
| Project Professional | \$ 125.00 | - | \$ 150.00 |
| Professional | \$ 105.00 | - | \$ 140.00 |
| Staff Professional | \$ 100.00 | - | \$ 125.00 |
| Designer | \$ 95.00 | - | \$ 115.00 |
| Technician | \$ 75.00 | - | \$ 135.00 |
| Senior Resident Observer | \$ 180.00 | - | \$ 195.00 |
| Resident Observer | \$ 135.00 | - | \$ 180.00 |

Rates effective through December 31, 2023.

Escalation, up to 5%, applied to each year thereafter.

Direct expenses will be billed at 110% of actual cost.



**COMMONWEALTH OF MASSACHUSETTS
TOWN OF MILTON
MASTER PLAN IMPLEMENTATION COMMITTEE
525 CANTON AVENUE
MILTON, MASSACHUSETTS 02186**

TEL: 617-898-4969

From: Master Plan Implementation Committee (MPIC)
To: Select Board
Re: Adoption of Bicycle & Pedestrian Master Plan
Date: April 28, 2023

The Master Plan Implementation Committee supports and recommends that the Select Board adopt the Bicycle and Pedestrian Master Plan prepared by the Metropolitan Area Planning Council's (MAPC) in cooperation with the Department of Planning and Community Development, the Bicycle Advisory Committee and the Master Plan Implementation Committee (MPIC).

The Master Plan recommends improved bicycle and pedestrian mobility, specifically in Goal 5.2 of the Master Plan, which seeks to provide a connected system of paths, trails and sidewalks and better access to transit. Additionally, it builds on the town's existing Complete Streets Plan, administered by the Department of Public Works.

In 2016, Lee Toma of the Bicycle Advisory Committee requested that MPIC help develop a plan for bicycle and pedestrian improvements. The Town Meeting then approved MPIC's budget request for \$10,000 for the development of this plan in 2019. We first began working with MAPC, who provided grant funding for this effort, in November of 2020. In August of 2021, MAPC and the Planning and Community Development Department conducted a resident survey to gather essential information on key bicycle and pedestrian concerns and suggestions. That survey received over 500 responses; the results were shared in a public forum hosted by MPIC and MAPC where community feedback was also gathered and incorporated into the planning process. That planning process continued with regular updates at public MPIC meetings and a draft plan was presented in May of 2022. A final plan was received in the Fall of 2022 and, after discussion at multiple meetings, the Committee voted on December 12, 2022, to recommend that this plan be adopted.

Discussions of the plan have been continuing into the new year and this recommendation comes with several suggestions for next steps. As with the Master Plan itself, the plan is visionary, and further study, coordination, due diligence, engineering, and community engagement is necessary before implementation of many aspects of this plan proceeds. Several recommendations involve DCR and MA DOT roads, and collaboration and cooperation with those agencies is necessary. Others involve road diets and limiting passage to one-way for vehicles. These suggestions could have significant impacts on residents in the affected neighborhoods, thus, it is particularly important that a robust public outreach process be incorporated into the further study of each of these proposals. The traffic model funded through MPIC could be useful in testing proposed changes to traffic patterns.

MAPC's scope of work did not include seeking direct input from the Police and Fire Departments, the Traffic Commission, nor the Traffic Mitigation Committee. Additionally, it did not include analysis of impacts on vehicle traffic. Improved public safety and sound traffic engineering are necessary for successful implementation of the plan. The aforementioned departments and committees should be consulted for their input.

The aim is that implementation of the plan will be a thoughtful and engaged process with all members of the community. MPIC has received reassurances that the Planning and Community Development Department will take a leadership role in these processes. The Committee anticipates that this plan will be implemented in a manner that meets the needs of the entire community and does so in ways that are just, data-driven, and reflective of the needs of all our roadway users.

Enclosed with this letter are comment letters and emails received by the MPIC regarding the plan. Comment letters were received from:

Mike Blackwell, Chair, Milton Bicycle Advisory Committee
Deborah Felton, Executive Director, Fuller Village
Lauren Borofsky, Interim President, Sustainable Milton
Tim Kernan, President, Brush Hill Area Neighborhood Association
Warren Lizio, MPIC Member
Richard Riman, Resident, Fuller Village
Tucker Smith, Milton Resident
Lee Toma, Former Chair, Milton Bicycle Advisory Committee
Maggie Oldfield, Hillside Neighborhood Association Member
Denny Swenson, Town Meeting Member Precinct 5

Respectfully submitted,

Cheryl Toulias, Chair
Elaine Benson
Dick Burke
Regina Campbell-Malone
Taber Keally
Warren Lizio
Roxanne Musto

Josh Eckart-Lee

From: Mike Blackwell <mkblackwell@gmail.com>
Sent: Thursday, April 13, 2023 10:47 PM
To: Arthur Doyle; Meredith Hall; Cheryl Tougias; Nicholas Milano; Tim Czerwienski; Josh Eckart-Lee
Subject: Bicycle Advisory Committee feedback on Bike/Ped Master Plan

Follow Up Flag: Flag for follow up
Flag Status: Flagged

[External Email- Use Caution]

Greetings -

On February 22 the Milton Bicycle Advisory Committee met to discuss the Milton Bicycle and Pedestrian Master Plan, among other topics. We had originally hoped to hold a follow on meeting to refine our feedback on the Plan, but for various reasons that hasn't happened yet. In light of the upcoming MPIC meeting we wanted to present our thoughts so far.

The Plan acknowledges that there are gaps in the sidewalk and bike route networks that would be used by anyone wishing to travel through town by means other than a motor vehicle: residents who need or want to walk or bike to destinations like schools, transit and shops; and children that want to get around on their own. The town's current network has many places that are too intimidating to bike or walk in, which encourages more people to drive and creates more traffic congestion. Making Milton into a more walkable and bike-able community would improve residents' quality of life and is in line with the Town's Master Plan and its Traffic Mitigation and Climate Action goals.

Concepts and guidelines put forward in the proposed Plan are intended to help improve walking and biking conditions around town not only by providing better sidewalks and bike lanes but also by calming traffic. We see traffic calming, in particular, as a win-win situation - not only does it reduce vehicle speeds and improve road safety for everyone, it is often achieved by increasing space for pedestrians and bicycles. However the Plan doesn't emphasize how the various proposed concepts address safety concerns, which residents repeatedly express as a top issue in surveys, at the Traffic Commission, at the Traffic Mitigation Committee and in other forums.

The Committee acknowledges that the Plan is aspirational and that before any specific proposals are implemented they would be thoroughly reviewed by the town and modified to meet the needs of all residents and current standards. Some of the concepts may not be feasible due to environmental regulations, right-of-way limitations, cost or other considerations. However the Committee wishes to point out that much of our existing infrastructure is focused on helping tens of thousands of commuters cut through town quickly. Expanding our road network and expediting signal timing has only caused increased cut-through traffic, with more congestion at rush hours and higher speeds in off hours. The Plan is focused on improving our pedestrian and bicycle infrastructure which benefits Milton residents and helps the town meet its equity, climate and open space goals.

The Bicycle Advisory Committee supports the Plan because it aligns with the town's Complete Streets Prioritization Plan, it would expand the sidewalk network and bike infrastructure to help create safer spaces for people to walk and bike, thus encouraging more people to walk or bike to local destinations like schools, transit, businesses and churches. The Committee encourages the Town to adopt the Bicycle and Pedestrian Plan and to consider its guidelines and proposals for implementation as local infrastructure projects are initiated, designed and constructed.

Sincerely,

Mike Blackwell
Milton Bicycle Advisory Committee

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“We raise awareness, educate and motivate residents, town government, and business owners to reduce waste of all forms and to create a healthy, vibrant future for all.”

January 24, 2023

Subject: Support for the Milton Bike & Pedestrian Master Plan

Dear Milton Select Board:

Sustainable Milton's Board voted to send this letter in support of the Milton Bike & Pedestrian Master Plan currently under consideration. We acknowledge especially the many volunteers and Town of Milton staff members whose efforts produced this plan.

We believe that this plan will be a critical component in Milton's future Climate Action Plan in that it will reduce the number of vehicles on town streets, which produce fossil fuel emissions and "drive" the impacts of Climate Change. In addition, it:

- *improves public safety, health, and wellness*
- prioritizes those who "ride, roll, or walk"
- reflects the desires of many residents
- slows cut-through drivers
- decreases road congestion
- enhances property values and quality of life

Thank you for your consideration.

Sincerely,

Lauren Borofsky, Interim President
Sustainable Milton
info@sustainablemilton.org

From: [Josh Lee](#)
To: [Warren Lizio](#); [Cheryl Toulias](#) (ctoulias@townofmilton.org); [Dick Burke](#) (burked95@aol.com); [Elaine Benson](#); [Regina Campbell-Malone](#); [Roxanne Musto](#); [Taber Kealy](#) (tk@donahueassociates.com)
Subject: FW: Milton Bike & Pedestrian Master Plan - Citizen Comments
Date: Monday, December 19, 2022 4:31:00 PM

Members,

For your information, please see below a comment from Tucker Smith re: the Bicycle and Pedestrian Master Plan.

Thanks,
Josh

From: Lynne DeNapoli <ldenapoli@townofmilton.org>
Date: December 19, 2022 at 5:27:06 PM GMT+1
To: Arthur Doyle <ADoyle@townofmilton.org>, Tim Czerwienski <tczerwienski@townofmilton.org>, Meredith Hall <MHall@townofmilton.org>, Cheryl Toulias <ctoulias@townofmilton.org>
Cc: Nicholas Milano <nmilano@townofmilton.org>
Subject: FW: Milton Bike & Pedestrian Master Plan - Citizen Comments

Good early afternoon Arthur, Tim, Meredith and Cheryl:

I hope all is well. I received the following e-mail from Tucker Smith, a Milton resident regarding the Milton Bike & Pedestrian Master Plan and thought I would share it with you.

Taker care, Lynne

Lynne DeNapoli
Executive Administrative Assistant
Town of Milton Select Board
525 Canton Avenue
Milton, MA 02186
617-898-4843

From: Tucker Smith <tucker.smith@sustainablemilton.org>
Sent: Friday, December 16, 2022 4:33 PM
Subject: Milton Bike & Pedestrian Master Plan - Citizen Comments

[External Email- Use Caution]

Distribution List: Milton Select Board / Milton Planning & Community Development
Dept. / Milton Planning Board / Milton Master Plan Implementation Committee

To all:

Come February 2, 2023, my husband Hale and I will have owned a home on upper Canton Ave. for 44 years. During that time, not one member of our family of four has ever ridden a bicycle in the Town of Milton ----- and we walk/hike almost exclusively in the Blue Hills Reservation.

Canton Ave. out this way is a twist-turney raceway, a sluice between stone walls on one side and rampant poison ivy on the other. And no sidewalks.

I say, "Amen!" to a Bike & Pedestrian Master Plan which prioritizes those who ride, roll, or walk and which makes motorists either slow down or choose another route.

I say, "Hallelujah!" to the concept of "road diets" to decrease cut-through traffic and congestion and to narrower roads to decrease speeding.

Providing town-wide biking and walking infrastructure offers so many benefits: improved public health and safety; higher property values; quality of life assets; and, above all, reduced fossil fuel emissions from too many tailpipes speeding through town, exacerbating climate change impacts. Bring it on, please!

I thank all the volunteers and Town of Milton staff members whose efforts produced this plan. Let's honor their work, which reflects the desires of many residents.

Sincerely,
Tucker Smith
1632 Canton Avenue
Milton, MA 02186

This email has been scanned for spam and viruses by Proofpoint Essentials. Click [here](#) to report this email as spam.

From: [Josh Lee](#)
To: "Warren Lizio"; "Cheryl Toulias (ctoulias@townofmilton.org)"; "Dick Burke (burked95@aol.com)"; "Elaine Benson"; "Regina Campbell-Malone"; "Roxanne Musto"; "Taber Kealy (tk@donahueassociates.com)"
Subject: FW: MPIC and Bicycle/Pedestrian Master Plan
Date: Monday, December 12, 2022 1:53:00 PM

Members,

Please see below from Deborah Felton, Executive Director at Fuller Village.

Thanks,
Josh

From: Cheryl Toulias <ctoulias@townofmilton.org>
Sent: Monday, December 12, 2022 1:24 PM
To: Tim Czerwienski <tczerwienski@townofmilton.org>; Josh Lee <JLee@townofmilton.org>
Subject: FW: MPIC and Bicycle/Pedestrian Master Plan

Tim and Josh,
Please see below from Deborah Felton, Executive Director at Fuller Village.
Please share with other MPIC committee members.
Thank you,
Cheryl

Cheryl Toulias
Town of Milton Planning Board

Please be advised that the Massachusetts Secretary of State considers e-mail to be a public record, and therefore subject to the Massachusetts Public Records Law, M.G.L. c. 66 § 10.

From: Deborah Felton <dfelton@fullervillage.org>
Sent: Sunday, December 11, 2022 6:11 PM
To: Cheryl Toulias <CT@sta-inc.com>
Subject: RE: MPIC and Bicycle/Pedestrian Master Plan

Thanks for sending. A few comments:
Before anything is done at Paul's Bridge there was an RFP that went out a few years ago to make that intersection safer for vehicle traffic. Not sure of the status.
We have bikers at Fuller that want to ride for recreation but there is no safe way to get on to the Truman Hwy trail to access the trail at Mattapan. The trail is not good for bikers either. We now drive our van with bikes to Mattapan to go for rides.
We also have walkers at Fuller who walk to the library. This is very complicated. Basically, crossing 138 is dangerous. Sometimes residents walk to the set of lights at Atherton to cross safely.
Navigating to Atherton is dangerous on 138.
I love the idea of Unquity road one-way. Biking there is nerve wracking, not wide enough and there is no safe way to walk on Unquity Road.
On Blue Hills Pwy from Brook Rd to Eliot used to be clear of parked cars but since the large new

buildings near the Mattapan T, either workers are parked there or commuters. We never had this in the past.

Thanks for your work Cheryl and the committee and of course Tim!
Deborah Felton

From: [Deborah Felton](#)
To: [Josh Lee](#); [Yahoo Mail](#); malba@mdpmilton.org; [Chase Berkeley](#)
Subject: RE: Proposed bicycle and pedestrian plan
Date: Wednesday, January 4, 2023 11:27:40 AM

[External Email- Use Caution]

Thanks Josh, the studies are very interesting, anything to slow down traffic is worth implementing.

Deborah M. Felton
Executive Director
Fuller Village
1399 Blue Hill Avenue
Milton, MA 02186
617-361-9180 direct line
617-361-7569 fax
dfelton@fullervillage.org
<http://fullervillage.org>



From: Josh Lee <JLee@townofmilton.org>
Sent: Wednesday, January 4, 2023 10:52 AM
To: Yahoo Mail <richriman@aol.com>; Deborah Felton <dfelton@fullervillage.org>; malba@mdpmilton.org; Chase Berkeley <cberkeley@townofmilton.org>
Subject: Re: Proposed bicycle and pedestrian plan

Thank you for reaching out and sharing your experience, Richard. Your first-hand knowledge as a resident will continue to be valuable as we attempt to plan for and design safer roads in Milton. I understand your apprehension over the recommendation from our transportation planning consultants that Brush Hill Road would be suitable candidate for centerline removal. In other communities that have sought to use this method for traffic calming, and in transportation studies on the matter, it has been found that drivers reduce their speeds by an average of 7 mph on roads that implement it. The experts suggest that Brush Hill Road would be safer for pedestrians and cyclists if we implement this proposal, but please know that any planning projects on specific roadways will include significant input from the residents on each section of road, so if we sought to make any changes to Brush Hill, it would be done with that input.

We certainly appreciate your experience and feedback, and hope that we will continue to receive it as we start developing these projects that seek to make roads safer in town.

Thank you,
Josh

From: Yahoo Mail <richriman@aol.com>
Sent: Wednesday, January 4, 2023 7:21 AM
To: Josh Lee <JLee@townofmilton.org>; dfelton@fullervillage.org <dfelton@fullervillage.org>; malba@mdpmilton.org <malba@mdpmilton.org>; Chase Berkeley <cberkeley@townofmilton.org>
Subject: Proposed bicycle and pedestrian plan

[External Email- Use Caution]
January 4, 2023

Josh Lee Assistant Town Planner
jlee@townofmilton.org

Subject: Proposed bicycle and pedestrian plan

I am very concerned about the article written in Milton Times 12/29. Roxanne Musto correctly expressed concerns that the plans call for elimination of the center line, and would be "significant changes" on those roadways.

As relatively new residents to Fuller Village (2 ½ years), we have firsthand knowledge of how unsafe that section of Brush Hill road is.

The multiple damaged and replaced telephone poles, and damages to sections of adjoining stone walls are clear evidence of how dangerous it has been, even with the existing double lines.

Despite the double lines, we and numerous other of our residents have been passed multiple times by reckless drivers who, despite the road geometry and conditions, have no apprehension about crossing double lines to pass.

Double lines have historically been used to designate dangerous areas of road that should not be crossed. Replacing them with dotted? (dashed) or a single line makes absolutely no sense and will make Brush Hill Road even more dangerous to all drivers.

Please call me if you wish to discuss this further.

Richard Riman
E-304 Fuller Village
617-759-0876

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From: [Tim Kernan](#)
To: ctouglas@townofmiton.org; [Josh Eckart-Lee](#)
Subject: Pedestrian / Bicycle Plan
Date: Wednesday, February 15, 2023 8:28:48 AM

[External Email- Use Caution]

Josh and Cheryl- Would you please forward this to other members of the MPIC Committee,

To Master Plan Implementation Committee

The Brush Hill Area Neighborhood Association recently discussed with some of its members the Milton Bicycle and Pedestrian Plan.

Although the entire Association has not had the opportunity to meet to discuss this fully, the members who have had the opportunity to view the plan have expressed that although they like the concept of a pedestrian/bicycle plan, they have areas of concern:

- Safety is essential to a plan;
- Neighborhoods must be involved in the process, as well as the final product;
- Care needs to be taken so that traffic flow is not negatively affected.

We respectfully ask for the following:

- Page 31: Remove from the Plan the section referring to Brush Hill Road and removal of the center line.
- Page 49 - Remove from the Plan the section referring to Paul's Bridge as DCR is currently discussing a Pedestrian/Bicycle Plan to connect to the Blue Hills. However, it is not certain that the plan will end up in that location, their plan is in the feasibility stage.

We strongly encourage public forums where neighborhoods and their members can fully discuss any proposals.

Regards
Tim Kernan
President, Brush Hill Area Neighborhood Association

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From: [Warren Lizio](#)
To: [Josh Lee](#); [Cheryl Tougas](#)
Subject: Comments on Bicycle and Pedestrian Master Plan
Date: Thursday, January 19, 2023 7:02:28 PM

[External Email- Use Caution]

Good evening, John & Cheryl.

Please accept the following comments/questions regarding the Bicycle and Pedestrian Master Plan which was discussed during our last MPIC meeting.

The Residents of the Town of Milton could be well-served by enacting some of the mobility and commuting options conceptualized in the Bicycle and Pedestrian Master Plan. Public improvements such as those contained within the Plan could encourage a healthier lifestyle, additional commuter options, and add to the quality of life. Improved pedestrian and bike access to the MTBA stations, in particular, addresses several of the goals contained within the Master Plan.

For the Bicycle and Pedestrian Master Plan to be successful, however, it is my opinion that it needs to address several potential critical components:

1. Considerations for Pedestrian and Bike routes should include recommendations for a geographic areas throughout the Town. The current plan's iteration appears to focus primarily on 'northern' Milton. It would be beneficial to explore extending routes further south and into East Milton. This could foster integration between the neighborhoods.
2. The Traffic Committee needs to explore the practicality of vehicle lane reductions as it pertains to traffic flow in/from/through Milton. In some cases, what is possible may not be what is best.
3. What are the cost of the improvements to implement and maintain?
4. Encouraging feedback from the neighbors in the areas directly affected by the proposed routes is important before any implementation decisions are made.
5. Are any Emergency Evacuation routes out or through Milton impacted?
6. For the bike routes that exist already in Milton, it would be most helpful to have usage data on those routes. Who is using them (Milton Residents? Age demographics?) and when are they using the routes?

Thank you,
-Warren Lizio
MPIC member

- Warren Lizio

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From: [Josh Eckart-Lee](#)
To: [Josh Eckart-Lee](#)
Subject: FW: Bike Plan MPIC letter
Date: Tuesday, March 21, 2023 9:03:45 AM

Begin forwarded message:

From: Thayer Nursery <thayernursery@gmail.com>
Date: March 20, 2023 at 4:09:54 PM EDT
To: Lee Toma <civic@lee-toma.net>
Cc: Cheryl Toulias <ctoulias@townofmilton.org>
Subject: Re: Bike Plan MPIC letter

[External Email- Use Caution]

Thanks for reaching out Lee.

I do understand that it is also a pedestrian plan, so that makes it even MORE important to get neighbor involvement. In my neighborhood, we do not have any sidewalks and the neighbors want it to remain that way because many of our front yards are in the town's right-of-way. I do believe that many of our roads could use shrinking so as to minimize the ease in which drivers are able to cut through. I think we should focus on our main roads first like Rtes 28 and 138 and then Canton, Brook, Adams and Randolph. The goal should be to make our gateways get backed up so when drivers want to get off 128 onto 28 they can see the backup and they will stay on the highway. We need to reduce Rte 28 to only one lane in each direction with tree island down the middle and a wide multi-use bike and pedestrian path along the side. Sometimes solving a big problem first is easier than trying to fix all the small ones.

I do appreciate all the work you have put into the plan but I would like to see acknowledgement of the importance of neighborhood involvement and input.

Thanks. Maggie

Maggie Oldfield @ Thayer Nursery
270 hillside street
milton, mass. 02186
617-698-2005
www.thayernursery.com

On 3/19/2023 11:24 PM, Lee Toma wrote:

Hi Maggie,

Thanks, I hope you're doing well too.

I'm not on the MPIC, so I don't have a copy of their letter. Please check with Cheryl Toulias about that.

I'd like to point out that it is a pedestrian plan as much as a bike plan. And I hope that neighborhoods will consider this an opportunity to work with the town to add or improve sidewalks and crosswalks where appropriate so people don't have to dodge cars when out walking. The current road conditions are configured to help cut-through traffic speed through the neighborhood more so than to benefit local residents, and as a result there have been too many pedestrian and motorist fatalities in the area. The town and state should do better.

Thanks, Lee

On Mar 19, 2023, at 4:53 PM, Thayer Nursery <thayernursery@gmail.com> wrote:

Lee,
Hope you are well.

I noticed that the support letter from MPIC of the bike plan is on their tomorrow night's agenda. I do hope it states that the affected neighborhoods will have representation and input on any suggested plan. I understand the goal is to have an overall network of connecting paths but the local neighborhoods should not be compromised by any plan.

Could you please forward me a copy of the letter so the HNA can review it at our meeting tomorrow night.

Thanks, Maggie
774-259-5554

Maggie Oldfield

Please excuse the brevity/typos of this message sent from my phone

This email has been scanned for spam and viruses by Proofpoint Essentials. Click [here](#) to report this email as spam.

January 23, 2023

To the Members of the Master Plan Implementation Committee, Bicycle Advisory Committee, Planning Board and Select Board,

I want to commend Tim Czerwienski and the planning staff for their efforts and diligence. And Lee Toma of the Bicycle Advisory Committee deserves special credit and recognition for his tireless commitment to creating more bike access throughout our town. These efforts toward safety and access for all should be commended.

I support the over-arching concept of creating bike paths throughout our town –

- where bike paths are safe
- where it is established that the changes will not negatively impact vehicular traffic flow
- where it is established that the changes won't negatively impact the neighborhoods where the proposed changes would be taking place.
- where a rigorous public process has taken place and the proposed changes have been vetted with the users of the roadways involved.

In other words, to ensure the bike paths contribute to the excellence of our town, I believe that Milton's citizens need to be notified of the specific changes proposed, and they need to be provided an opportunity path to be heard. This includes, of course, giving the neighborhood and daily users the opportunity to weigh in on any safety or traffic pattern impacts or domino effects of the proposed changes.

You could add these caveats to any letter of support. And you could add these bullet points to the Bicycle and Pedestrian Master Plan itself.

I have some specific feedback.

Pg 31

Brush Hill Road:

- Remove the center line. I would not remove the center line from Brush Hill Road. Drivers need to be clear about staying on their side of the road. If there was an accident and no center line on the road how would enforcement work? How would fault be determined if there is no clear line? Please remove this language from the master plan.
- Speed management sounds good, but I am interested to learn what that exactly means. I believe we need to see the actual strategy and assess any domino affects to that method before I could support that. I appreciate seeking ways to make Brush Hill Road safer, so I want that to work but believe we need more information and community feedback prior to endorsing that specific language.

Pg 33

Blue Hills Parkway:

- There is an option to take away a car lane to create a bike/pedestrian lane. I would rather focus on enhancing the wonderful sidewalks we have there. I am hesitant to take away a vehicle lane anywhere in town because of traffic issues throughout town. My one caveat is, if the neighborhood and the primary users of that road support giving up that vehicle lane after a public process I would feel differently. But I am generally reluctant to go along with removal of a vehicle lane without neighborhood's input and any public vetting.

Pg 34

Unquity Road and Harland Street:

- Convert to One Way. I am not comfortable supporting this proposal without any feedback from the people who live on these roads. I would also want to hear from the people who use these roads to get home or to school or work before I support this specific language to change a major road from two- to one way.

Pg 34

Chickatawbut

- Widen by Five Feet. I doubt that you can widen consistently throughout the whole road because of wetlands, trees and conservation issues. So, this road is a sort of all or nothing because it would not be safe to widen and drop to nothing. If you drop off to nothing you would be pushing bikes and pedestrians into the street to fend with cars that go pretty fast in narrow winding lanes. I am especially concerned by the water around one of the bends, there is no way to widen there, and there are some pretty steep drop offs on both sides at some points, so that would not be safe at all. I would remove this section from the master plan.
- And simply adding stripes to Chickatawbut is not safe for the bicyclists, pedestrians, or motorists. The cars fly there, it is very narrow with winding bends along that road. There are visibility issues in some areas with sunshine glare. Simply adding stripes is really dangerous. I would remove that from the master plan.
- Making Chickatawbut One Way. I have used this road on a daily basis for over a decade as have my neighbors and so many others. I believe it would be creating a mess if Chickatawbut were converted to a one-way street. The amount of traffic that goes both ways would get pushed somewhere and that would burden other parts of town. I would remove this element from the master plan.

Pg 35

- I like the idea of realigning the roadway onto Canton Avenue from Route 138 to create a sharper right turn intersection. I think that approach would lower speeds as one enters

Canton Avenue. I also like the idea of adding sidewalks on Canton Avenue. However, we need to hear from the people who live in that area to learn from them about what they think of extending the one-way section of the roadway. It is sort of like a funnel right there now and if you extend the funnel, I am not sure what sort of domino effect that would have. I think that would have to be studied and vetted out with the neighborhood.

- We have jammed up traffic there right now, and the Wolcott development is adding 55 families to that area. It is past the tipping point for extreme traffic, the intersection back onto 138 from Canton Avenue right there is F-rated. If the proposed changes make it hard for residents that live there to get home or to leave their driveway, then I don't know if I could support extending the one way portion of this roadway.

Pg 49

Paul's Bridge

- The proposed cross walk is not at all safe. Removing a vehicular lane in this very congested area is going to have a negative domino effect causing traffic backups for the people who live in this Milton and Hyde Park neighborhood. It would make sense to explore moving the bike path over a few streets outside of the wetlands and outside of the Area of Critical Environmental Concern. The approach can be a lot better and should be safe before anyone endorses that concept.

In Summary:

I support the over-arching concept of creating bike paths throughout our town –

- where bike paths are safe
- where it is established that the changes will not negatively impact vehicular traffic flow
- where it is established that the changes won't negatively impact the neighborhoods where the proposed changes would be taking place.
- where a rigorous public process has taken place and the proposed changes have been vetted with the users of the roadways involved.

Out of respect for the citizens of the town, I would consider adding those bullet points into the Bicycle and Pedestrian Master Plan and into any letter of support that you draft as a board or committee member.

Thank you again for your consideration and for your diligent care on this important topic for our town.

Sincerely,

Denny Swenson
Town Meeting Member Precinct 5

Town of Milton Bicycle and Pedestrian Master Plan

June 2022



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Acknowledgements

We would like to thank The Town of Milton staff and volunteers who provided input on this project: including Tim Czerwienski, Director of Planning and Community Development as well as Lee Toma, Chair of the Bicycle Advisory Committee. Professional technical assistance was provided by the Metropolitan Area Planning Council: Marah Holland, Transportation Planner II and David Loutzenheiser, Senior Transportation Planner.

This project was undertaken with funding provided by MAPC and the Town of Milton.



Summary of Introduction

The Metropolitan Area Planning Council (MAPC) is assisting the Town of Milton in advancing bicycle network and pedestrian prioritization planning with a focus on short-term, low-cost, and visionary solutions. This plan concentrates on allowing and encouraging more people in Milton to both be able to as well as make the choice to walk, bike, and roll for everyday and occasional trips. Examples of these trips may include accessing public transit such as the commuter rail and bus lines, getting to school or work, visiting local restaurants or businesses, attending worship, visiting local parks and playgrounds, and for general fun and fitness. By encouraging and providing opportunities for more sustainable, equitable transportation options, the Town can work towards larger goals of decreasing traffic, decreasing emissions, and increasing public health for residents and visitors.

The primary goals of this effort are to:

1. Develop a culture where residents and employees choose to walk, bike, and roll to schools, retail areas, places of employment, and other points of interest and can do so safely and conveniently.
2. Develop a bicycle and pedestrian network plan connecting these Town-wide destinations and surrounding communities through safe, comfortable, and convenient routes.
3. Begin to institutionalize the implementation of pedestrian and bicycle accommodations at the local level as part of all roadway projects.
4. Reinforce the culture of walking and bicycling with initiatives to support infrastructure improvements.
5. Address and prioritize improvements in areas where people of color, low-income individuals, households with one or no vehicle, seniors, children and other disproportionately affected groups have felt the burden of poor or no infrastructure.

This report is organized into several sections. First, it provides a snapshot of Milton's attributes that set the stage for creating a pedestrian and bicycle friendly environment. Second, the bulk of this report concentrates on improving the comfort, safety, and desirability of bicycling in the Town. Much of the focus is on near-term solutions utilizing existing curb-to-curb space with minimal changes to on-street parking. In addition, the plan highlights several "bold" initiatives to help Milton achieve its goal of being a truly bicycle friendly Town. Complementing infrastructure investments are additional initiatives to continue to build upon the budding bicycling culture in the Town. Finally, the Plan provides a prioritization for investments in the pedestrian infrastructure, focusing on filling key gaps in the sidewalk network.

**Note: We use the term "rolling" multiple times throughout this planning document.*

By "rolling" we refer to other types of personal wheeled mobility besides bicycling, such as wheelchairs, walkers, strollers, scooters, mopeds, skateboards, and more.

Overview of Previous Planning Efforts

This plan builds upon previous town planning efforts that identified the interests of many residents for safer streets in Milton. The Town's previous planning processes have highlighted many challenges and opportunities important to Milton residents.

Milton's Master Plan, approved by the planning board in June 2015, identifies two transportation objectives under the goal "Improve Transportation and Circulation." Those objectives include the following:

- Improve and maintain transportation facilities for all modes
- Improve getting around town for pedestrians, bicyclists and transit users

In 2018, the Town passed a Complete Streets policy and a Prioritization Plan, and both were approved by the Massachusetts Department of Transportation (MassDOT). This planning effort identified existing conditions and potential opportunities for all major roads and routes within the Town.^[1] It further identifies a network of on- and off-road connections and routes, including proposed bicycle and pedestrian accommodations, and how those accommodations may fit within the existing roadway width (i.e., allocation of the curb-to-curb space). Milton received funding for projects in 2019 and 2021 including:

- Milton Brook Walk (Part B: Lincoln Street Sidepath & Pierce SUP)
- Thatcher Street Corridor Improvements: Traffic Calming and Pedestrian Improvements
- Reedsdale Road @ Hospital: Pedestrian and Transit Improvements
- Brook Road/Central Ave/Reedsdale Intersection Improvements: Intersection improvements

In 2021, Milton completed a Local Rapid Recovery Plan (LRRP) in response to the COVID-19 pandemic. The plan focused on East Milton Square, an area with many local businesses and challenging travel patterns. The following recommendations include references to walking, biking, and rolling improvements:

- Improve Pedestrian Safety and Walkability
- Develop and Implement a Wayfinding Signage Program

^[1] Major roads were identified by examining the MassDOT functional roadway classification for the Town of Milton. Local roads were excluded from the analysis unless the Town identified them as an important connection.

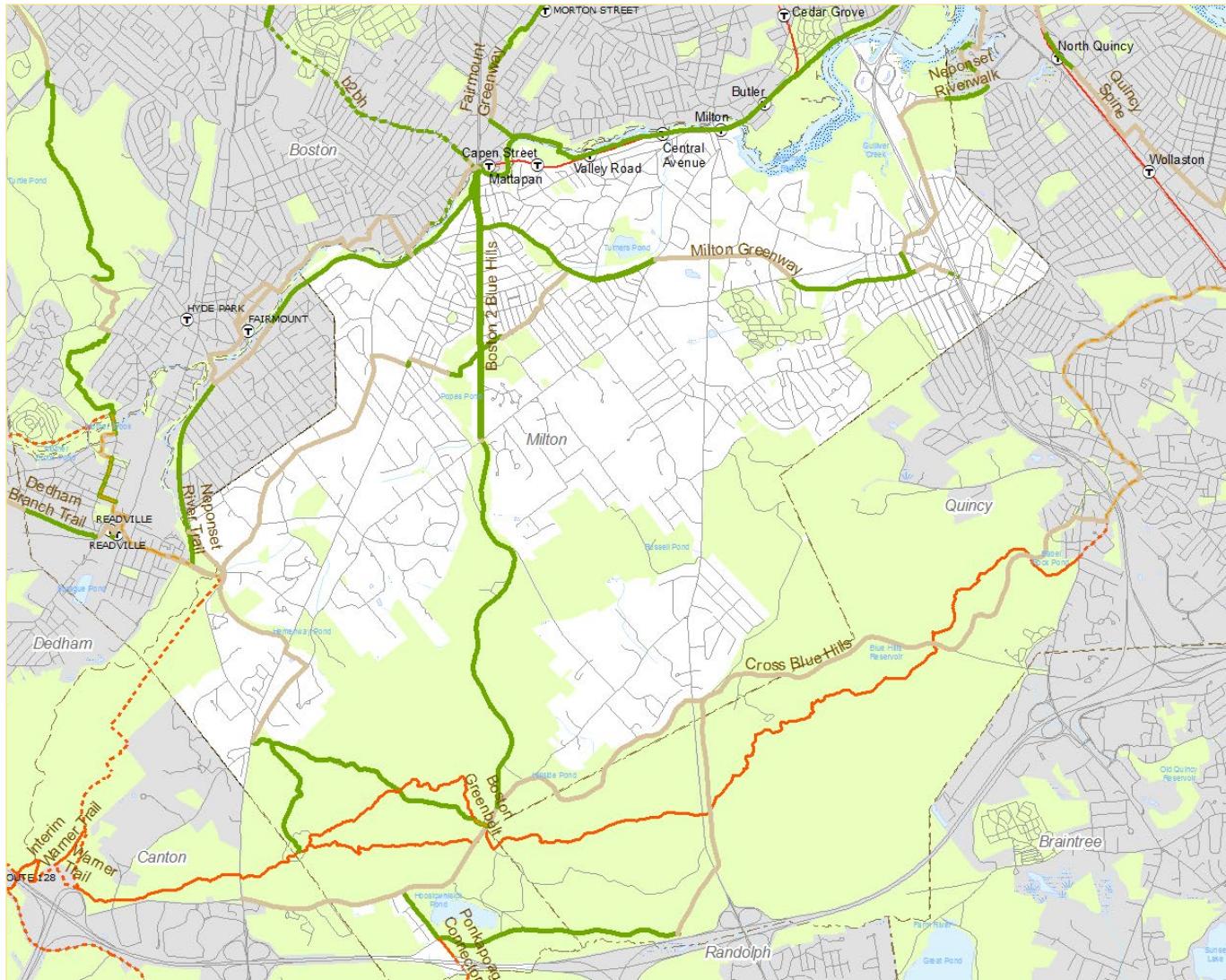
LandLine Greenway Network

LandLine is MAPC's program to develop a connected active transportation network throughout Metro Boston. The goal of LandLine is to create continuous corridors for cycling and walking that are separated as much as possible from heavy and fast-moving traffic. The LandLine corridors are divided into Greenways (designed for both cycling and walking, with a firm stable surface) and Foot Trails (typically natural surface trails through conservation areas).

Within Milton, the existing and proposed LandLine Greenways are:

- **Neponset River Greenway** — The completed trail runs along the Neponset River on the border between the Mattapan and Dorchester neighborhoods of Boston and the Town of Milton. The trail is complete in Milton, though gaps remain in Boston. A spur trail from Paul's Bridge to the Blue Hills is being analyzed by DCR.
- **Mattapan to the Blue Hills** — Blue Hills Parkway and Unquity Road form this corridor connecting Boston to the Blue Hills. Though there are currently bike lanes, the plan proposes significant changes to create protected bike lanes on the entire corridor and improved conditions for pedestrians on Unquity Rd.
- **Milton Greenway** — MAPC is proposing a significant new east west greenway throughout the Town that connects several major schools, East Milton Square, and the Neponset Trail at both ends. Brook Road and Brush Hill Road form the spine for this corridor.
- **Cross Blue Hills** — This corridor runs through the heart of the Blue Hills from Quincy to Route 138 along Chickatawbut and Hillside Streets.

Further details of each corridor and specific recommended projects are described in the Key Recommendations Chapter.



Town of Milton

LandLine Regional Greenway Network
(status of completion)

- Greenway
- Greenway and Foot Trail
- In Progress Greenway
- Envisioned Greenway
- Envisioned Greenway and Trail
- Regional Foot Trail Network
- Envisioned Regional Foot Trail

The information depicted on this map is for planning purposes only. It is not adequate for legal boundary definition, regulatory interpretation, or parcel-level analyses.

Produced by:
Metropolitan Area Planning Council
60 Temple Place, Boston, MA 02111
(617) 933-0700

Data Sources: MAPC, MassGIS, MassDOT

July 2022



Figure 1



**Walking and Cycling
in Milton Today**

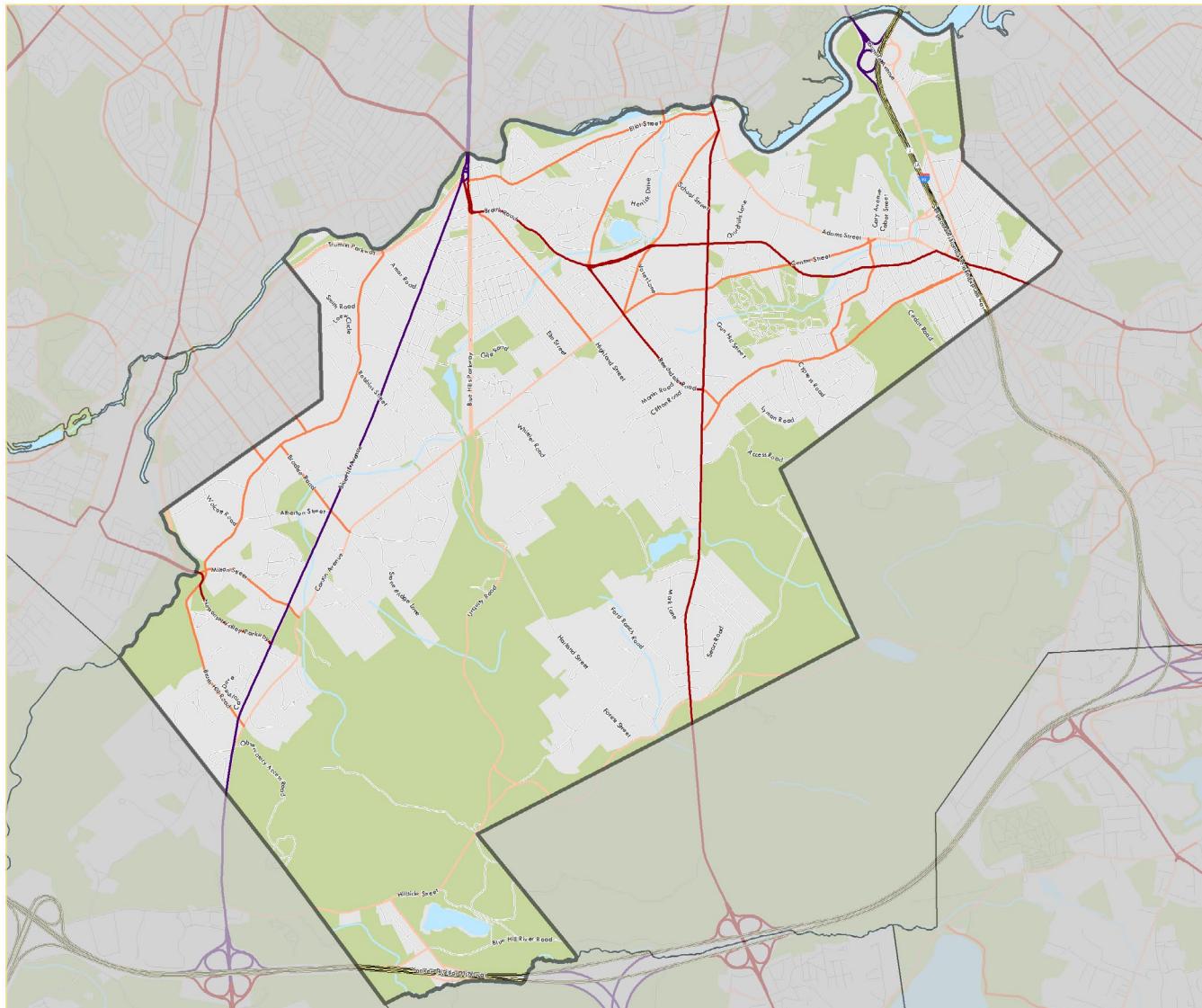
Community Character

The Town of Milton is a suburb of Boston just south of the city. Milton borders Boston's neighborhoods of Hyde Park, Mattapan, and Dorchester.

In 2019, data from the American Community Survey showed there were 13,793 Milton workers aged sixteen or older, and just under 5% of those workers walked to work on a regular basis compared to over 65% who drove alone.

| Travel Mode to Work | Number of People | Percent of Total Town Workers |
|--|------------------|-------------------------------|
| Car, Truck, or Van — drove alone | 9,020 | 65.4% |
| Car, Truck, or Van — carpooled | 1,281 | 9.3% |
| Public Transportation (excluding taxicab) | 1,742 | 12.6% |
| Walked | 673 | 4.9% |
| Other means | 345 | 2.5% |
| Worked from home | 732 | 5.3% |
| Mean travel to work time (minutes) | 33.9 | |

Source: [American Community Survey 2019](#)



Milton Bicycle & Pedestrian Plan

Roadway Functional Classification

— Rivers and Streams
— Water
— Open Space

Roadway Functional Classification

- Interstate
- Principal Arterial
- Urban principal arterial
- Urban collector
- Urban minor arterial
- Local

0 0.5 1 Miles

Data Sources:
 Metropolitan Area Planning Council (MAPC)
 Massachusetts Geographic Information System (MassGIS)
 Massachusetts Department of Transportation (MassDOT)
 May 2022

Figure 2

Committees

Several committees in the Town currently exist that are working, if not directly, to improve active transportation access to the Town's roads and trails.

- **Bicycle Advisory Committee** — This committee is charged with addressing the challenges and opportunities for the Town to improve biking in Milton.

In addition, the Town has multiple other relevant committees to this plan including the Commission on Disability, Council on Aging, Equity, Traffic Commission, and Justice for all Advisory Committee, Master Plan Implementation Committee, Open Space and Recreation Planning Committee, and numerous others that may have a stake in the implementation of this plan.

Walking Infrastructure

Milton has an extensive network of sidewalks and walking paths within the town's borders. Many local neighborhood streets have sidewalks on both sides, while many of the more major streets and connectors have a sidewalk on only one side or no sidewalk at all. Safe, accessible walking connections to key destinations, such as schools, economic centers, and recreation spaces often lack a complete network to get between these important destinations.

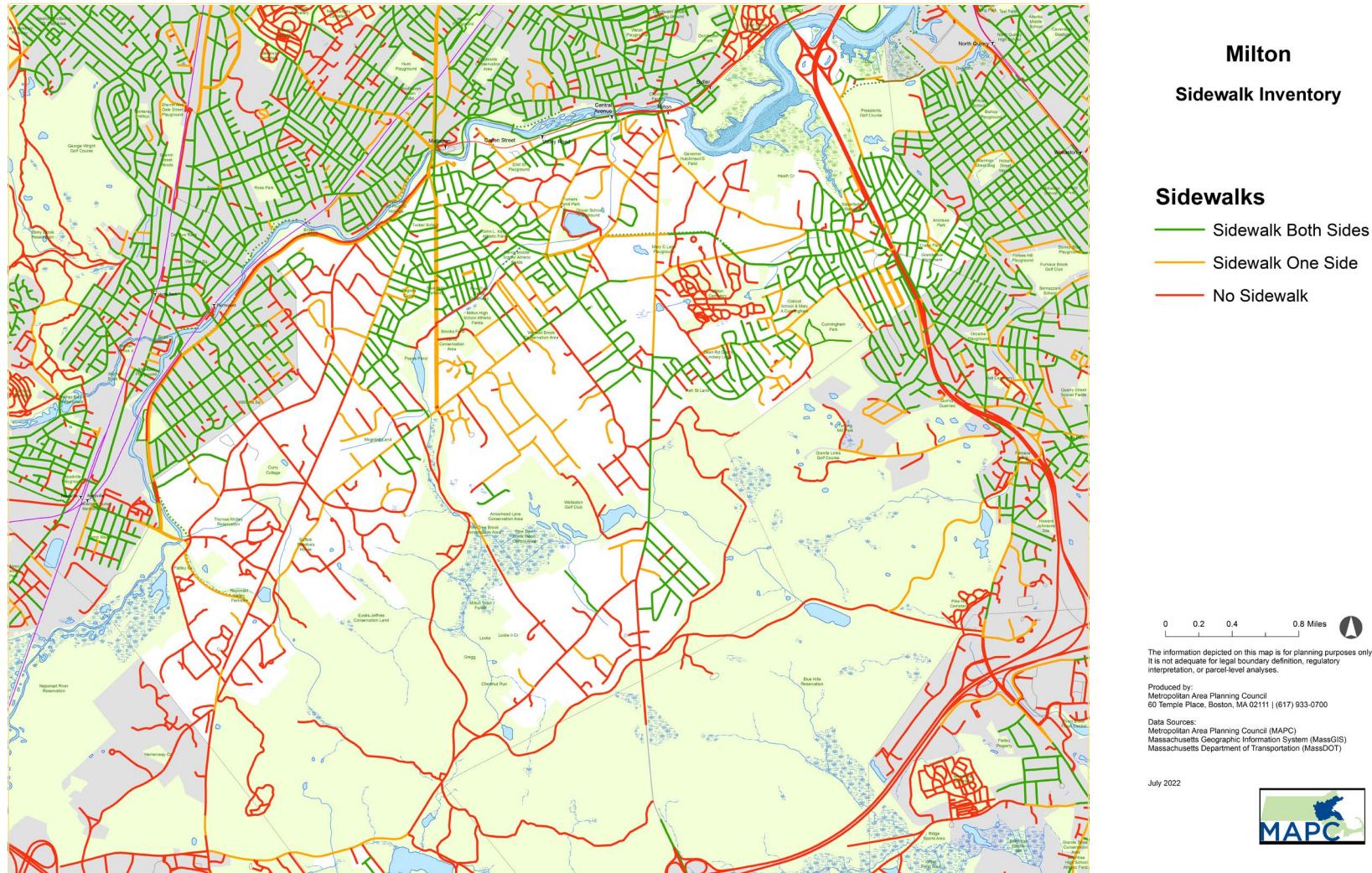


Figure 3

Bicycle Infrastructure

Milton's current bike infrastructure includes painted bike lanes on a few streets. The Town recently installed a painted bike lane on Brook Road as a pilot project, and has painted lanes on Blue Hills Parkway, Uniquity Road, Edge Hill Road, Pleasant Street, and a few small connector roads. Although Route 138 doesn't have designated bike lanes, it has wide shoulders which bicyclists use as a connection to the Blue Hills and other desired locations. Milton also borders the Neponset River Trail, a significant transportation and recreation resource for the area and a connection to Boston.



Figure 4

Complete Streets Policy

Complete streets refer to roadways that are designed to be safe, comfortable, and accessible for all users of the roadway — including pedestrians, bicyclists, motorists, and bus riders — regardless of age, ability or income level.

In April 2018, the Town adopted a complete streets policy. The full Complete Streets Policy can be found in Appendix 2 of this plan. To summarize, the “The Town of Milton’s Complete Streets policy will focus on developing a connected and integrated transportation network that provides options serving all users with a focus on accessing destinations. The Town acknowledges the importance of a connected network. Complete Streets will be integrated into policies planning, design, operation and maintenance of all types of public and private projects.”

Since the policy was approved, the Town has advanced multiple complete streets projects. Brook Road, an east-west connector in North Milton, was one of the primary recommendations in the Town’s Prioritization Plan and received funding in 2019 from MassDOT’s Complete Streets Program. Two other projects including the Thatcher Street Corridor and Reedsdale Road also received funding in 2019. An application was submitted to MassDOT for the Brook Road/Central Avenue/Reedsdale intersection in 2021 and funding was made available — design has been completed and construction is scheduled to be completed before the end of December 2022.

In addition to the MassDOT Complete Streets funding, Milton applied for funds through MassDOT’s Shared Streets and Spaces program in 2022 for sidewalks on Adams Street. The Town also applied for a grant from MassTrails.

This bicycle and pedestrian plan report is intended to provide specific recommendations to assist with planning and implementation of the complete streets policy.

Safe Routes to School

The Massachusetts Safe Routes to School (SRTS) Program is a free, federally funded program administered by the Massachusetts Department of Transportation (MassDOT) that works to increase safe biking and walking among elementary and middle school students through education, encouragement, engagement, evaluation, engineering, and equity. Some of the benefits the program can provide include:

- Increase safety for students walking and rolling in their community
- Help students stay active and build independence
- Boost attendance and reduce tardiness
- Decrease traffic congestion and improve air quality

In Milton, the Milton Schools Traffic and Transportation Sub-Committee is a SRTS alliance partner. There are five Milton schools currently partnering with the SRTS program including Collicot Elementary, Cunningham Elementary, Glover Elementary, Pierce Middle, and Tucker Elementary schools.

In 2013, Milton applied for and received a SRTS grant from MassDOT to improve walking and biking conditions for students at Glover Elementary School.

Learn more about the services SRTS provides to schools and communities [here](#).

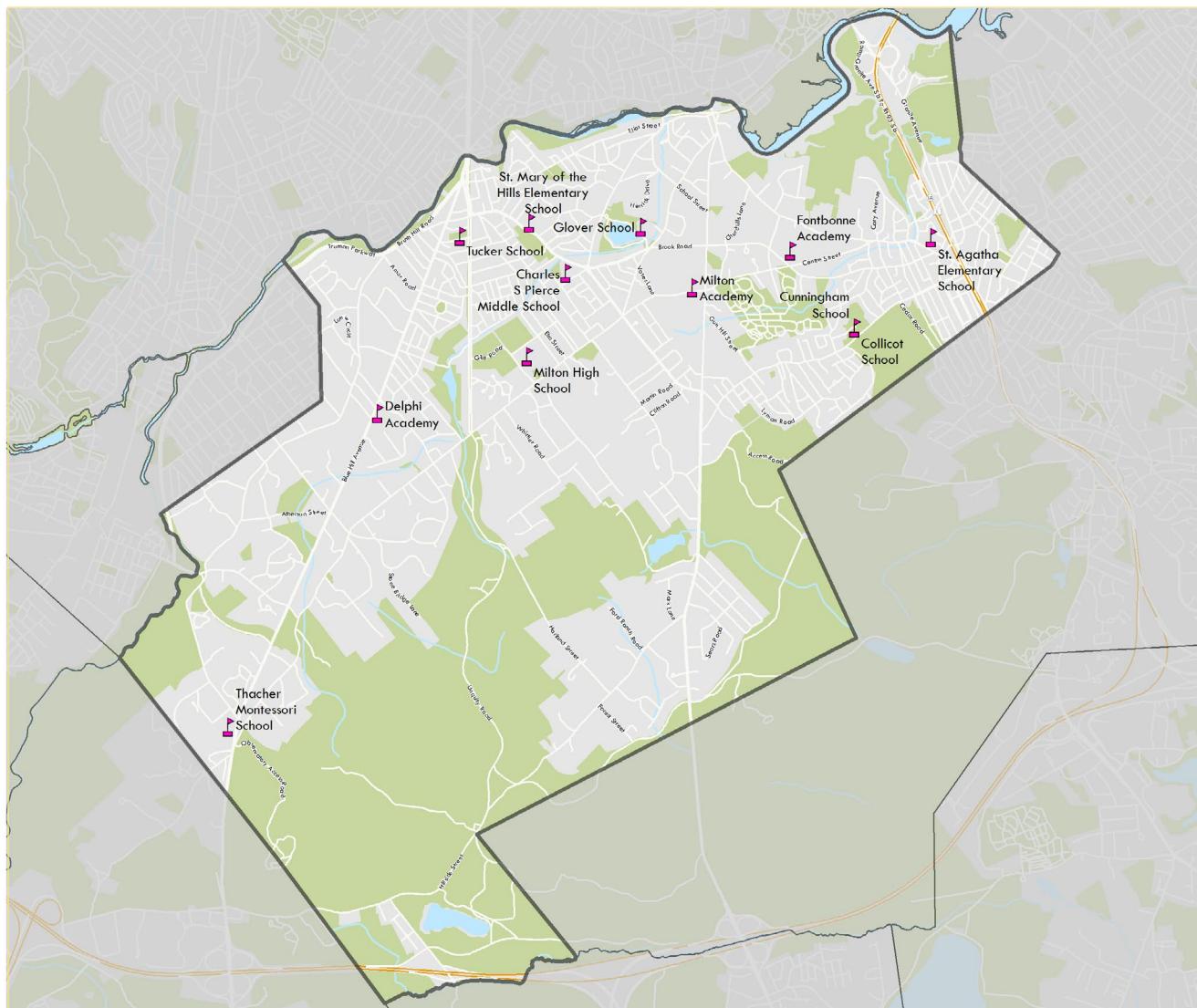


Figure 5

Vehicle Crashes

Overall, vehicle crashes in Milton have been concentrated on a few main roads. These roads include Route 138, Route 28, I-93 and Centre Street to Canton Avenue. Not surprisingly, these

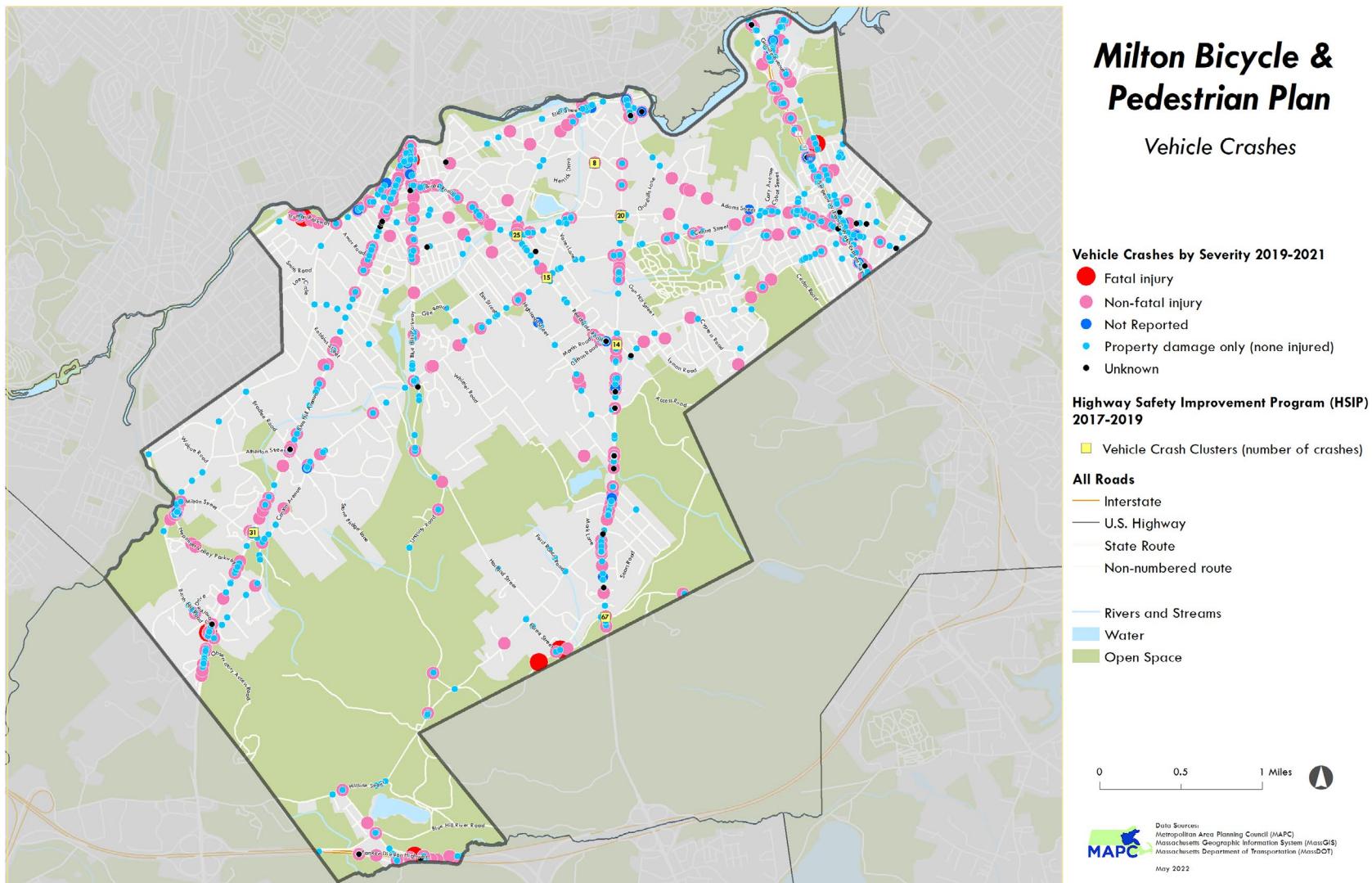


Figure 6

Bicycle and Pedestrian Crashes

Crashes involving people biking, walking and rolling generally cluster in the more northern area of town on busy roads. State-numbered roads, multi-lane roads, and major connectors across town have the highest rates of crashes for pedestrians and bicyclists.

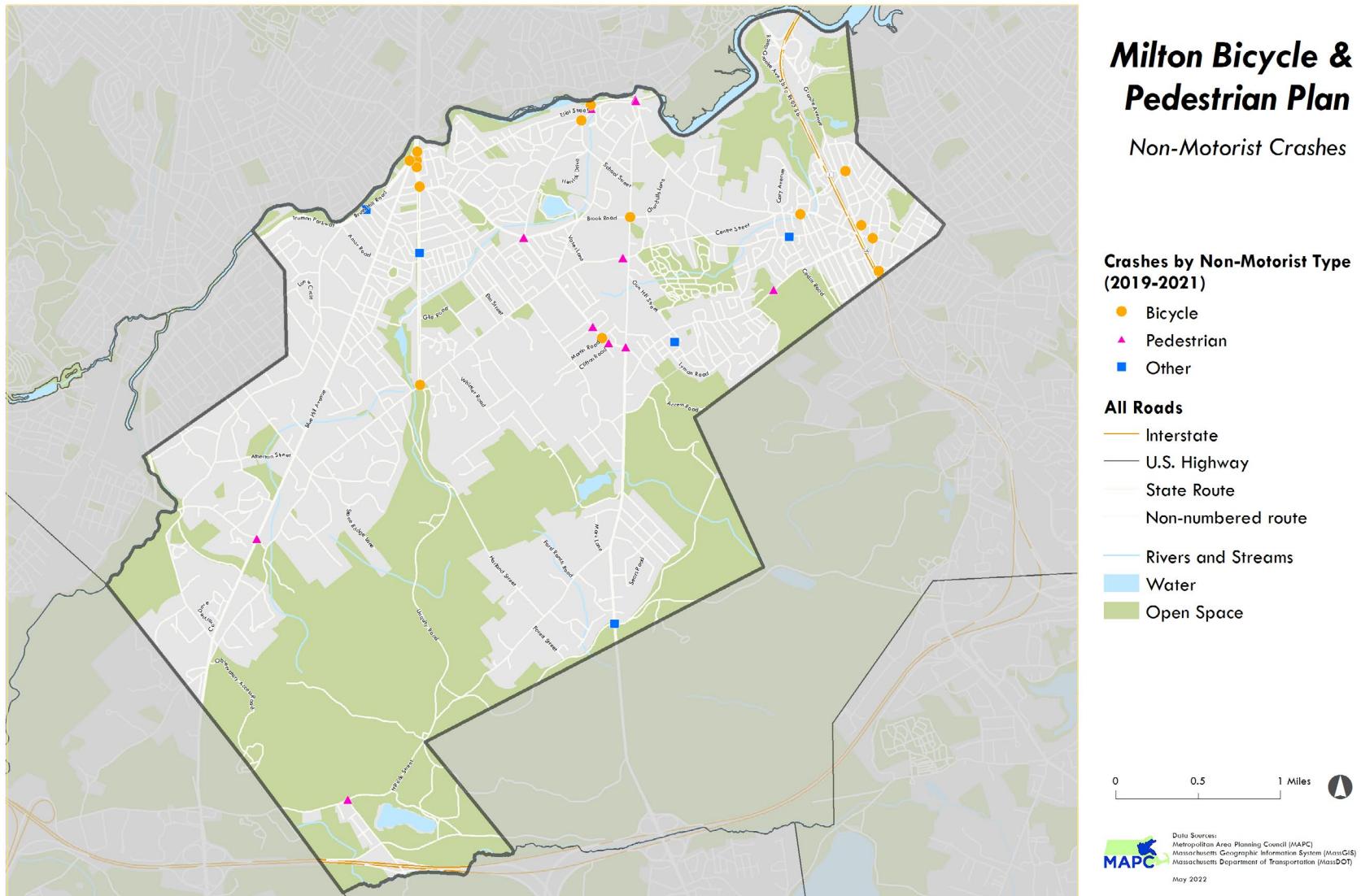


Figure 7

Connections to Transit

Bike, walk, and roll connections to key destinations, such as transit are important for a successful network. On the north side of Milton, the Neponset trail runs along the Mattapan Trolley line, connecting residents in northern Milton to Boston's southern neighborhoods of Dorchester and Mattapan, as well as connections to the Red Line. Outside of the Mattapan Trolley, few walk, bike, and roll connections to transit exist in Milton.

In addition to safe bike routes to transit stations and bus stops, bike parking is another crucial piece of infrastructure for people to connect to transit by bike. According to the [MBTA's website](#), 95% of MBTA subway stations have regular bike racks. Some stations, such as the Red Line's North Quincy Station in Quincy, also have covered bike racks.

The MBTA has Pedal and Park facilities at certain subway, bus, and commuter rail stations throughout the region. Pedal and Park facilities are secure, enclosed parking areas for 50-150 bikes. Pedal and Parks have surveillance cameras and controlled door access, and they're free to use for CharlieCard holders once their cards are registered. There are three Red Line stations close to Milton that have Pedal and Park facilities.

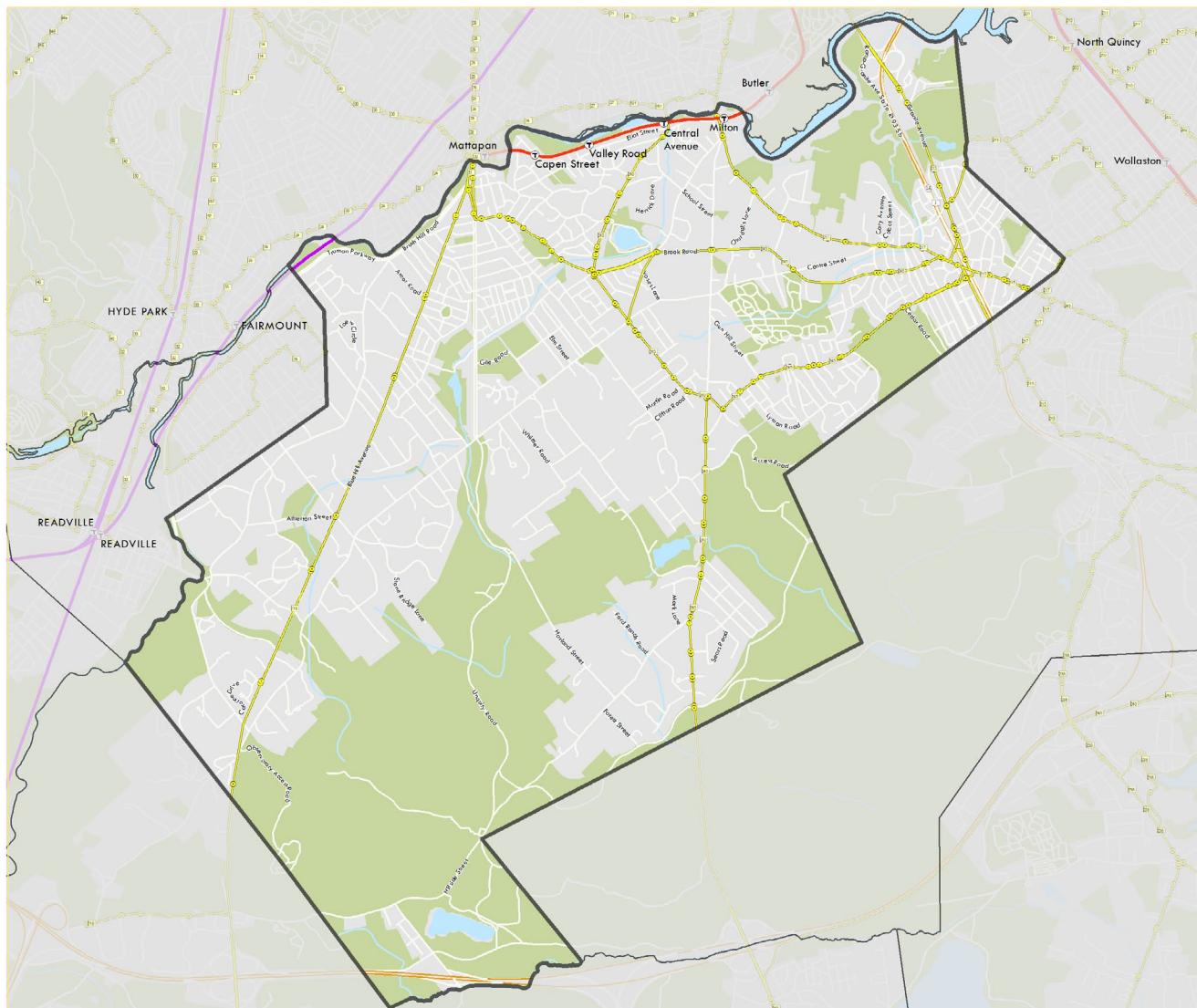


Figure 8

Bike share and other future micromobility

Greater Boston's regional bike share system, called Bluebikes, currently operates in eleven municipalities with the most substantial portion of the system and its ridership in Boston and Cambridge. Bluebikes is a public bike share system in which all the individual municipalities own the bikes, docks and other equipment associated with the system. The operator, Lyft Bikes and Scooters, manages the day-to-day operations of the system including rebalancing, maintenance, marketing, and more.

Bike share works best in dense, urban environments with proximity to nearby stations. The closest stations to Milton are in Boston's southern neighborhoods of Mattapan and Hyde Park. A minimum of five stations is recommended for a network to function well within a municipality, and for those stations to be within 0.75 miles of nearby stations. Station locations that may work well in Milton include Mattapan Trolley MBTA stations, economic centers such as East Milton Square, dense residential areas, and job centers.

For more information, municipal staff should contact MAPC to discuss process and costs.

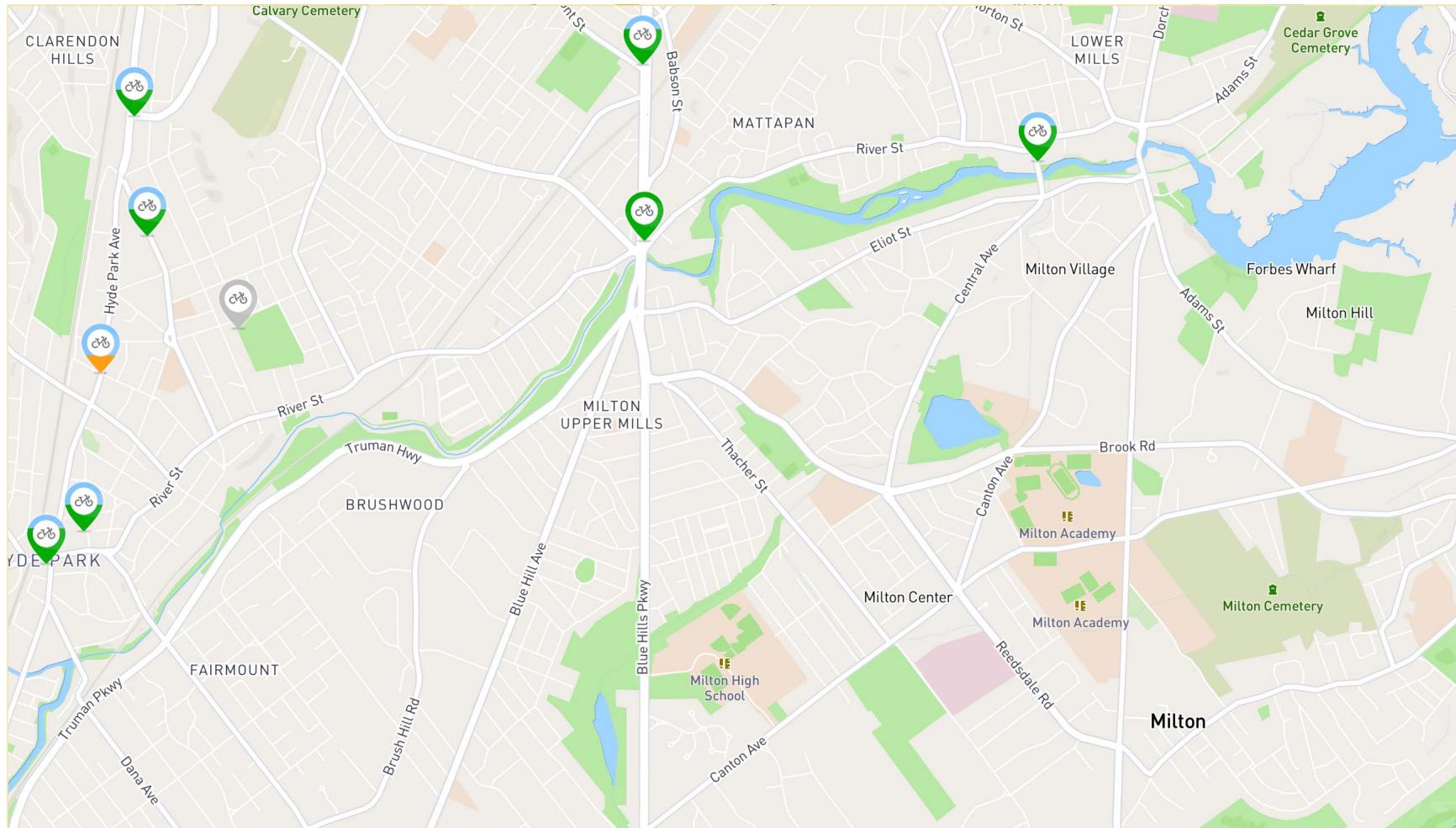


Figure 9. Map of BlueBikes Stations, October 2022

Community Survey

MAPC, in partnership with the Town of Milton, created a community survey to understand more about bike, walk, and roll challenges and opportunities in the Town. The survey was live for five months and collected over 500 responses from residents of Milton, as well as those who travel into and through the Town.

The results show that:

- Lack of and poorly maintained infrastructure is the top barrier for people to walk, bike, and roll in Milton, followed by driver behavior
- The top identified uses of Milton's current and future trails include (1) walking alone or with others, (2) cycling for recreation or transportation, and (3) exploring nature
- The experience for people with disabilities, seniors, and children is especially challenging
- There are many locations, especially at intersections, where walking, biking, and rolling are not only uncomfortable, but dangerous
- Maintenance of roadways, sidewalks and greenery would ensure better access to existing infrastructure

A full summary of responses can be found in Appendix 3.

Public Master Plan Forum

In April 2022, MAPC and the Town held a public forum for the Bicycle and Pedestrian Master Plan with members of the public. Over 100 people registered for the meeting and approximately 40 people attended. The largest concern voiced indicated that roadway safety was a consistent barrier and challenge for more people to walk, bike, and roll in Milton. Other comments included:

- Reduce speed limits, especially on high-speed roadways
- Prioritize safety improvements around schools
- Increase safe walk, bike and roll connections between schools and nearby neighborhoods to allow more students to commute via active modes
- Removing parking is controversial, but necessary for many improvements
- Connectivity between desired destinations such as commercial centers, transit stops, and recreation areas is lacking
- Maintenance needs to improve for existing infrastructure
- Desire to see implementation of changes rather than just planning studies



A photograph of a paved road with a white dashed line, lined with tall, mature trees on both sides. The sky is overcast with white and grey clouds. The road curves slightly to the right in the distance.

Key Components and Recommendations

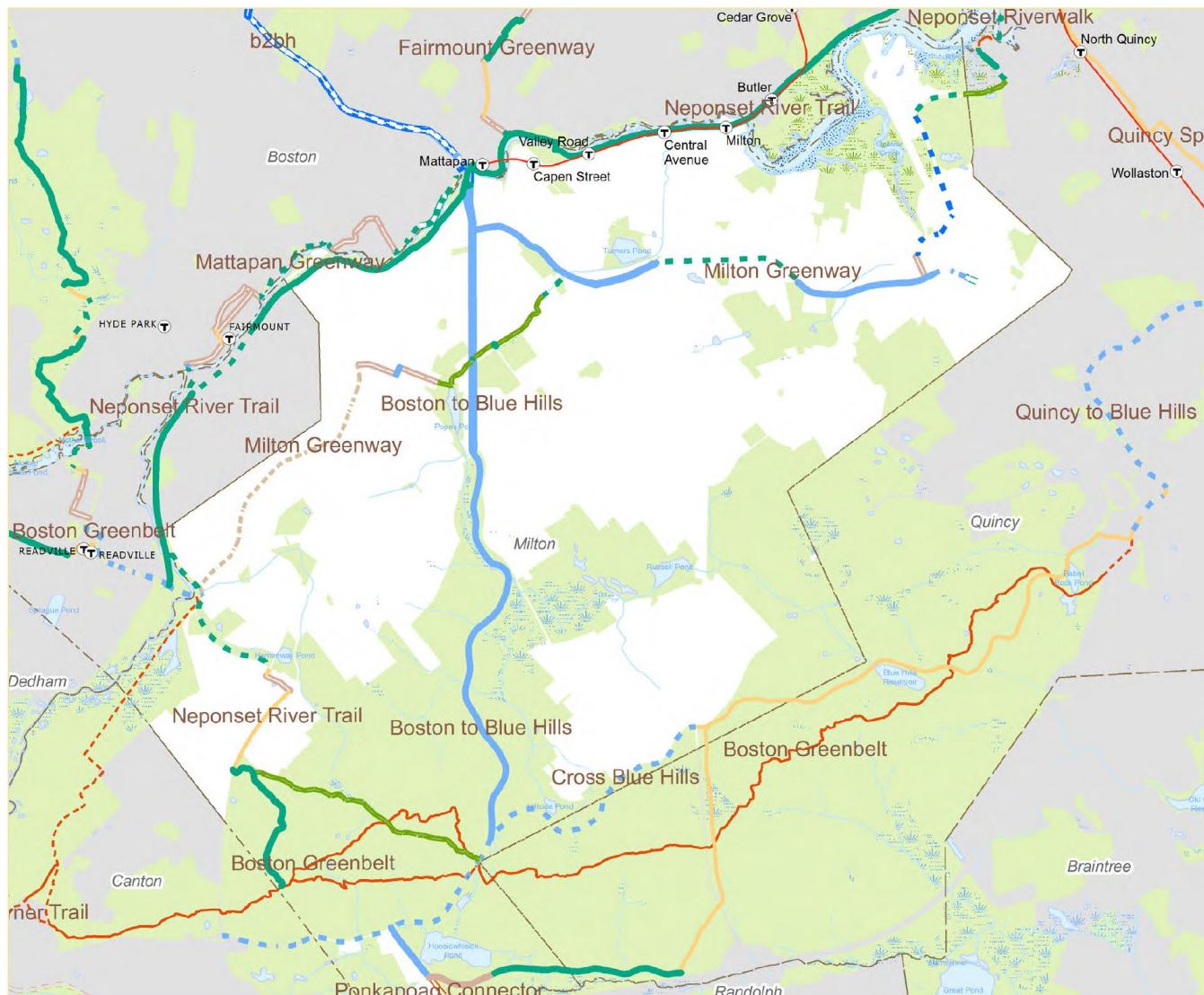
MAPC is introducing the following project recommendations to improve, expand, and celebrate safe walking, biking, and rolling in Milton. These recommendations are not a full list of every bike lane or every sidewalk need in Town. However below are identified key corridors for creating a connected network and the projects recommended within those corridors. Map of the significant proposed projects can be found on figure 13.

Identified through MAPCs [LandLine Greenway Network](#) program, four key proposed regional greenways pass through Milton as noted earlier. The projects recommended along the greenway corridor, when complete, will create a continuous corridor separated from traffic for all users (except on residential streets). Signage to identify and provide wayfinding for these corridors is under development and will be rolled out at a later date.

Milton Greenway

The proposed Milton Greenway extends from Quincy and East Milton Square to the east and Readville to the west. The Greenway directly connects three public schools, Milton Academy, Curry College, Turner Park, the Neponset River and Quincy, and to Readville and the commuter rail station beyond. The segments are listed below from east to west. Solutions vary by segment and include shared use paths, shared streets and protected bike lanes and sidewalks. The proposed greenway is largely on roadways and parks within Town control. The exceptions are Granite Avenue and a portion of Squantum Street that are MassDOT roadways. The greenways also crosses DCRs Blue Hills Parkway.

From the Quincy border, the greenway would follow the abandoned rail bed to Granite Avenue. Then Granite to Squantum St. from Squantum Street through residential streets (shared street) to Brook Road. From there along Pine Tree Brook to Route 138. Then along Brush Hill road to Readville.



Town of Milton

Proposed Greenway Plan

- Existing/Complete
- Design or Construction
- Envisioned
- Shared Use Path - Existing
- Shared Use Path - Unimproved Surface
- Protected Bike Lane and Sidewalk
- Bike Lane and Sidewalk
- Shared Street - bike
- Shared Street - bike and walk
- Gap - Facility Type not identified
- Foot Trail - Natural Surface
- Foot Trail - Roadway Section

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Metropolitan Area Planning Council
60 Temple Place, Boston, MA 02111
(617) 933-0700

Data Sources: MAPC, MassGIS, MassDOT

August 2022



Figure 10

Rail Corridor

The abandoned rail corridor to the east of Granite Avenue and running along the north side of the Presidents Golf Course is proposed for a rail trail connecting into Quincy. This would have to be a joint project between the towns.

Granite Avenue

This roadway provides access to I-93 yet also is a significant barrier to cross given its four lane configuration. A road diet is recommended to improve conditions for all users.

- Implement a road diet from 4 lanes to 3 lanes and bicycle accommodation
- Consider a widened sidewalk/shared use path on one side of the road connection the rail trail potential with Squantum Street

Squantum St

The street is wide enough to create protected bike lanes, or at minimum conventional bike lanes.

- Install protected bike lanes on Squantum Street between Granite Avenue and Adams Street

Brook Rd

A pilot project in the last two years has reduced the number of travel lanes and provided bike lanes and parking. However, lane markings and where to park are perhaps not functioning as clear as could be. Therefore we recommend a mix of shared use paths and protected bike lanes.

- Widen the sidewalk on the north side to a shared use path between Centre Street and Canton Avenue
- Install protected bike lanes on the other portions of Brook Road between Centre Street and Adams Street and between Canton Avenue and Blue Hills Parkway

Pine Tree Brook

There is a rough path along parts of both sides of Pine Tree Brook between Thatcher Street and Popes pond. There is also potential to extend the path to Brook Road along public and school right-of-way.

- Conduct a feasibility study to create an accessible shared use path along Pine Tree Brook between Brook Road and Popes Pond. The study would identify options on both sides of the Brook in some locations, though constrained in others

Brush Hill Road

The context of this road is relatively low traffic, lots of trees, and primarily single family residential. There are no sidewalks or bike lanes. This is the perfect candidate for a shared street, where the roadway is designed to prioritize walking and cycling. Current the roadway is prioritized for driving with the existing center line, and lack of accommodation for other users.

- Transform the roadway into a shared street by considering tools such as speed management, dashed shoulders, and removal of the center line

Neponset River Greenway

This greenway follows the Neponset River and is complete in Milton. No projects are currently recommended. There are some gaps in Boston.

- Continue to advocate for completion of the Neponset River Greenway in Boston including gaps along Truman Parkway and connecting to Readville Station.

Mattapan to the Blue Hills

This greenway provides the most direct route between Boston and the Blue Hills and is entirely within DCR right-of-way along Blue Hills Parkway and Unquity Road.

Blue Hills Parkway, Route 138, and Truman Parkway Intersection

There are a number of crashes at this intersection, including a recent cyclist death where three high traffic roadways come together.

- An engineering feasibility study is recommended to identify ways to simplify and improve safety
- Consider replacing with a modern roundabout with shared use paths around the edge

Blue Hills Parkway

The Parkway currently has bike lanes in both directions, though are not separated from traffic or vehicle doors. With an excess northbound lane and a planted median, there is ample room to create a two way shared use path adjacent to the median where one of the north bound lanes currently exists.

- Develop a feasibility study to look into several options for providing a protected bike lane or shared use path in the median of the roadway.

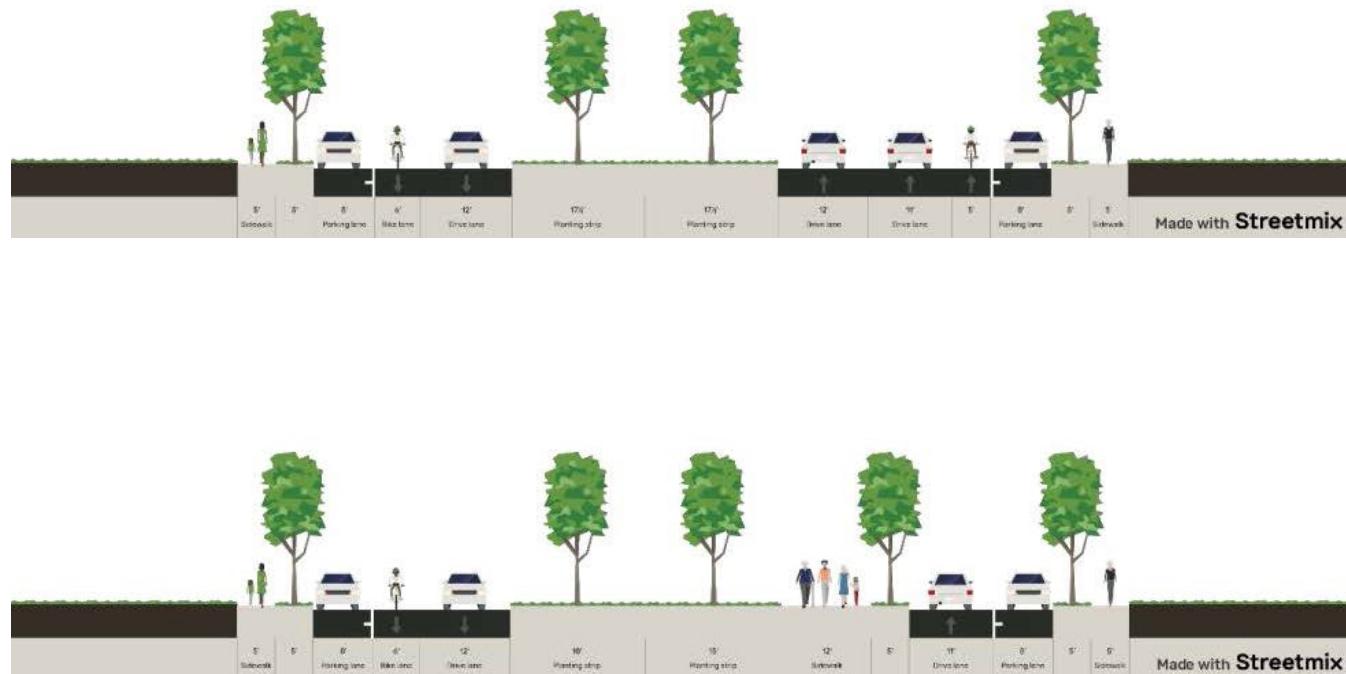


Figure 11. Blue Hills Pkwy, current layout (top) and a possible reconfiguration option (bottom)

Uniquity Road

This road is relatively narrow and winding with 3-4 foot bike lanes and no pedestrian accommodation. Provision of a separate shared use path or sidewalk alongside the road is challenging in several locations due to topography or wetlands adjacent.

- Recommend that a feasibility study look into the option of a shared use path and identifying where this option is possible or not along the length of the road.
- Consider converting Unquity Road and perhaps Harland Street into one way streets, to provide space on the other half to accommodate two way bicycle and pedestrian traffic. This can be initiated as a pilot project with pavement markings and flex posts.

Cross Blue Hills

This greenway crosses from one end of the Blue Hills Reservation to the other along Chickatawbut Rd, Hillside St, and Royal St. With park views and expansive green spaces, this corridor is attractive to many users, as it provides through access for cyclists and access to hiking throughout the park.

- Widen Chickatawbut to allow for 4-5 foot bike lanes east of Route 28
- Stripe bike lanes on Chickatawbut west of Route 28 and along Hillside Street to Route 138.
- Consider one way travel on these roads to facilitate separation of cyclists and pedestrians from motor vehicle traffic

Other Key Roadways

Central Ave

Currently there are striped bike lanes and a substandard parking lane on Central Avenue between Brook Road and Eliot St. Given the ample width on the roadway and a key connection between the river and the heart of Milton, it's recommended to add protected bike lanes to the roadway. A parking lane can be maintained on one side of the street for at least part of the length.

- Add protected bike lanes adjacent to the curb separated by a flex post buffer from the travel lane and parking

Reedsdale Road (Route 28)

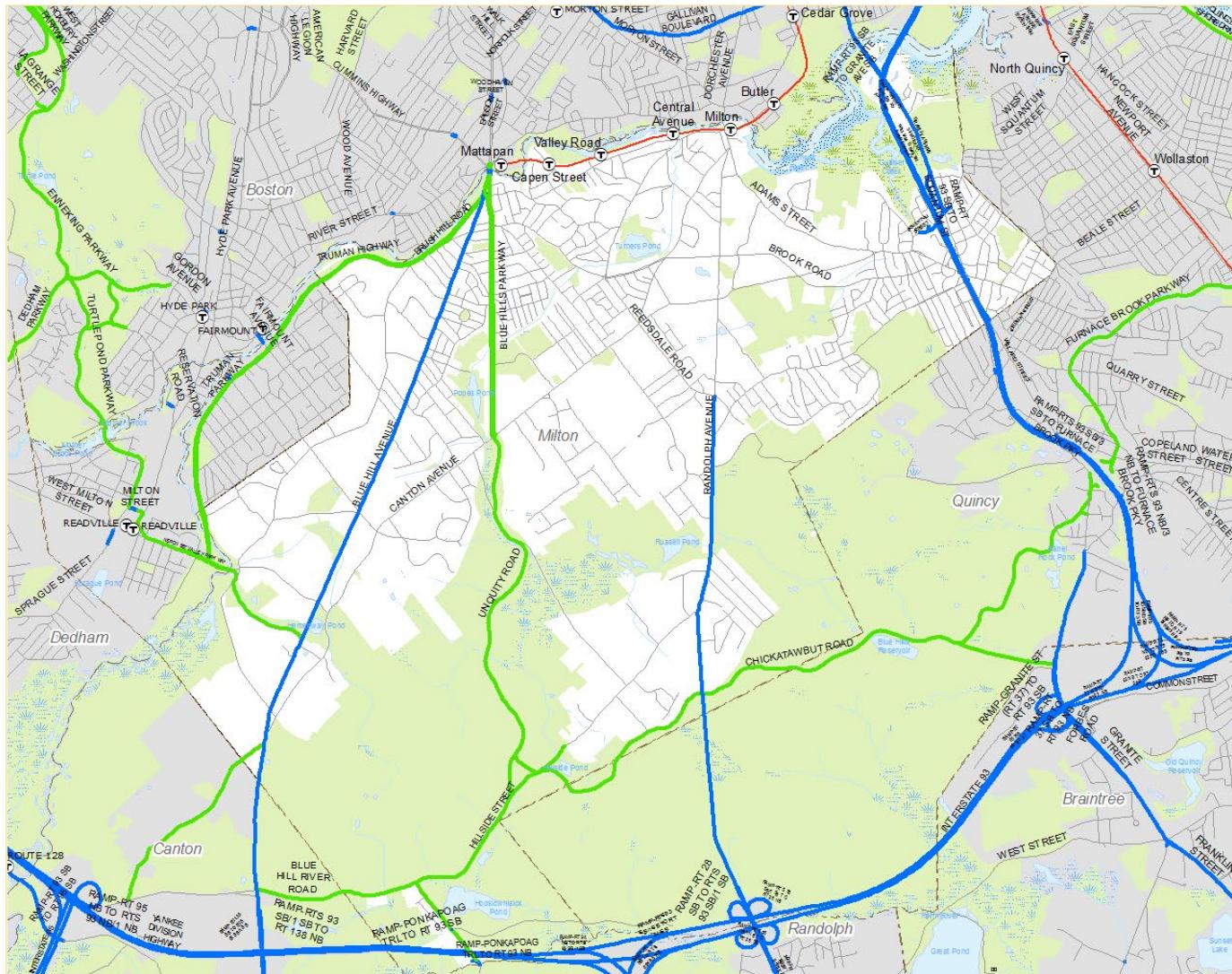
Route 28 is a four lane roadway through the heart of Milton. Four lane roadways provide significant barriers for pedestrians and cyclists. It's recommended to implement a road diet to improve safety for pedestrians, encourage slower traffic, and provide bike lanes.

- Convert the four lane roadway to a three lane road with bike lanes.

Canton Avenue at Route 138

Drivers turn right onto Canton Ave with significant speed due to the road geometry at the intersection. While Route 138 is a state roadway with a speed limit of 45 mph, Canton Avenue is a neighborhood arterial street with a speed limit of 30 mph. It is recommended to change the geometry of the intersection to introduce turning speeds onto Canton Avenue.

- Realign the intersection to require vehicles to make a sharper right turn at slower speeds onto Canton Avenue.
- Add sidewalks to Canton Avenue (narrow the one way section of the street) for the length of the section that currently lacks sidewalk access.



Town of Milton

Roadway Jurisdiction

Roadways

- City/Town
- DCR
- Federal
- MassDOT
- MassPort
- Other

The information depicted on this map is for planning purposes only. It is not adequate for legal boundary definition, regulatory interpretation, or parcel-level analyses.

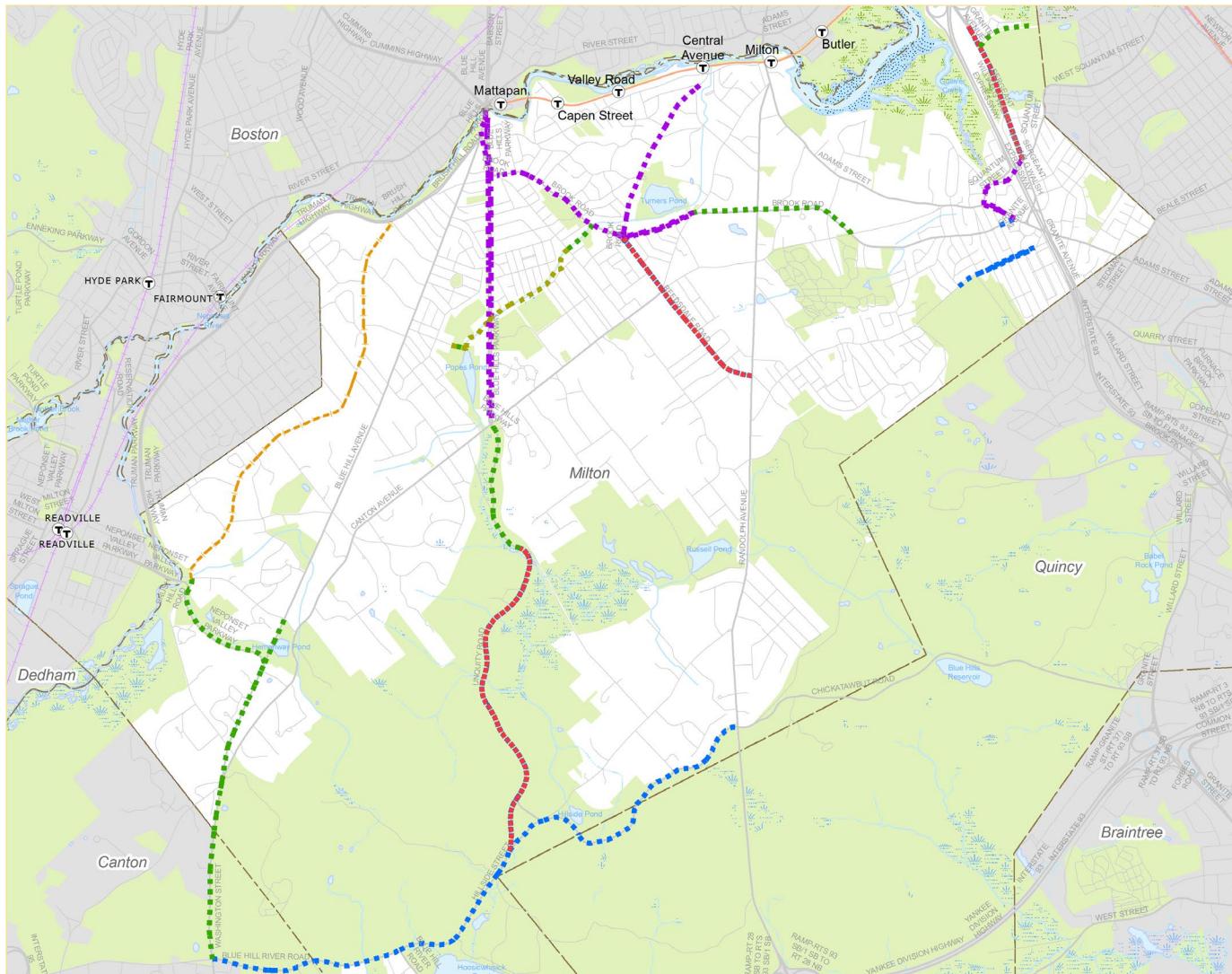
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60 Temple Place, Boston, MA 02111
(617) 933-0700

Data Sources: MAPC, MassGIS, MassDOT

July 2022



Figure 12



Town of Milton

Proposed Projects 2022 Bike/Pedestrian Master Plan

Project Type

- Shared Street - Varied treatments
- Shared Use Path
- Shared Use - upgrade woods path
- Painted Bike Lane
- Protected Bike Lane
- Lane Reduction + bike facility

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Data Sources: MAPC, MassGIS, MassDOT

October 2022

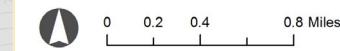


Figure 13

Town of Milton Bike and Pedestrian Plan Goals and Resources

| Goal | Timeline | Funding | Resources | Examples |
|--|--------------------------|---|--|--|
| <p><u>Safe Routes to School</u> Work with MassDOT's Safe Routes to School Program to ensure safe, enjoyable, convenient options for children and families to get to and from Milton's schools.</p> | Short-term (Fall 2022) | MassDOT's Safe Routes to School Program provides free technical assistance to K-8 schools in Massachusetts; MassDOT's Safe Routes to School Signs and Lines Grant Program | Visit Massachusetts's Safe Routes to School Program webpage Milton SRTS Coordinator: Vivian Ortiz | Lexington's Safe Routes to School Project |
| <p><u>Quick Build Projects</u> Utilize "quick build" options to test ideas and evaluate how well they work, as well as provide short-term safety fixes for dangerous areas.</p> | Short-term (Spring 2023) | MassDOT's Shared Streets and Spaces Program | MAPC's Collective Purchasing MAPC's Statewide Contracts Guide | Barr Foundation report: Quick and Creative Street Projects |
| <p><u>Encourage Physical Activity</u> Work with community partners, particularly the Milton Bicycle Advisory Committee and other relevant community partners involved in increasing physical activity and active transportation, especially for seniors, children, and people with disabilities.</p> | Ongoing | Community Preservation Act Funds | WalkBoston's Age-Friendly Walking Initiative | |

| Goal | Timeline | Funding | Resources | Examples |
|--|---------------------|---|--|--|
| <p><u>Ingrain Bike Ped in All Projects</u></p> <p>Align bike, walk, and roll improvements with the town's maintenance plan to prioritize safety improvements along with regular repaving and maintenance tasks, decrease costs, and ensure improvements are accomplished.</p> | Ongoing/Annually | Massachusetts Chapter 90 funds | USDOT FHA Toolkit | City of Cambridge's Cycling Safety Ordinance |
| <p><u>Eliminate Barriers</u></p> <p>Address barriers to walking, biking and rolling for vulnerable populations through infrastructure improvements, policies, and programming.</p> | Ongoing | | | Boston's Age Friendly Street Design of Cummins Highway |
| <p><u>Connect Regionally</u></p> <p>Work with adjacent communities to install pedestrian and bicycle facilities to ensure continuous facilities beyond municipal borders, especially when there are important destinations for Milton residents.</p> | Annually | WalkBoston's Funding Opportunities for Mobility Improvements https://walkboston.org | | |
| <p><u>Priority Projects within Milton</u></p> <p>Make progress on priority projects identified in the Plan. Emphasis on quick build projects and strengthening projects in the queue.</p> | Short-term/Annually | | | |
| <p><u>Connected Greenway Network</u></p> <p>Develop a network of greenway corridors that provide safe and encouraging corridors for walking and biking that connect parks, schools, transit, and other key destinations.</p> | Ongoing | MassTrails funding resources | MAPC LandLine Greenway Network | |

Goals and Action items

Appendix 1 — Pedestrian and Bicycle Facility Design Guidelines and References

[MA Municipal Resource Guide for Walkability](#)

[MA Municipal Resource Guide for Bikeability](#)

[MassDOT Bicycle and Pedestrian Update 2021](#)

[MassDOT Capital Investment Plan](#)

NACTO

For guidance on bicycle parking, including potential zoning requirements, design guidance, and location advice, refer to the [City of Cambridge Bicycle Parking Guide \[1\]](#), and the [APBP Essentials of Bike Parking\[2\]](#).

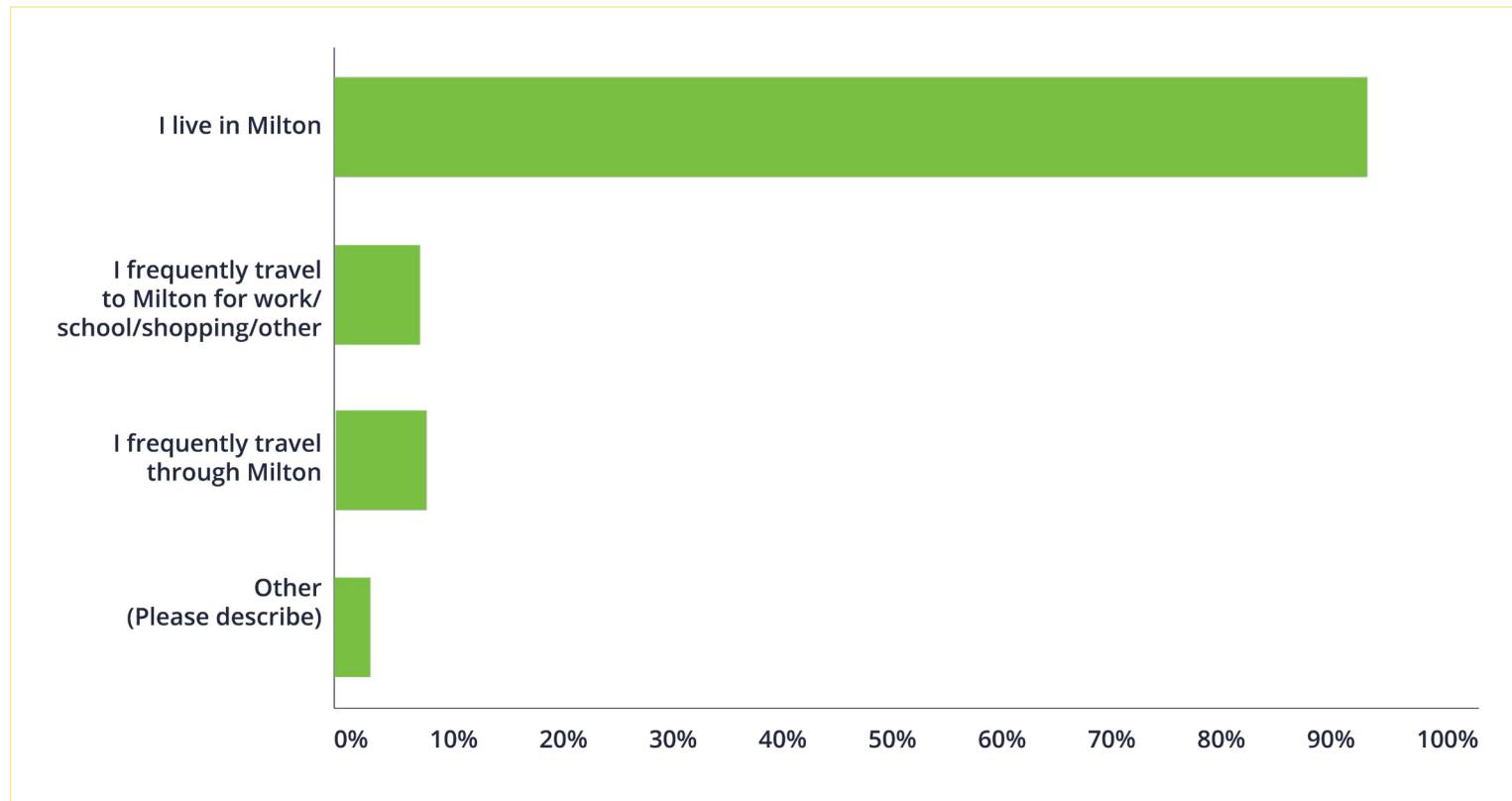
Appendix 2 — Complete Streets Policy

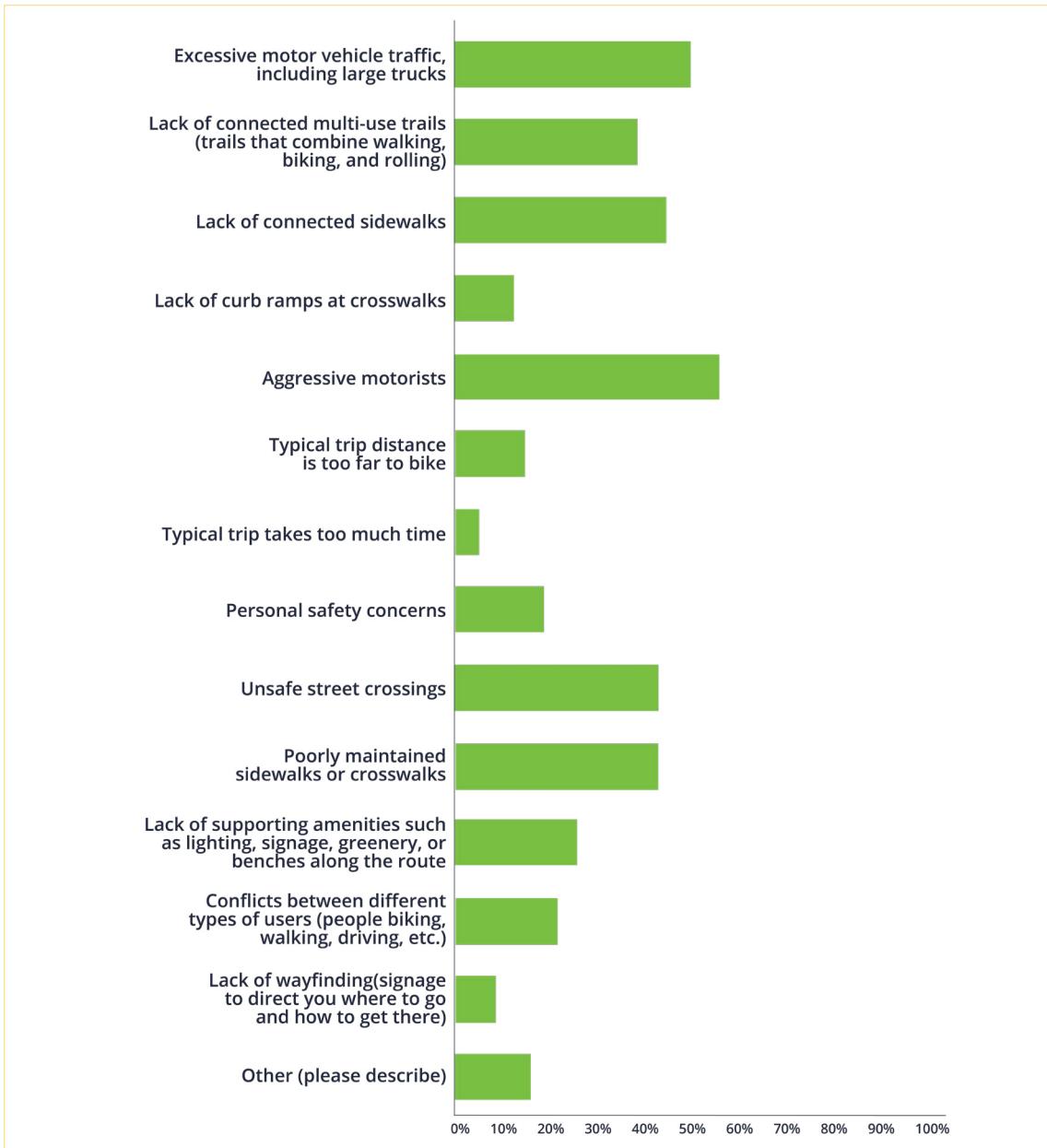
- [Town of Milton Complete Streets Policy](#)
- [More information about the MassDOT Complete Streets Status and Program](#)

Appendix 3 — Community Survey Summary

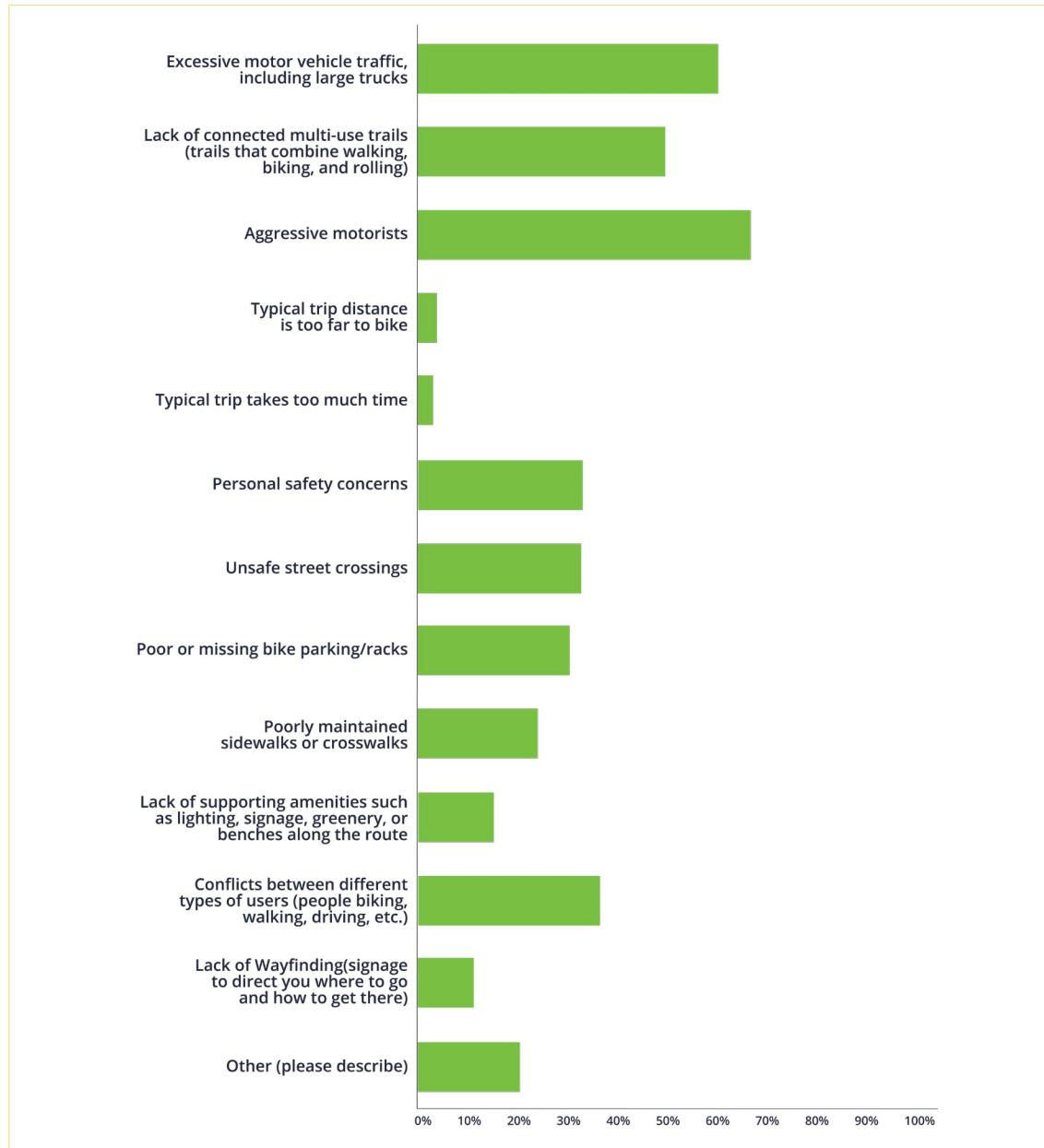
The Community survey for the Milton Bike and Pedestrian Plan was open from August 2021 through February 2022. The survey received 507 responses. A summary of each quantitative question is included on the following pages.

What is your interest in walking, biking and/or rolling in Milton?





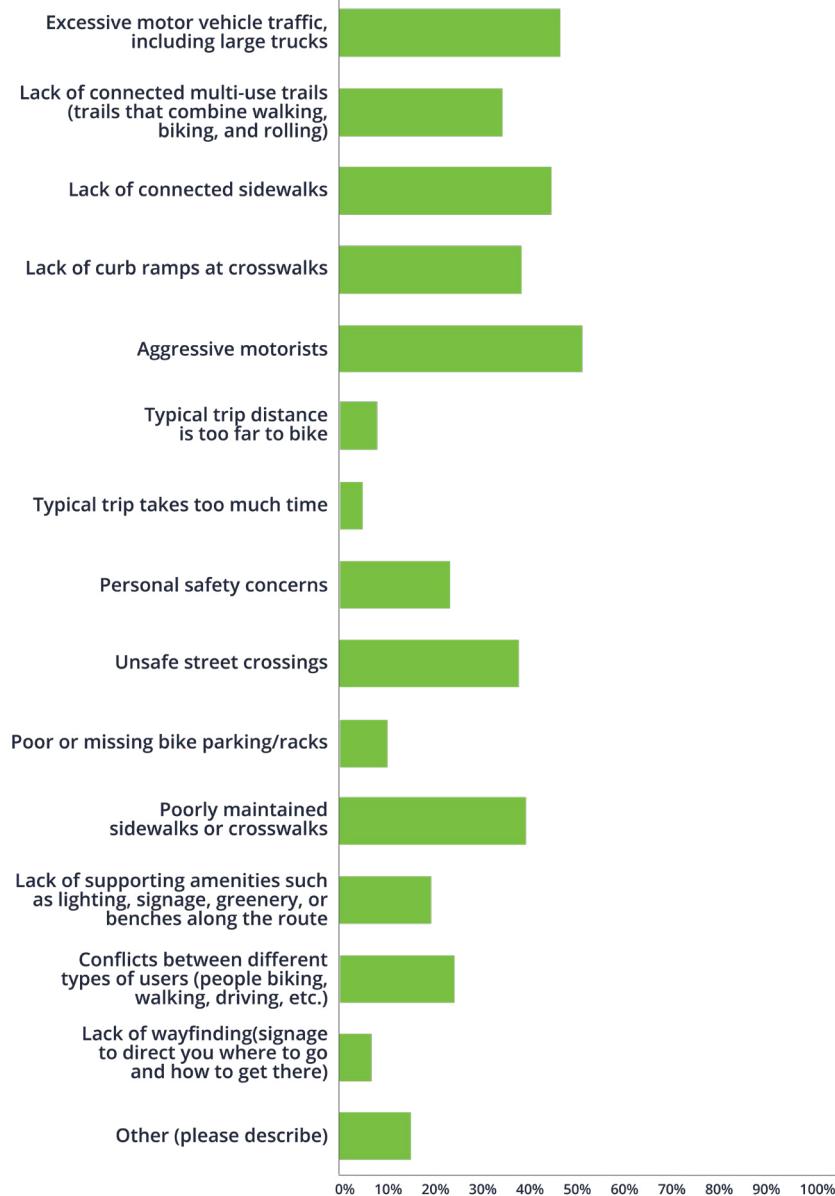
What are your concerns about WALKING in Milton? (Check all that apply)



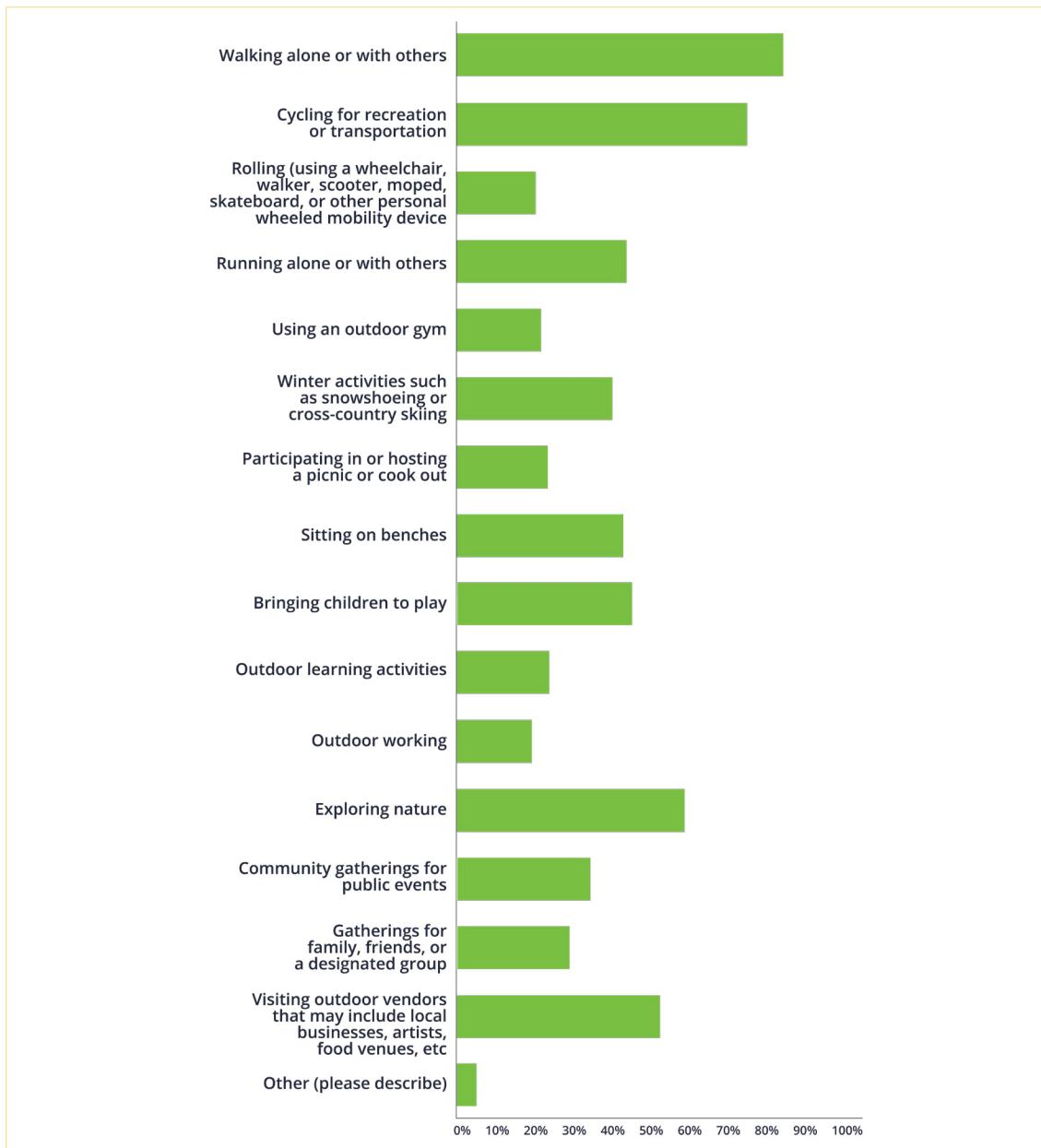
What are your concerns about BICYCLING in Milton? (Check all that apply)

What are your concerns about ROLLING in Milton? (Check all that apply)

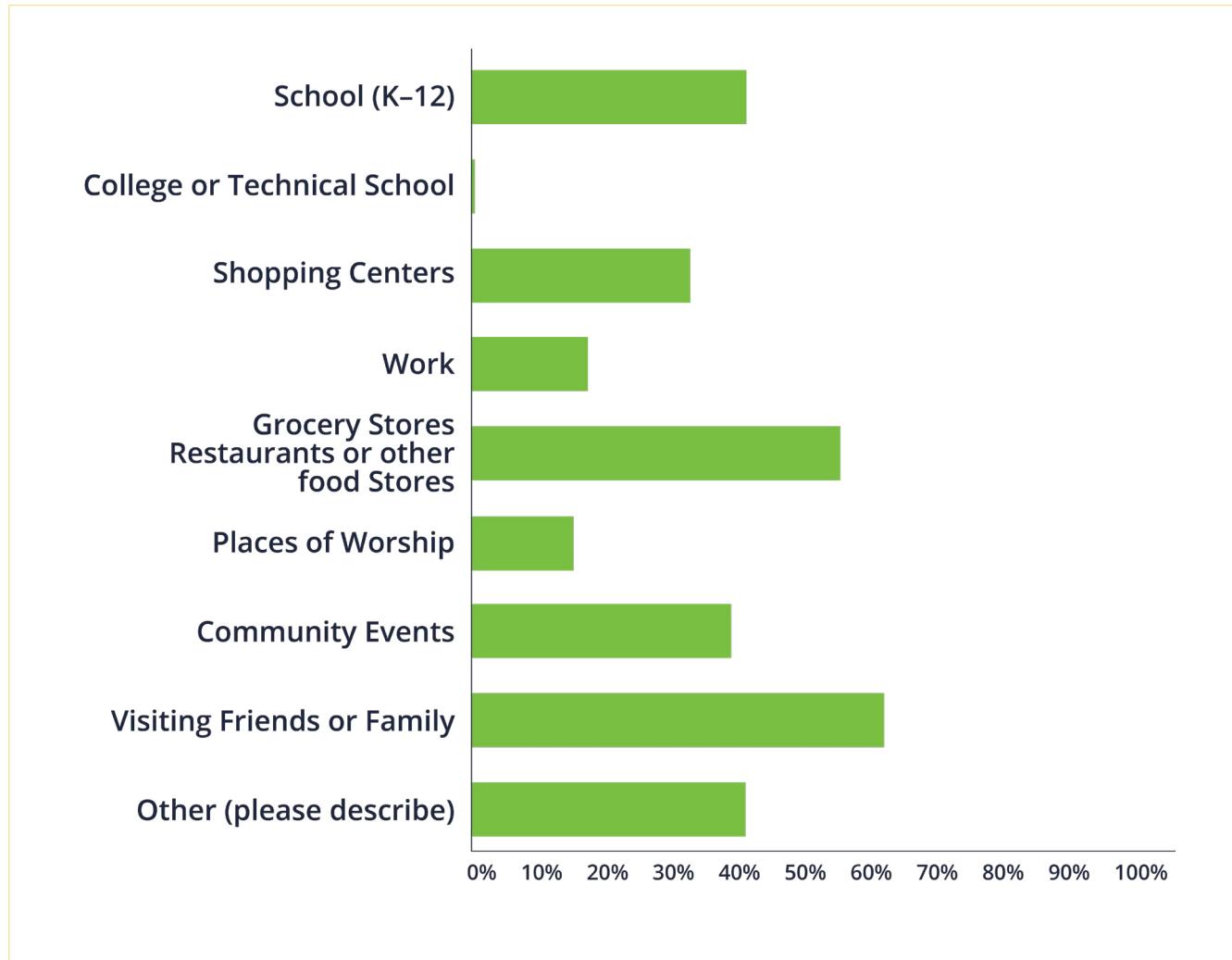
(By "rolling" we refer to other types of personal wheeled mobility besides bicycling, such as wheelchairs, walkers, scooters, mopeds, skateboards, and more.)



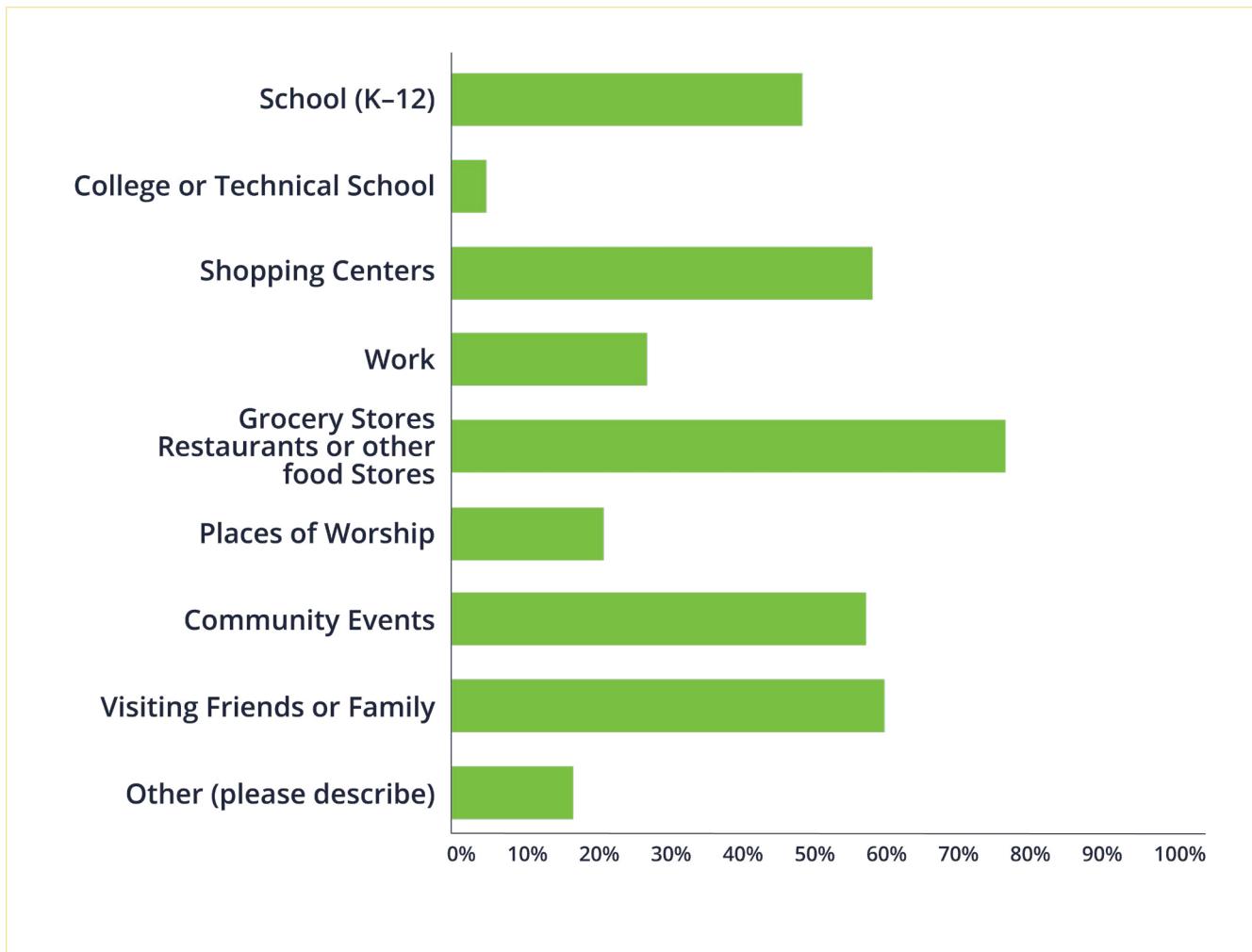
How would you like to use Milton's current and future trails? (Check all that apply)



To what places do you or your household CURRENTLY walk, bike, or roll?



To what places would you or your household LIKE to walk, bike or roll?



Appendix 4 — Spreadsheet of Proposed Projects

The following is a list of proposed projects meant to compliment the policy and program recommendations.

| Corridor | Municipalities | From | To | Responsibility | LandLine Corridor | Description | Type | Status |
|-----------------------------|----------------|--------------------|--------------------|----------------|-------------------|---|----------------------|---------------------|
| Blue Hill Avenue | Canton, Milton | Royall St | Dollar Ln | MassDOT 612615 | | Reconstruction from Royall to Dollar Ln | shared use path | Prelim design |
| Blue Hill Avenue | Milton | Bradlee Rd | | MassDOT 612616 | | Intersection improvements Rt 138 at Bradlee Rd | | Prelim design |
| Blue Hills Parkway | Milton | Neponset River | Unquity Rd | DCR | Boston to the BH | Remove extra NB lane to allow for two way protected bike path | shared use path | Concept — Bond Bill |
| Brook Rd | Milton | Center St | Canton Ave | Milton | Milton Greenway | widen the sidewalk north side to shared use path | shared use path | |
| Brook Rd | Milton | Canton Ave | Blue Hills Pkwy | Milton | Milton Greenway | add barrier protected bike lanes | bike lanes | |
| Brook Rd/Adams St | Milton | Governors Rd | E Milton Sq | Milton | Milton Greenway | complete gaps in bike lanes between these sections | bike lanes | |
| Brook/Reedsdale/Central | Milton | Intersection | | Milton | Milton Greenway | Evaluate potential for a roundabout at this location | roundabout | |
| Brush Hill Road | Milton | Milton St | Truman Pkwy | Milton | Milton Greenway | Convert to bike.ped priority, remove centerline | dashed shoulders | |
| Central Ave | Milton | Brook Rd | School St | Milton | | protected bike lanes | protected bike lanes | Abandoned |
| Chickatawbut Rd | Milton/Quincy | Randolph Ave/Rt 28 | Granite St | DCR | | widen the roadway to allow for striped bike lanes | bike lanes | |
| Chickatawbut Rd/Hillside St | Milton | Washington St/138 | Randolph Ave/Rt 28 | DCR | Cross Blue Hills | stripe bike lanes west of Route 28. | bike lanes | |
| Granite Ave | Milton | I-93 ramps | Squantum St | MassDOT 608406 | Milton Greenway | Reconstruction of Granite Ave | shared use path | 2017 25% design |

| Corridor | Municipalities | From | To | Responsibility | LandLine Corridor | Description | Type | Status |
|----------------------|----------------|--------------------|--------------------|----------------|-------------------|--|-----------------|---------------------------|
| Granite Branch RR | Milton/Quincy | Enterprise Dr | | Milton | Milton Greenway | Develop shared use path along this town owned former RR | shared use path | |
| Neponset Valley Pkwy | Milton/Boston | Paul's Bridge | Blue Hils | DCR | Neponset Trail | Identify shared use path connection between river and BH | shared use path | 2022 DCR consultant study |
| Pine Tree Brook Path | Milton | Brook Rd | Thacher St | Milton | Milton Greenway | develop a shared use path along the brook on town ROW | shared use path | |
| Pine Tree Brook Path | Milton | Thacher St | Blue Hills Pkwy | Milton | Milton Greenway | improve existing path to accessible shared use standards | shared use path | |
| Popes Pond Path | Milton | Blue Hills Parkway | Lafayette St | Milton | Milton Greenway | improve existing path to accessible shared use standards | shared use path | |
| Reedsdale Rd/Rt 28 | Milton/Quincy | Brook rd | Randolph Ave/Rt 28 | Milton | | evaluate road diet to convert 4 lane to 3 lane with bike lanes | bike lanes | |
| Squantum St | Milton | Granite Ave | Adams St | Milton | Milton Greenway | Add Protected bike lanes | bike lanes | |
| Unquity Road | Milton | BH Pkwy | Hillside St | DCR | Boston to the BH | Evaluated one way traffic to allow protected bike/walk path | shared use path | Concept — DCR Pkwy Plan |



August 8, 2023

Docket Operations Office
U.S. Department of Transportation
1200 New Jersey Avenue SE
West Building Room W12-140
Washington, DC 20590-00001

Re: RFI Response: Advanced Air Mobility and Docket No. DOT-OST-2023-0079

Dear Sir or Madam:

The Town of Milton, Massachusetts (“Milton”), through its Select Board, is pleased to provide comments in response to the Request for Information (the “RFI”) on Advanced Air Mobility (“AAM”) issued by the U.S. Department of Transportation (“DOT”) on May 17, 2023.

According to the RFI, pursuant to the Advanced Air Mobility Coordination and Leadership Act of 2022 (the “Act”), DOT established and leads an interagency working group (“IWG”) that will develop a national strategy for AAM. The RFI identifies AAM as “an emerging field in which novel aircraft currently in design and testing could provide new levels of accessibility, convenience, and connectivity for people and cargo – and thus transform our nation’s transportation system to provide enhanced mobility for the traveling and shipping public.” Through the RFI, DOT seeks public input on the development of a national AAM strategy.

First, we applaud DOT for seeking public comments early in the process of developing of a national AAM strategy, while the technology is still nascent. In the future, AAM is likely to provide important societal benefits. For example, in addition to transporting people and cargo, AAM aircraft could be used, among other things, to help first responders and other public safety personnel locate missing persons and respond to natural disasters, fires and crime scenes; transport injured or ill people from, and deliver medicine, goods and supplies to, remote locations; and inspect bridges, buildings and other infrastructure for damage or safety issues. However, AAM also has the potential to be used in ways that invade people’s privacy; create excess noise, light and vibrations day and night; and otherwise adversely affect suburban and urban communities that are already burdened by traffic on the roads and in the air.

All too often, technological advances outpace government regulation. For example, federal agencies are currently scrambling to respond to fast-moving developments in the fields of artificial intelligence and digital currencies. As another example, Milton is one of many communities nationwide that has been overburdened by the Federal Aviation Administration’s (“FAA”) implementation of its Next Generation Air Transportation System (“NextGen”) and performance

based navigation (“PBN”), which concentrates flight paths to and from the Nation’s airports as narrow “highways in the skies.” The FAA implemented PBN without any meaningful public engagement or communication with citizens in communities that would be severely impacted by increased air traffic noise and pollution. The FAA’s “highways in the skies” resulted in a public health crisis, causing people in overflight communities to complain to the FAA, airport operators, and Congress. Yet, more than a decade after implementation, the FAA has failed to provide any meaningful relief at all to these communities.

We urge DOT, in formulating a strategy for AAM, to learn from the FAA’s mistakes and failures relating to NextGen and various federal agencies’ lack of preparedness for the challenges posed by artificial intelligence and digital currencies. DOT must anticipate and thoroughly evaluate the benefits and the risks associated with AAM and the consequences, both intended and unintended, of any regulatory action that the IWG and DOT may undertake.¹ DOT must also be willing to re-evaluate its strategy and change course as public safety and public health issues warrant.

Second, because AAM technology is new and emerging, it is impossible for local governments to know, in 2023, all of the issues, benefits, and risks that AAM will present in future years. We are not experts in AAM technology. Therefore, we identify herein issues that we believe the IWG should consider as it begins to formulate a national AAM strategy.

Background

As we understand it, AAM typically takes the form of electric-powered (or hybrid) aircraft that can takeoff and land vertically. According to the RFI, DOT anticipates that AAM will eventually provide “shuttle services between airports and downtown locations, more dynamic and affordable medical evacuation and emergency response, rapid transportation of goods between cargo terminals and job sites, and on-demand air services between regions without existing rapid, reliable transportation links.” The RFI notes that initial AAM operations will consist of piloted flights and use traditional air traffic control procedures. However, AAM is expected to eventually include “highly automated, unpiloted aircraft flying at lower altitudes with smaller areas of separation than in current operating environments.”

The RFI identifies safety as the “highest priority” of DOT and the FAA with respect to a national AAM strategy, and requests comments on safety challenges and “public acceptance of AAM operations and the appropriate means of public engagement necessary to enable AAM operations in the future.” DOT seeks information regarding (1) “what should be addressed in the AAM national strategy”, (2) “what respondents believe are existing barriers to success of AAM implementation;” and (3) “what steps should the Federal Government focus on in the short (2-3

¹ We also urge DOT to lead where the FAA has failed to lead, and to solve the problems created by PBN and NextGen. As noted herein, we believe that the many communities nationwide that are affected by PBN will not accept AAM until PBN is “fixed”, i.e., solutions that will restore dispersion of now-concentrated flight paths are fully implemented. DOT must resolve, or force the FAA to resolve, the national public health problems that the FAA itself created.

years), medium (4-8 years) and long term (8+ years) in order to maximize the potential for successful AAM implementation in the United States.” Additionally, DOT invited comments on subjects identified in the Act and twenty (20) topics set forth in Part II of the RFI that the IWG’s subgroups identified as being important.

We offer the following comments on a few of the topics set forth in the RFI.

1. **Safety**

We agree with DOT and the FAA that safety must be the highest priority for a national AAM strategy. We emphasize that this means safety for people on the ground as well as safety for the people who may one day operate or travel as passengers in AAM vehicles.

Our understanding is that AAM is currently being designed and tested in simulated laboratory settings, and has not been tested in the real world (i.e., over urban, suburban or rural areas). Therefore, it is impossible to know how quickly AAM will emerge as a viable method of transportation for passengers or cargo and how severely it will impact residential communities. Nevertheless, we believe that an AAM strategy and regulatory framework must address, at a minimum, the following public safety concerns: the potential for collisions, accidents, and equipment failure, all of which could cause objects to fall from the sky onto residential populations and result in death, injury, or property damage;² ensuring adequate training and licensing for operators of AAM equipment; hours of operation for AAM operations (including a ban on nighttime operations); the roles of state and local law enforcement authorities with respect to AAM operations; cybersecurity concerns, including not only the possibility for external attacks by third parties (including nation states), but also the potential for inadvertent security gaps when AAM systems enter town or home wi-fi spaces; and the potential for some forms of AAM to be used for criminal activity, to invade privacy, and to interfere with police or firefighter activity and investigations at crime scenes or accident scenes.

2. **Public Acceptance**

In our view, public acceptance of AAM will depend on whether the national strategy and regulatory scheme that DOT, the FAA and the IWG put in place adequately addresses the noise,

² In recent years, our town has twice experienced objects falling from airplanes onto residential neighborhoods. Sadly, in 2010, the body of a deceased teenager, who stowed away in a commercial airplane’s wheel well in North Carolina, fell to the ground as the plane, on approach to Logan International Airport (“Logan”) in Boston, lowered its landing gear while flying over Milton. *See, e.g.*, Katie Zezima, “Body Fell from Plane, Authorities Say,” *The New York Times*, December 10, 2010. In 2019, a six-foot inflatable evacuation slide fell from an airplane approaching Logan and landed in the front yard of a home on Adams Street in Milton, causing property damage but, fortunately, no injuries. *See, e.g.*, Erin Tiernan, “Delta Airplane Drops Evacuation Slide onto Milton Neighborhood,” *The Boston Herald*, December 1, 2019. AAM aircraft will travel at much lower altitudes than commercial jets, which would presumably increase the potential for collisions and accidents. Because they will use electric power, battery capacity and mitigation of equipment failure will be critical issues for the IWG to consider.

light and quality of life impacts, health and environmental risks, and privacy intrusions that AAM is expected to cause.

Residents of overflight communities, such as Milton, are already overburdened with loud airplane noise from hundreds of low-flying planes for eighteen (18) hours or more in a day, sometimes for many consecutive days. The noise and pollution cause sleep disruption, anxiety, cardiovascular risks, and other adverse health risks. For RNAV overflight communities, AAM will only exacerbate an already bad situation. Therefore, unless and until DOT and the FAA fully and adequately resolve the serious adverse public health impacts that PBN has imposed on overflight communities, DOT and FAA cannot expect residents of overflight communities to accept AAM or to trust FAA and DOT to adequately regulate AAM.

First and foremost, DOT and FAA must resolve, expeditiously and to the satisfaction of the affected communities, the burdens that NextGen and PBN's concentrated flight paths have imposed on overflight communities before any AAM operations are permitted to commence.

Second, the FAA's noise policy, which, as you know, is currently under review and open to public comment (*see* docket number FAA-2023-0855), must be revised to (a) apply to AAM and (b) establish new noise metrics for both AAM and traditional airplane traffic which adequately capture day to day noise and annoyance, and not continue to rely on the outdated, antiquated DNL method.

Third, we recommend that a dedicated federal governmental entity (whether a division or department of an existing agency, or a newly formed agency), staffed with people who are knowledgeable about and experienced with AAM and air traffic operations, be created and be authorized to regulate, oversee, supervise, license, and monitor AAM. Such entity should work with all stakeholders, including industry, business, and state and local governments, to ensure that public health, public safety, and the quality of life of people on the ground are protected. It must be willing and able to respond expeditiously to public safety and public health issues that arise as AAM technology is tested and eventually implemented. The entity that oversees AAM must be far more responsive to safety and health concerns raised by AAM than the FAA has been to safety and health complaints about NextGen and PBN.

Fourth, DOT must ensure that, as AAM and the infrastructure necessary for its implementation continues to evolve, the technology benefits and serves the entire community, not only a small segment of the population. It is likely that a substantial investment of public and private resources will be required to develop AAM aircraft and vertiports. The public is more likely to accept AAM operations if the technology is employed in an equitable manner. We urge DOT and the IWG to make equity a key component of its national AAM strategy and its public statements about AAM. This includes considering the design choices in constructing infrastructure; design choices that are minimally disruptive to communities, or enhance community spaces, are far more likely to be accepted and augment public perception of AAM. Future travel and package delivery via AAM operations should be accessible to everyone, and not only to wealthy individuals. Additionally, all communities should share the benefits and the

burdens of AAM operations (unlike FAA's NextGen, which benefits some communities at the expense of others in terms of noise and pollution exposure).

3. **Role of State, Local, Tribal and Territorial Governments** (RFI Topic 6)

State, local, tribal and territorial governments must have important roles with respect to developing laws and regulations for AAM and enforcing such laws and regulations. Local police departments are the front line of law enforcement, and they will be called upon to respond to complaints about privacy intrusions, noise, light and other disturbances from AAM aircraft and, worse, accidents. While licensing and overall regulation at the federal level make sense, cities and towns must be empowered to adopt ordinances, bylaws and/or police regulations with respect to AAM operations that will protect public safety.

Drones now fly, and air taxis and other electric vertical takeoff and landing ("eVTOL") aircraft are expected to fly, at altitudes that are much lower than commercial jets. Such AAM operations are likely to have significant impacts on people on the ground. Therefore, local government must be permitted to determine areas in the applicable city or town in which drones, air taxis and eVTOL aircraft may and may not fly and in which vertiports may and may not be located. At a minimum, reasonable restrictions should be imposed to limit noise and light exposure, distractions, privacy invasions, and other detrimental impacts of vertiports on residential neighborhoods, schools, houses of worship, senior living facilities, parks and recreational areas, and other sensitive areas.

Additionally, AAM aircraft should be prohibited from being flown by media outlets and the general public at the scenes of motor vehicle accidents, criminal investigations and the like. This is an important issue for emergency responders and other public safety personnel.

4. **Privacy** (RFI Topic 9)

As AAM technology continues to emerge, privacy will be an area of critical concern for local governments and police departments. Because AAM operations would occur at much lower altitudes than traditional aircraft operations, the risk of invasions of privacy and potential violations of people's Fourth and Fifth Amendment rights will increase. People should be able to enjoy their homes and yards without eVTOL aircraft, carrying passengers and/or equipped with cameras, flying at low altitudes over them, invading their privacy and disrupting the quiet enjoyment of their homes. Drones, air taxis and eVTOL package delivery services must be restricted from flying close to homes (especially at night), schools, hospitals, office buildings, and many other facilities. Nighttime operations by AAM aircraft and at vertiports should be banned. We also recommend that there be strict prohibitions on cameras that are installed on AAM aircraft photographing or filming the interior of a residence, school, hospital, commercial building, or other property. Finally, AAM aircraft should be designed carefully with privacy in mind, so that aircraft itself minimizes the possibility for invasions of privacy. A privacy-by-design approach will minimize the need for additional regulation or stopgap measures to correct for privacy-invasive designs.

5. **Vertiport Development and Operations** (RFI Topic 13)

Due to the substantial investment of time and money that will be needed to implement AAM, we anticipate that existing heliports will be used initially for AAM operations, while vertiports and other infrastructure are constructed. It makes sense that heliports serve this purpose, as noise and other impacts from helicopter takeoff and landings are already known. Although AAM vehicles would be electric, they would still use propellers. Thus, the noise impacts of AAM may be similar to the noise impacts of helicopters. Such noise impacts on surrounding residential areas can be determined before locations for vertiports are selected and they are built.

As noted above, local governments should have a say in where vertiports may be located within their boundaries and at which times of day they may operate. Vertiports should not be located in residential neighborhoods or adjacent to or in close proximity to schools, houses of worship, senior living facilities, parks and recreational areas, and other sensitive areas where they would create noise and distraction. Strict nighttime restrictions must be imposed on AAM and vertiport operations.

6. **Environmental Impacts and Public Involvement** (RFI Topic 16)

Like helicopters and commercial aircraft, AAM aircraft will create noise that is likely to overburden some residential populations. However, because they would be electric (or hybrid), AAM vehicles may generate less pollution than traditional aircraft does.

The implementation of AAM is likely to be a major federal action, and a thorough study and evaluation of the environmental impacts associated with AAM must be studied prior to implementation of AAM. AAM should be assessed on a national basis, and on a regional or local basis as well. Environmental impacts, including but not limited to noise and pollution, should be evaluated utilizing modern, accurate standards and modeling.

We reiterate that the FAA's noise policy must be revised to apply to AAM and to establish reasonable noise metrics for AAM operations. DNL is an antiquated and outdated noise model, and cannot be the metric that is utilized for AAM operations. DOT must test the noise impacts that AAM operations and vertiports will have, particularly on residential neighborhoods and sensitive populations such as schools, and establish one or more reasonable noise metrics by which to evaluate future AAM operations. Again, we encourage DOT to learn from, and not repeat, the FAA's failures and mistakes in implementing PBN at airports nationwide during the past dozen years. Meaningful engagement with Congress, state and local governments and the public by DOT will be essential to the development of a national strategy and the mitigation of noise impacts from AAM.

Docket Operations Office
U.S. Department of Transportation
August 8, 2023

Thank you for the opportunity to provide comments on the development of a national AAM strategy.

Sincerely,

MILTON SELECT BOARD

Michael F. Zullas, Chair

Erin G. Bradley, Vice Chair

Roxanne Musto, Secretary

Richard G. Wells, Jr., Member

Benjamin Zoll, Member

cc: U.S. Senator Elizabeth Warren
 U.S. Senator Edward J. Markey
 U.S. Representative Stephen F. Lynch
 U.S. Representative Ayanna Pressley
 Attorney General Andrea Campbell
 State Senator Walter F. Timilty
 State Representative William Driscoll, Jr.
 State Representative Brandy Fluker-Oakley
 Milton Airplane Noise Advisory Committee
 Milton Community Advisory Committee Representative
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MEMBER

August 8, 2023

Thomas P. Glynn, Chair
MBTA Board of Directors
State Transportation Building, 2nd Floor
10 Park Plaza
Boston, MA

Dear Chair Glynn,

We write to request that the MBTA review its classification of the Mattapan trolley line as rapid transit. According to the MBTA's current Service Delivery Policy, the rapid transit designation includes both heavy rail (Blue, Orange, and Red Lines) and light rail (Green Line and Mattapan trolley line).

However, the significant differences in service, infrastructure, and equipment demonstrate that the Mattapan trolley line is not equivalent to the rapid transit lines, and that its previous classification as not being rapid transit should be restored. As is shown below, equating the Mattapan trolley line with the Blue, Orange, Red, and Green Lines is like saying that the trolley in Mister Rogers' Neighborhood is the same as Bullet Train.

The Town is requesting this review for two reasons: (i) the inaccurate rapid transit classification results in fares that are inequitable for Mattapan trolley line passengers; and (ii) the inaccurate rapid transit classification impacts the Town's efforts to comply with the MBTA Communities Act.

The MBTA has previously recognized that the Mattapan trolley line is not equivalent to the rapid transit lines. For example, in its Fourth Annual Report in 1968, the MBTA acknowledged that it did not go forward with a project to convert the "Mattapan trolley line to rapid transit by extending the Red Line (Cambridge-Dorchester) from Ashmont to Mattapan Square" (*Fourth Annual Report of the Directors of the Massachusetts Bay Transportation Authority*, at page 4). That conversion never happened, and since 1968 the

MBTA has invested extensively in modernization of and improvements to the rapid transit lines, while largely ignoring and neglecting to invest in the Mattapan trolley line.

Recently, in the context of the Mattapan Line Transformation Project, the MBTA has acknowledged the deficiencies of the Mattapan trolley line resulting from decades of neglect, and its differences from the rapid transit lines, by recognizing its deficiencies in “reliability, safety, and accessibility for riders,” its lack of “convenient access and connections,” and the need to:

modernize stations and improve infrastructure throughout the Mattapan Line. This includes introducing the next generation of vehicles to the line, the Type 9 light rail vehicles. These vehicles are much more accessible, as they make level boarding possible at the middle doors by featuring sliding doors and automatic ramps. They also have a bigger capacity.

<https://www.mbta.com/projects/mattapan-line-transformation>.

We look forward to the proposed Mattapan Line Transformation Project, if and when it occurs. We acknowledge the recent activity on this Project, including discussion of early action projects and the anticipated completion of a 15% design by the end of this year. We hope that progress continues and all requisite funding for the Project is made available by the MBTA. However, we understand that there is no clear timeline for the construction of the proposed Project, other than perhaps sometime in the next decade.¹ While the proposed Project may convert the Mattapan trolley line to something equivalent to the Green Line, until that happens, if it happens, the clear and undeniable distinctions between the Mattapan trolley line and the rapid transit lines will remain.

While the short, self-contained Mattapan trolley line loop runs on a designated right of way, its operation is more equivalent to a bus or street car system than to a rapid transit line in the following ways:

RAPID TRANSIT LINES HAVE A DIRECT TRANSIT LINK TO DOWNTOWN BOSTON; THE MATTAPAN TROLLEY LINE DOES NOT.

Unlike passengers on each of the rapid transit lines, which bring riders from Brookline, Lynn, Revere, Cambridge, Somerville, and Newton to destinations in Downtown Boston on one-seat rides, riders from Milton, Mattapan, and Dorchester on the Mattapan trolley line do not have a direct, one-seat connection into Downtown Boston. Rather, Mattapan trolley line passengers must change trains at Ashmont to reach Boston, Cambridge, and Somerville on the Red Line, or take another rapid transit line to other destinations. This

¹ In a recent keynote address to MBTA Advisory Board about many MBTA issues and initiatives, Undersecretary of Transportation Monica G. Tibbits-Nutt did not mention the Mattapan Line Transformation Project. During the question-and-answer phase, in response to an inquiry about the Project, the Undersecretary stated that she had not been briefed on the Project and could not comment.

was the distinction recognized by the MBTA in its previous classification of the Mattapan trolley line as not constituting rapid transit, unless it was converted “by extending the Red Line (Cambridge-Dorchester) from Ashmont to Mattapan Square.”

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In contrast to the rapid transit lines that operate many cars at a time, the Mattapan trolley line operates only a single car at a time and only four cars in total over the length of its 2.6 mile loop. In addition, the PCC cars on the Mattapan trolley line have a maximum capacity of 50 to 60 passengers, while the new Type 9 trains on the Green Line have a capacity of up to 300 passengers. While the Mattapan trolley line, like many elements of the MBTA system, is operating below pre-pandemic ridership levels, given the limitations of its age-old PCC cars and its decrepit infrastructure, it would not be able to handle any significant increase in ridership, including that anticipated and encouraged by the MBTA Communities Act.

RAPID TRANSIT LINES HAVE BENEFITED FROM INVESTMENT AND MAINTENANCE, WHILE MATTAPAN TROLLEY LINE AND ITS RIDERS HAVE SUFFERED FROM DECADES OF NEGLECT.

As the MBTA has acknowledged, the existing PCC cars on the Mattapan trolley line are decades old and in bad condition as a result of neglect, underinvestment, and deferred maintenance. The age of these PCC cars makes them unreliable and in frequent need of maintenance, which limits the line’s ability to meet service levels. In contrast, over several decades the rapid transit lines have benefited from significant investment, such as the Green Line’s new vehicles (Type 8, Type 9, and now Type 10) and service expansion, the Blue Line’s newer equipment, and the Orange and Red Line projects to replace all their cars. As a result, the service, capacity, and modernization of the Blue, Green, Orange, and Red Lines are distinct from that of the Mattapan trolley line.

Disinvestment in the Mattapan trolley line has led to deteriorating conditions in the cars, along the tracks, and at the stations, such as at Milton Station, where decades of neglect left the staircase providing access to the station in disrepair, then closed as a safety hazard, and ultimately demolished with nothing rebuilt in its place.

Despite the decades of inequitable and disparate treatment, and the concomitant substandard service offering, less reliability, less capacity, and two-seat minimum to complete most trips, riders from Milton, Mattapan, and Dorchester on the Mattapan trolley line continue to pay the same fares as Blue, Orange, Red, and Green Line passengers because of its inaccurate classification as rapid transit.

Equity demands a remedy.

In the short-term, the MBTA can help to rectify the inequity by restoring the proper classification of the Mattapan trolley line and lowering the fares of its passengers. In the

*Thomas P. Glynn, Chair
MBTA Board of Directors
August 8, 2023
Page 4 of 4*

longer term, prioritizing the proposed Mattapan Line Transformation Project and setting and sticking to a clear and reasonable time line could help to redress the inequity of the past.

In addition, restoring the proper classification of the Mattapan trolley line will help to clarify the Town of Milton's position as it works to develop a plan for compliance with the MBTA Communities Act.

Thank you for your attention to this matter. It would be most helpful to receive a response to this inquiry **on or before August 31, 2023**. Please do not hesitate to contact Town Administrator Nicholas Milano with any questions or for additional information at nmilano@townofmilton.org or 617-898-4845.

Sincerely,

Michael F. Zullas, Chair, on behalf of the Milton Select Board:

Erin G. Bradley, Vice-Chair
Roxanne Musto, Secretary
Richard G. Wells, Jr., Member
Benjamin Zoll, Member

CC:
Senator Walter F. Timilty
Representative William J. Driscoll
Representative Brandy Fluker Oakley



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August 8, 2023

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MBTA Board of Directors
State Transportation Building, 2nd Floor
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Boston, MA

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However, the significant differences in service, infrastructure, and equipment demonstrate that the Mattapan trolley line is not equivalent to the rapid transit lines, and that its previous classification as not being rapid transit should be restored. As is shown below, equating the Mattapan trolley line with the Blue, Orange, Red, and Green Lines is like saying that the trolley in Mister Rogers' Neighborhood is the same as Bullet Train.

The Town is requesting this review explanation as the MBTA has failed for years to adequately invest in the Mattapan line. Most recently, in the July 18 2023 meeting of the MBTA Advisory Board, the Undersecretary of Transportation, Ms. Monica G. Tibbits-Nutt, was unable to respond to a question about the timeline for the proposed Mattapan High-Speed line renovation as she was “not briefed on that project.”

Commented [BZ1]: explanation

That follows a June 20th community meeting where multiple complaints were made from Milton, Mattapan, and Dorchester residents about the ongoing delays, as well as a ten-year failure to remedy a dangerous set of stairs at Milton Station, used by both Milton and Dorchester residents, and for which we as a town had no alternative but to go to the courts for justice. for two reasons: (i) the inaccurate rapid transit classification results in fares that are inequitable for Mattapan trolley line passengers; and (ii) the inaccurate rapid transit classification impacts the Town’s efforts to comply with the MBTA Communities Act.

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DRAFT

Thomas P. Glynn, Chair

MBTA Board of Directors

August 8, 2023

Page 3 of 5

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We look forward to the proposed Mattapan Line Transformation Project, if and when it occurs. We acknowledge the recent activity on this Project, including discussion of early action projects and the anticipated completion of a 15% design by the end of this year. We hope that progress continues and all requisite funding for the Project is made available by the MBTA. However, we understand that there is no clear timeline for the construction of the proposed Project, other than perhaps sometime in the next decade.⁺ As mentioned above, leaders do not seem to be briefed on this project and certainly have not demonstrated a prioritization of the work. While the proposed Project may convert the Mattapan trolley line to something equivalent to the Green Line, until that happens, if it happens, the clear and undeniable distinctions between the Mattapan trolley line and the rapid transit lines will remain.

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Thomas P. Glynn, Chair

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~~Equity demands a remedy.~~

Thomas P. Glynn, Chair

MBTA Board of Directors

August 8, 2023

Page 5 of 5

~~In the short term, the We continue to believe that the MBTA can help to must rectify the inequity by restoring the proper classification of the Mattapan trolley line and lowering the fares of its passengers. In the longer term, immediately prioritizing the proposed Mattapan Line Transformation Project and setting and sticking to a clear and reasonable time line could help to redress the inequity of the past.~~

Again, the purpose of this letter is to request a full explanation of the classification of neighborhoods adjacent to the Mattapan High-Speed line as rapid transit communities equivalent to those with access to higher-capacity trains found on every other line in the system.

~~In addition, restoring the proper classification of the Mattapan trolley line will help to clarify the Town of Milton's position as it works to develop a plan for compliance with the MBTA Communities Act.~~

Thank you for your attention to this matter. It would be most helpful to receive a response to this inquiry **on or before August 31, 2023**. Please do not hesitate to contact Town Administrator Nicholas Milano with any questions or for additional information at nmilano@townofmilton.org or 617-898-4845.

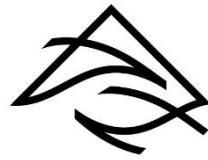
Sincerely,

Michael F. Zullas, Chair, on behalf of the Milton Select Board:

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Richard G. Wells, Jr., Member
Benjamin Zoll, Member

CC:

Senator Walter F. Timilty
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Representative Brandy Fluker Oakley



**Woodard
& Curran**

**FISCAL YEAR 2024
WATER AND SEWER
RATES ANALYSIS &
RECOMMENDATION
REPORT**

Milton, MA

Prepared by:
Chase Berkely, P.E., DPW &
Woodard & Curran, Inc.

August 2023

woodardcurran.com

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1. INTRODUCTION

For Fiscal Year 2024 (FY24), the Town of Milton, Massachusetts (Town) intends to remain consistent with recent water and sewer rate-setting methodology, which allows for a multi-tier system that encourages water conservation and shifts the cost of water and sewer to those users with larger demand on the systems.

1.1 Four Tier Structure

More than a decade ago, the Town transitioned from two tiers to four tiers in an effort to promote water conservation and help reduce future Massachusetts Water Resources Authority (MWRA) annual assessment costs. The structure was based upon a detailed breakdown and classification of varying user consumption brackets. The four-tier consumption brackets separate the billed usage into four rate blocks, which increase the billing rates for usage within the higher tiers. The consumption tiers are presented in Section 2.3.

The usage tiers have not changed since established, and the recommended rates for FY24 are similar to those in use for a decade and are intended to continue promoting water conservation throughout the Town by ensuring low volume users pay considerably lower rates per unit than the high-volume consumers. The middle tiers (as opposed to just a high and a low tier) give higher volume users a more obtainable goal for cutting usage and requires them to bear the cost of the higher demand on the system.

Many factors determine how much water any particular residential consumer uses, but large impacts include the amount of irrigation, swimming pool filling, and the use of water saving devices and techniques. Typically, the biggest determining factor in water consumption is the size of the family. A family of four will generally use more water than a family of two. Therefore, looking at the rates in terms of the cost per person can be helpful in determining whether an increase is fair and equitable. The recommendations made in this report will consider the impact on the range of Milton residents and the equity of any proposed increase.

In 2016, the Milton Board of Selectmen addressed a billing inequity question which was raised by owners of multi-unit residential buildings. Historically, these types of facilities are served by a single water meter, which would nearly always result in a Tier 4 billing rate. The Selectmen were asked to consider adjusting the total water consumption in larger multi-family facilities by dividing it by the total number of units served by the single meter. That result could then effectively lower the rate at which water is billed to a lower "effective tier". Upon approval by the Board of Selectmen, in FY16, the Department of Public Works implemented a new billing calculation for multi-unit residential buildings containing more than four dwelling units. That billing calculation, in fact, uses the number of units to establish proportionally sized volumetric tiers, and then these tiers are used in the calculation of these customers' bills.

1.2 Revenues and Expenses

In determining water and sewer rates the primary goal is to match revenue to expenses. Town Meeting Warrant Articles 19 and 20 represent a projection of the Town's direct, indirect and capital expenses, as well as a projection of revenues for FY24. These tables are based on similar tables presented in previous Town Meeting Warrants, updated to include FY24 Budget approvals and the FY24 MWRA Assessment.

Article 19 for the Water Enterprise is presented below in summary form:

| FY 2024 WATER | |
|--|--|
| Costs | Figures for use in Final Rate Setting |
| Direct Costs | \$5,610,564 |
| Indirect Costs | \$670,000 |
| Capital & Debt Service | \$1,339,835 |
| Total Utility Cost | \$7,620,399 |
| | |
| Revenues | |
| | |
| Rate Revenue Needed | \$7,170,399 |
| Fund Balance Transfer | \$250,000 |
| Non-Rate Revenue | \$200,000 |
| Total FY24 Projected Rate Revenue | \$7,620,399 |

Article 20 for the Sewer Enterprise is presented below in summary form:

| FY 2024 SEWER | |
|--|--|
| Costs | Figures for use in Final Rate Setting |
| Direct Costs | \$7,443,425 |
| Indirect Costs | \$670,000 |
| Capital & Debt Service | \$1,017,990 |
| Total Utility Cost | \$9,131,415 |
| | |
| Revenues | |
| | |
| Rate Revenue Needed | \$8,616,415 |
| Fund Balance Transfer | \$300,000 |
| Non-Rate Revenue | \$215,000 |
| Total FY24 Projected Rate Revenue | \$9,131,415 |

2. RATE DEVELOPMENT AND ANALYSIS

Presented on the following page are the four-tier rate structure calculations for both water and sewer for FY24 as well as a series of charts showing the water and sewer consumption trends from FY21– FY23. Following the rate calculation sheets are a series of charts which illustrate water consumption and sewer usage trends within the Town, based upon actual FY21 – FY23 metering data, including an analysis of impacts to typical users.

2.1 Rate Calculation

Given the variable nature of water consumption, the success of a rate structure in generating revenues to match the actual cost of providing water and sewer utilities may require mid-year adjustments. Forecasts, actual consumption, and receipts should be reviewed after six months (or two cycles of quarterly billing) to assess the position of the rate structure strategy at that point. As had occurred in the past, actual metered water use may be impacted and strongly affected by seasonal fluctuations as well as by weather related variation, which is especially true for irrigation accounts.

TOWN OF MILTON - BREAK EVEN RATE DETERMINATION

| | Water | Sewer |
|------------------------------|-------------|-------------|
| Revenue Requirement | \$7,620,399 | \$9,131,415 |
| Total Revenue to be raised | \$7,620,399 | \$9,131,415 |
| Non rate revenues | \$200,000 | \$515,000 |
| Use of Fund Balance | \$250,000 | \$0 |
| Revenues to raise from rates | \$7,170,399 | \$8,616,415 |

COMPARATIVE RATE CALCULATIONS
Current Rates - Comparative Assessment

| | \$ | Comparative | |
|--------|-------|-------------|------|
| | Water | Sewer | W |
| Tier 1 | 6.55 | 7.31 | 1.00 |
| Tier 2 | 7.91 | 13.77 | 1.21 |
| Tier 3 | 8.72 | 15.15 | 1.33 |
| Tier 4 | 9.27 | 16.20 | 1.42 |
| | | | 2.22 |

Assumptions

0.0% % Water Sales Reduction

1.0% % Sewer Sales Reduction

BREAK-EVEN RATE CALCULATION

| | Water | Sewer | |
|-------------------------------|-------------|-------------|---------|
| Billed Adjusted Volume | 106,237,685 | 106,078,242 | Current |
| Calculated Base Rate | 6.75 | 8.12 | |

Break-even Rates

| | Current Comp. % | | | |
|---------------|-----------------|----------|-------|----------|
| | W | % Change | S | % Change |
| Tier 1 | 6.75 | 3.0% | 8.12 | 11.1% |
| Tier 2 | 8.15 | 3.0% | 15.30 | 11.1% |
| Tier 3 | 8.99 | 3.0% | 16.83 | 11.1% |
| Tier 4 | 9.55 | 3.0% | 18.00 | 11.1% |

Effective Bills - quarterly

| | Was | Will Be | % Change |
|---------------|------------|------------|----------|
| Tier 1 | \$138.60 | \$148.72 | 7.3% |
| Tier 2 | \$355.40 | \$383.24 | 7.8% |
| Tier 3 | \$1,071.50 | \$1,157.83 | 8.1% |
| Tier 4 | \$1,835.60 | \$1,984.43 | 8.1% |

CALCULATION OF EFFECTIVE CONSUMPTION UNITS
Annualized Consumption Values

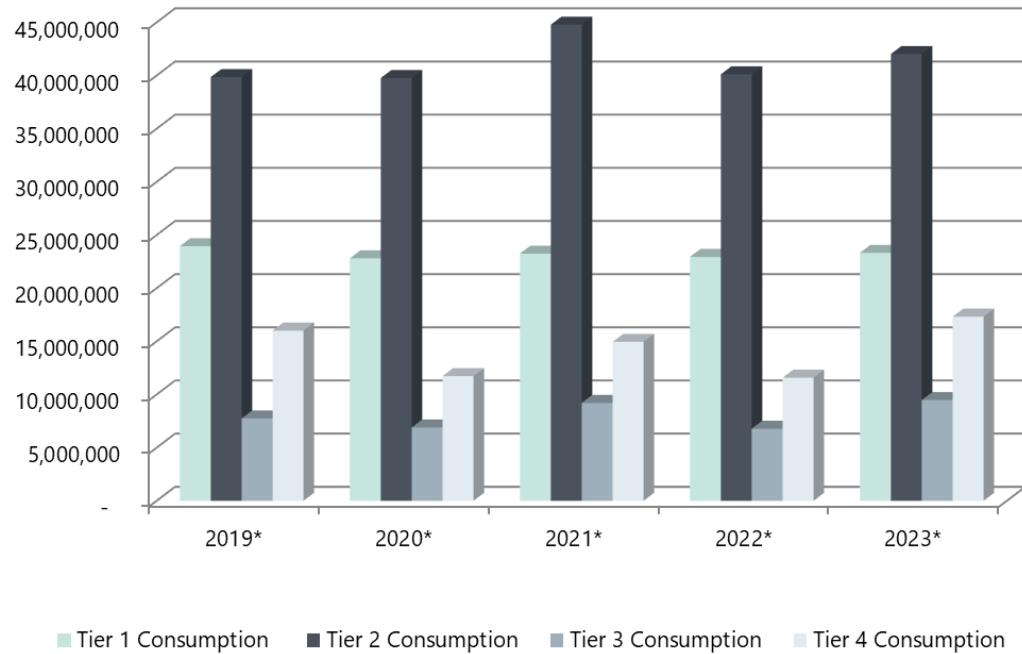
| All Users | | | |
|---------------|------------|-------|------------|
| | W | % | S |
| Tier 1 | 23,167,838 | 26.2% | 19,514,707 |
| Tier 2 | 42,304,492 | 47.8% | 33,748,695 |
| Tier 3 | 8,484,817 | 9.6% | 3,859,878 |
| Tier 4 | 14,616,113 | 16.5% | 7,247,865 |
| SUM | 88,573,259 | 100% | 64,371,145 |
| | | | 100% |

Effective Consumption - Current Comparative Rate Structure

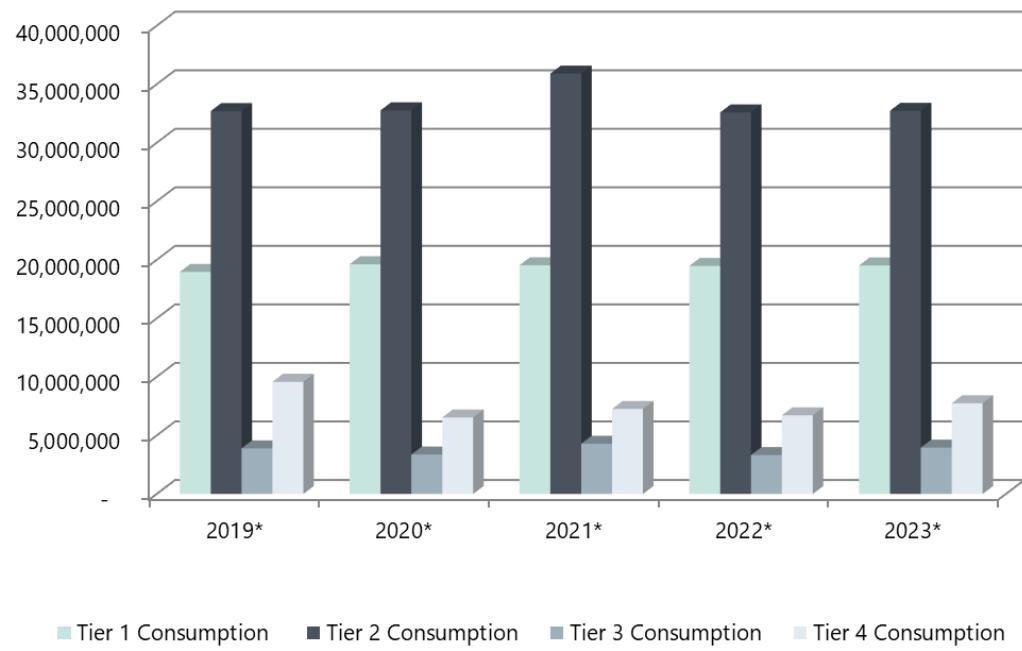
| All Users | | | |
|---------------|-------------|-------|-------------|
| | W | % | S |
| Tier 1 | 23,167,838 | 21.8% | 19,514,707 |
| Tier 2 | 51,088,325 | 48.1% | 63,573,123 |
| Tier 3 | 11,295,818 | 10.6% | 7,999,610 |
| Tier 4 | 20,685,704 | 19.5% | 16,062,300 |
| SUM | 106,237,685 | 100% | 107,149,740 |
| | | | 100% |

Adj. Cons. 106,237,685 106,078,242

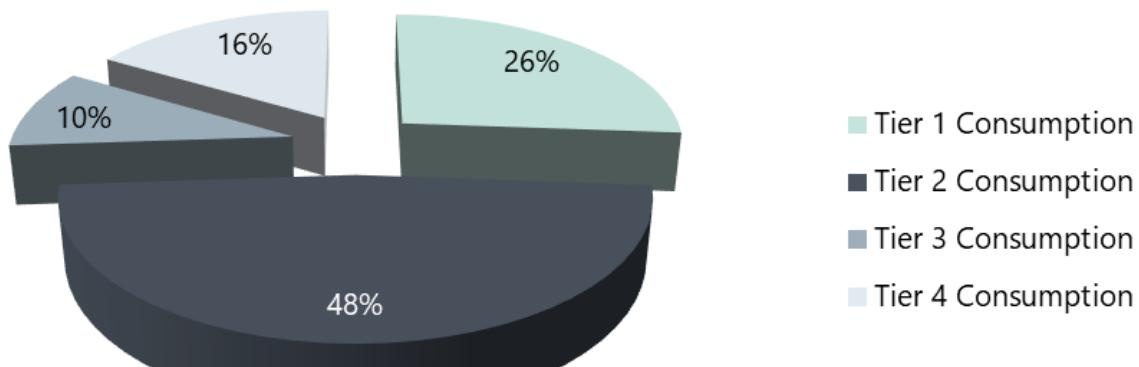
Water Consumption Trends



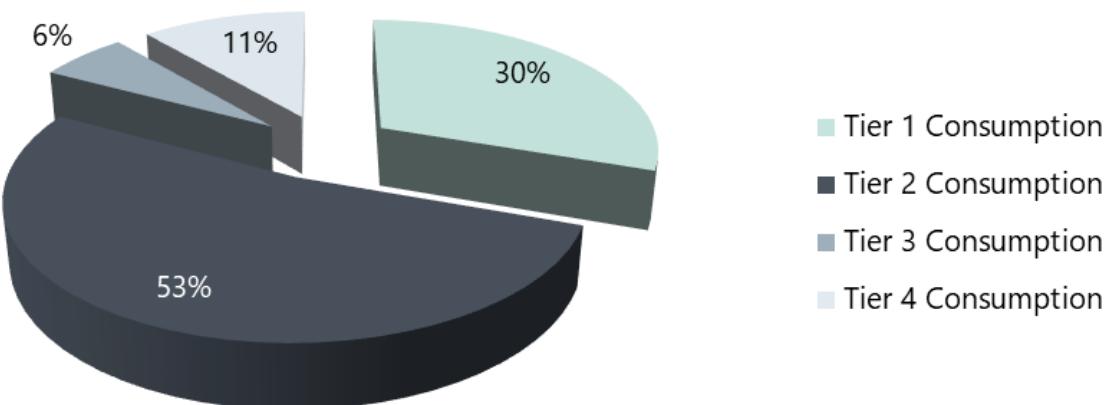
Sewer Consumption Trends



Average Tiered Water Consumption



Average Tiered Sewer Consumption



2.2 Rate Impact Analysis

To assess the true dollar impact associated with the proposed changes to the water and sewer rate tables, an impact analysis was completed based upon eight separate hypothetical customer accounts. The eight accounts were selected to give a cross section of the Town water users/families and assess the impact of the recommended rate changes for each type of user. Characteristics of each type of account are briefly described below:

- Case 1: Single adult living in Pine Tree Brook Neighborhood (using 600 CF per Quarter)
- Case 2: Two adults living in the Town Center area (using 1200 CF per Quarter)
- Case 3: Two adults with one child under the age of 16 living in Pine Tree Brook Neighborhood (using 2200 CF per Quarter)
- Case 4: Two adults and two children in the upper Canton Avenue area (using 2800 CF per Quarter)
- Case 5: Two adults and two children living in the St. Mary's Church Neighborhood (using 3600 CF per Quarter)
- Case 6: Four adults and one child living in the Town Center area (using 5300 CF per Quarter)
- Case 7: Six adults living in East Milton area (using 6000 CF per Quarter)
- Case 8: Two adults and five children living in the Columbine area (using 8300 CF per Quarter)
- MRWA: The MWRA's "average" family of four, used by communities for comparison purposes (using 3000 CF per Quarter)

2.3 Rate Discussion

The water and sewer structure calculations are based upon the same fixed revenue requirements (noted in Articles 19 and 20), the average number of water and sewer bills administered and collected during FY21 – FY23. The water rates are based upon the following: a projected water rate revenue requirement of \$7,170,399 and 88,573,259 units of billed water service. The sewer rates are based upon the following: a projected rate revenue requirement of \$8,616,415 and 64,371,145 units of billed sewer service.

Four-Tier Progressive System:

The four-tier progressive rate model breaks usage into four categories:

| Tier | Usage (per Quarter) |
|----------|---------------------|
| Tier I | 0 – 600 CF |
| Tier II | 601 – 3000 CF |
| Tier III | 3001 – 6000 CF |
| Tier IV | 6000 + CF |

The basis behind the four-tier progressive approach is that a user will pay each tier rate as their water usage progresses through the tiers. For example, (refer to the table on the following page) if a family consumes 4500 CF of water per quarter the bill would include paying the Tier I rate for the first 600 CF of usage, then the Tier II rate for the next 2400 CF of usage (601 to 3000 CF) and the Tier III rate the remaining 3001 – 4500 CF. The average family of four (MWRA) would expect to see an average water and sewer rate increase of 7.2%, the lower volume users (Case 1) would see a rate increase of 6.6% and the high-volume users (Case 8) would see a 7.3% increase. The recommendations are intended to be equitable adjustments since it continues to maintain Milton's overall goals of having consumers who use less water pay less per unit,

encouraging conservation, and maintaining a substantial discount for fixed income elderly consumers, who generally use less water.

Four-Tier Quarterly Rate Impact Analysis

| Four-Tier Quarterly Rate Impact Analysis | | | | | | | | | | | |
|---|------|---------|----------|----------|----------|----------|----------|------------|------------|------------|------------|
| | Rate | Case 1 | Case 2 | Case 3 | Case 4 | MWRA | Case 5 | Case 6 | Case 7 | Case 8 | |
| People in Household | | 1 | 2 | 3 | 4 | 4 | 4 | 5 | 6 | 7 | |
| Quarterly Consumption (hcf) | | 600 | 1,200 | 2,200 | 2,800 | 3,000 | 3,600 | 5,300 | 6,000 | 8,600 | |
| Highest Billing Tier | | T1 | T2 | T2 | T2 | T2 | T3 | T3 | T3 | T4 | |
| Existing FY23 Water Rates | T1 | \$6.55 | \$39.30 | \$86.76 | \$165.86 | \$213.32 | \$229.14 | \$281.46 | \$429.70 | \$490.74 | \$731.76 |
| | T2 | \$7.91 | | | | | | | | | |
| | T3 | \$8.72 | | | | | | | | | |
| | T4 | \$9.27 | | | | | | | | | |
| Recommended FY24 Water Rates | T1 | \$6.75 | \$40.50 | \$89.40 | \$170.91 | \$219.81 | \$236.12 | \$290.03 | \$442.78 | \$505.68 | \$754.04 |
| | T2 | \$8.15 | | | | | | | | | |
| | T3 | \$8.99 | | | | | | | | | |
| | T4 | \$9.55 | | | | | | | | | |
| Existing FY23 Sewer Rates | T1 | \$7.31 | \$43.86 | \$126.48 | \$264.18 | \$346.80 | \$374.34 | \$465.24 | \$722.79 | \$828.84 | \$1,250.04 |
| | T2 | \$13.77 | | | | | | | | | |
| | T3 | \$15.15 | | | | | | | | | |
| | T4 | \$16.20 | | | | | | | | | |
| Recommended FY24 Sewer Rates | T1 | \$8.12 | \$48.74 | \$140.54 | \$293.55 | \$385.36 | \$415.96 | \$516.96 | \$803.15 | \$920.99 | \$1,389.01 |
| | T2 | \$15.30 | | | | | | | | | |
| | T3 | \$16.83 | | | | | | | | | |
| | T4 | \$18.00 | | | | | | | | | |
| Quarterly Total with Existing FY23 W&S Rates | | \$83.16 | \$213.24 | \$430.04 | \$560.12 | \$603.48 | \$746.70 | \$1,152.49 | \$1,319.58 | \$1,981.80 | |
| Quarterly Total with Recommended FY24 W&S Rates | | \$89.23 | \$229.94 | \$464.46 | \$605.17 | \$652.07 | \$806.99 | \$1,245.93 | \$1,426.67 | \$2,143.05 | |
| Total Quarterly Household Increase | | \$6.07 | \$16.70 | \$34.42 | \$45.05 | \$48.59 | \$60.29 | \$93.44 | \$107.09 | \$161.25 | |
| Percent Household Increase | | 7.3% | 7.8% | 8.0% | 8.0% | 8.1% | 8.1% | 8.1% | 8.1% | 8.1% | |
| Total Per-Person increase | | \$6.07 | \$8.35 | \$11.47 | \$11.26 | \$12.15 | \$15.07 | \$18.69 | \$17.85 | \$23.04 | |
| Water Existing Average Rate (per CF) | | \$0.066 | \$0.072 | \$0.075 | \$0.076 | \$0.076 | \$0.078 | \$0.081 | \$0.082 | \$0.085 | |
| Water Recommended Average Rate (per CF) | | \$0.067 | \$0.075 | \$0.078 | \$0.079 | \$0.079 | \$0.081 | \$0.084 | \$0.084 | \$0.088 | |
| Sewer Existing Average Rate (per CF) | | \$0.073 | \$0.105 | \$0.120 | \$0.124 | \$0.125 | \$0.129 | \$0.136 | \$0.138 | \$0.145 | |
| Sewer Recommended Average Rate (per CF) | | \$0.081 | \$0.117 | \$0.133 | \$0.138 | \$0.139 | \$0.144 | \$0.152 | \$0.153 | \$0.162 | |
| MWRA Average Family of Four FY23 Cost for a Family of four (4) was \$603.53 per Quarter FY24 Cost for a Family of four (4) is \$618.01 per Quarter which is a 2.4% overall increase (\$3.62 per person/per quarter) | | | | | | | | | | | |
| FY23 Lowest Demand (Tier 1) Users will see a 7.3% rate increase FY24 Highest Demand (Tier 4) Users will see a 8.1% rate increase | | | | | | | | | | | |

3. RECOMMENDATION

Based upon the Fiscal Year 2024 revenue requirements and the historical consumption patterns, the Department of Public Works recommends the following four-tier water and sewer rates as a result of this analysis.

| Cubic Feet | FY2024 Water Rate | FY2024 Sewer Rate |
|------------------|-------------------|-------------------|
| 0 – 600 CF | \$6.75 | \$8.12 |
| 601 – 3,000 CF | \$8.15 | \$15.30 |
| 3,001 – 6,000 CF | \$8.99 | \$16.83 |
| 6,000 + CF | \$9.55 | \$18.00 |



woodardcurran.com



COMMONWEALTH OF MASSACHUSETTS
TOWN OF MILTON
DEPARTMENT OF PLANNING
AND COMMUNITY DEVELOPMENT
525 CANTON AVENUE
MILTON, MASSACHUSETTS 02186

TEL 617-898-4847

To: Ashlin Brooks, Community Involvement Coordinator, U.S. EPA - New England, Region 1

From: Michael F. Zullas, Chair, Milton Select Board

Date: August 2, 2023

Re: Lower Neponset River Superfund Site Draft Community Involvement Plan

The Town of Milton is pleased to be able to submit a letter of comment regarding the Draft Community Involvement Plan for the Lower Neponset River Superfund Site. The Town is committed to engaging thoroughly with the Agency to ensure the Milton community is well represented, supported, and included in the cleanup process.

As we have done already, the Town is fully prepared to assist the EPA in hosting meetings, workshops, or open houses in our municipal meeting spaces that are ADA-accessible, as well as host EPA staff at Town-led community meetings. We look forward to maintaining a clearly visible relationship between the agency and town throughout this process.

Milton is also very interested in having a meaningful voice on the Community Advisory Group for this Site and would like EPA Staff to consider having a Milton-specific group or sub-group to allow Milton residents a chance to participate fully throughout this process. The CIP notes that in a one-mile radius of the study area, 10 out of 12 environmental justice indicators were in the 80th percentile or above. On the Milton side of the Neponset, every Census block that touches the river is an environmental justice community as defined by the Massachusetts Department of Environmental Protection. Some of our most vulnerable populations live directly adjacent to the study area, and we believe they should have as much role and voice in this process as possible.

When appropriate, Milton would also like to access no-cost technical assistance through the Technical Assistance Services for Communities (TASC) program to better understand the downstream effects of the Superfund site on the Neponset estuary.

The Town is interested in receiving continued and detailed communication about the broader effects of the Superfund site and its cleanup process. Extensive community planning work at Milton Landing, which is downstream of the Walter Baker Dam, has been ongoing for several years. We are deeply invested in maintaining and improving our primary riverfront area. As part of that work, the Town of Milton, partnering with the cities of Quincy and Boston, received a Massachusetts Seaport Economic Council Grant for a feasibility study for maintenance dredging of a navigable channel in the Neponset

River and found excessive concentrations of PCBs, lead, and chromium as part of our soil sampling. In 8 of the 10 sediment cores taken by our engineering consultants at Tighe & Bond, the reported PCB concentrations exceeded the MassDEP RCS-1 value of 1 mg/kg and exceeded the Massachusetts Landfill Criteria of 2 mg/kg. This means that the sediment cannot be reused in an upland location and cannot be disposed of in a Massachusetts landfill. In 7 of the 10 sediment cores, the reported chromium concentrations were above the MassDEP RCS-1 value of 100 mg/kg, but all were below the Landfill Criteria of 1,000 mg/kg. The presence of these contaminants has increased the expected costs of our dredging tenfold, up to a potential \$37,500,000. They are almost certainly a result of the upstream pollution from the Superfund site and the Town believes that cleanup of this area of the Neponset ought to be considered as an Operable Unit of the Site's cleanup process.

The Neponset River south of the Walter Baker Dam has significant recreational and ecological value. This area contains one of the two remaining salt marshes in Boston Harbor, which makes up 830 acres of the 1,300 acres that are designated as an Area of Critical Environmental Concern. The Neponset River supports valuable anadromous fishery habitat, including one of the largest smelt runs in Massachusetts Bay. Blue back herring spawn in the Neponset, substantial soft-shell clam beds are located at the mouth of the river, and numerous other fish species are significant for commercial and recreational fishing. The Squantum Point area provides habitat for a tremendous diversity of bird species and is one of the most important wildlife habitats in the urbanized Boston area. To extend the cleanup to this critical resource is a worthwhile endeavor that has the potential to greatly decrease the level of contamination within the Neponset River and ensure that it continues to provide a safe, healthy riverine environment for the wildlife and residents in the greater Boston area.

The full report prepared by Tighe & Bond has been made available to EPA staff for review and consideration. We hope that this report and continued collaboration between the EPA and Town of Milton will see these downstream effects of the Lower Neponset Superfund Site meaningfully understood and addressed as part of the cleanup and community involvement efforts.

If you have any questions or need any additional information, please do not hesitate to contact Town Administrator Nicholas Milano at nmilano@townofmilton.org or 617-898-4845.

Thank you,

Michael F. Zullas, Chair

On behalf of the Milton Select Board:

Erin G. Bradley, Vice-Chair

Roxanne Musto, Secretary

Richard G. Wells, Jr., Member

Benjamin Zoll, Member

TOWN OF MILTON, MASSACHUSETTS

WHARF PARK DESIGN

The Town of Milton, acting through Friends of Milton Recreation is seeking proposals from qualified landscape architects to provide a visionary plan, conceptual designs, preliminary cost estimates, and an implementation plan to rehabilitate Wharf Park in Milton, Massachusetts.

The available budget for this work is \$25,000.

Proposals are invited and will be received by the Friends of Milton Recreation on or before 1:00PM EST Friday, August 4, 2023 to the Friends of Milton Recreation, 21 Columbine Rd, Milton, MA 02186 or electronically via email to mackay02186@gmail.com.

BACKGROUND

Wharf Park located on Wharf Street is an actively used park in the heart of Milton Village. It has been the home to the Milton Farmers Market each Thursday since July of 1996. It shares the neighborhood area with Wharf 88 Condominiums, the Milton Yacht Club, the Milton Rowing Club, property owned by the MBTA that is used for parking, a municipal parking lot, as well an additional recreational park. Over the 25+ years of use by the Milton Farmers Market and inconsistent/ongoing maintenance, Wharf Park is currently in a state of disrepair. The slope of the terrain from the Adams Street side of the park down towards 88 Wharf has worsened and the foot traffic at the park has eroded the soil, exposing the root systems of many of the park's beautiful trees. Both the current slope and existing grounds make the park unsafe. Please find enclosed pictures of Wharf Park showing the slope of the park as well as the exposed roots and deteriorated surface.

The Friends of Milton Recreation in conjunction with the Town of Milton propose to study and, if appropriate, perform initial conceptual design work to determine if a reconstruction of the grounds for make safe purposes is possible and if additional recreational opportunities can be developed on the land. This park and the Farmers Market presence at the park are both important to the fabric this neighborhood and the larger Milton community. The rehabilitation of and expansion for use of this park will allow the Market to continue at this location as well as provide workable space for other civic-minded organizations to safely use this park for other recreational and open space purposes.

SCOPE

Specifically, the Scope of Services should include the preparation of the following to assist the Friends of Milton Recreation and the Town of Milton in the conceptual designs to rehabilitate Wharf Park:

- Site observations and review of existing conditions.
- Site survey, if required.
- A minimum of 4 meetings with neighborhood stakeholders to garner feedback to assist in developing a vision for Wharf Park. These stakeholders should include, but not be limited to: The Milton Farmer's Market, the MBTA, 88 Wharf tenants including businesses, the Milton Yacht Club, the Milton Rowing Club, the Milton Village Planning Committee, the Waterfront Planning Committee, the Milton Planning Board, and the Milton Select Board.

- Preparation of conceptual plans for potential site improvements.
- Narrative description of proposed improvements detailing the conceptual design.
- Preparation of Preliminary Project Cost Estimates.
- Estimated Preliminary Construction Schedule for the Project.
- Creation of a Rehabilitation Implementation Plan.
- Preparation and presentation of the conceptual design and implementation plan to the Friends of Milton Recreation and the Town Administrator and/or Select Board.
- Recommendations for temporary make-safe measures for Wharf Park including tree root, walkway, and turf improvements to be completed in advance of full rehabilitation construction.

PROPOSED SCHEDULE

- Issue Requests for Design Services – July 17, 2023
- Design Services Proposals Due – August 4, 2023
- Professional Services Interviews – August 2023
- Notice to Proceed – September 1, 2023
- Stakeholder Meetings & Conceptual Design Development – September through December 2023
- Presentation of Final Conceptual Design and Implementation Plan – February 2024

DESIGN PROPOSAL SUGGESTIONS

- Relevant Experience
- Approach to project and stakeholder input
- Proposed Schedule
- Fee Proposal

The selection criteria will be based on the ability of the design firm to produce the work within the time frame set forth, the quality of the proposal and approach to completing the project, experience with similar projects, and the proposed fee. The Friends of Milton Recreation will short-list and conduct an interview prior to the final award. The quality of the interview and the answers to any questions will also factor in the selection process. Please address any questions regarding this solicitation to Scott MacKay at mackay02186@gmail.com.

PUBLIC PARTICIPATION AT SELECT BOARD MEETINGS

All regular and special meetings of Milton Select Board (the Select Board) are open to the public, except meetings of the Select Board in executive session, which are closed to the public. Meetings in executive session will be held only as prescribed by Massachusetts Law.

The Select Board reserves up to the first fifteen (15) minutes of each of its regularly scheduled meetings in open session for "Public Comment."

In order to hear from as many members of the public as possible, and also to enable the Select Board to conduct the business of the Town in an orderly manner, the following rules and procedures are adopted:

1. The length of Public Comment shall not exceed fifteen (15) minutes.
2. At the beginning of each regularly scheduled Select Board meeting in open session, members of the public shall be invited to address the Select Board. The Chair of the Select Board shall instruct those members of the public who wish to speak to sign in on the " Public Comment " sign-up sheet. The Chair shall call to the attention of prospective speakers this policy, copies of which shall be available next to the sign-up sheet, and emphasize both that:
 - the Select Board is interested in hearing their views; and
 - Public Comment is not intended to serve as a dialogue.
3. Citizens signing up to speak shall provide both their names and addresses.
4. Speakers will be allowed up to three (3) minutes to present their material.
5. All remarks from speakers will be addressed to the Chair of the meeting.
6. All speakers are to present their remarks in a respectful manner.
7. Public Comment shall concern items that are within the scope of the Select Board's authority.
8. Because policy-making requires time for deliberation and input from many sources, Select Board members and Town of Milton employees shall normally refrain from responding at that time to speakers' remarks. If a Select Board member feels compelled to make such a response, however, he or she shall address that response (normally not to exceed a minute in length) to the Chair of the meeting. From time to time the Chair may ask Town of Milton employees present to respond.
9. Written comments that would require more than three (3) minutes to read shall be presented to the Select Board either before or after the meeting for review and consideration at an appropriate time.

1st Reading: 7/28/2021
2nd Reading: 4/6/2022
Adoption: 4/6/2022

JUN

MUNICIPAL GOVERNMENT

5
2023

MMA webinar reviews implications of SJC ruling in Southborough case

Home → News → Municipal Government

An MMA webinar today discussed the implications of a [recent Supreme Judicial Court ruling](#) that a public comment policy, or “civility restraint,” violates free speech rights.

Sandwich Town Manager George “Bud” Dunham opened the session by discussing the erosion of decorum and civility, and “a general level of disrespect,” that has been witnessed by those involved in local government, as well as all walks of life.

“I know one of the concerns we all share is, how will this type of behavior impact public service moving forward, whether it’s attracting employees or retaining good ones,” Dunham said. “It’s getting harder, not easier, to work in public service and municipal government.”

In an effort to shield themselves from disrespectful behavior and to set an example, many local boards and committees had formally adopted codes of conduct and rules of decorum in recent years, Dunham said, but the SJC decision “changed the rules of engagement.”



An MMA webinar discussed the implications of a recent Supreme Judicial Court ruling that a public comment policy, or “civility restraint,” violates free speech rights. Speakers included (clockwise from top left) Attorney John Davis, Attorney Regina Ryan and Sandwich Town Manager George “Bud” Dunham.

"We're still trying to decipher how this case is impacting our operations," he said. "The court and the state have not issued any guidance on this yet."

Attorney John Davis of Pierce Davis & Perritano offered an overview of the case, Barron v. Kolenda, in which he represented the town of Southborough on behalf of MIIA. He said the case arose for a public participation policy adopted by the Southborough Board of Selectmen in 2017 that required speakers at public meetings "to act in a professional and courteous manner." He said some of the text of the policy was drawn from state law, including the open meeting law. Nonetheless, the policy was challenged in court as a preemption of constitutional rights.

The SJC ruled that boards may not restrict the speech of participants "based solely on the viewpoint or message of a speaker or the board's desire to avoid criticism." Ultimately, the court ruled, "although civility can and should be encouraged in political discourse, it cannot be required."

Characterizing the decision, Davis said, "You can't mandate civility. You can't mandate order. You can't mandate decorum."

Davis shared advice for navigating public participation going forward. Municipal officials may enforce time limits on public comment sessions and enforce time limits on individual speakers, though such rules must be enforced universally, without prejudice. A municipality may also adopt rules "preventing speakers from disrupting others," he said. "Disruption," he added, is related to how someone says something, not what they say.

Further, municipal officials may require that speech be "peaceable and orderly," meaning, for example, that someone can't shout objections spontaneously from the back of the room without being recognized.

Attorney Regina Ryan of Discrimination and Harassment Solutions, the author of a standard of code of conduct for municipal boards and committees, reviewed updates to the guidelines. She said changes to Section IV, "Guidelines for Individuals Speaking at Public Meetings," will help municipal officials proceed in the current environment.

To maintain an orderly and peaceable meeting, she said, public participation periods can have a time constraint, and members of the public may speak only with the permission of the chair.

Ryan emphasized that municipal officials can encourage public meeting attendees to maintain order and civility and to refrain from making any personal or profane remarks. Public participants can be further encouraged to respect the views and opinions of

others (including members of the public body and the general public) and to treat others as the speaker wishes to be treated.

Dunham moderated 30 minutes of questions and answers, where panelists addressed inquiries about slanderous statements made about non-municipal persons, threats of violence or discriminatory language, and applications of the ruling to remote meetings.

In a follow-up MMA webinar on June 12, Katie Gilfeather, an employee assistance program clinician with AllOne Health, will share practical tips for de-escalating public anger.

- [Barron v. Kolenda: Overview & Lessons presentation](#) (70K PDF)
- [MIIA Code of Conduct Guidelines for Town Boards and Committees](#) (317K PDF)

1:14:46

Written by [Lily Rancatore, Education And Training Coordinator](#)

News Categories

ECONOMIC AND COMMUNITY DEVELOPMENT

LABOR AND PERSONNEL

LOCAL AID AND FINANCE

MUNICIPAL GOVERNMENT

MUNICIPAL SERVICES

PUBLIC WORKS, ENERGY AND UTILITIES

Recent posts

Barron v. Kolenda

Overview & Lessons

“Public Participation at Public Meetings”

“All remarks and dialogue in public meetings must be respectful and courteous, free of rude, personal or slanderous remarks. Inappropriate language and/or shouting will not be tolerated.”

“Public Participation at Public Meetings”

“Furthermore, no person may offer comment without permission of the Chair, and all persons shall, at the request of the Chair, be silent. No person shall disrupt the proceedings of a meeting.”

Open Meeting Law – G.L. c. 30A, § 20(g)

“No person shall address a meeting of a public body without permission of the chair, and all persons shall, at the request of the chair, be silent. No person shall disrupt the proceedings of a public body.”

Open Meeting Law – G.L. c. 30A, § 20(g)

“If, after clear warning from the chair, a person continues to disrupt the proceedings, the chair may order the person to withdraw from the meeting

”

....

Powers of Moderator – G.L. c. 38, § 17

“No person shall address a town meeting without leave of the moderator, and all persons shall, at the request of the moderator, be silent. If a person, after warning from the moderator, persists in disorderly behavior, the moderator may order him to withdraw”

Video

Superior Court Declaration No. 1

Prohibition constitutional *only* “when it is employed to maintain order and decorum or to prevent disruptions of the Board’s meeting.”

Superior Court Declaration No. 2

Board may not prohibit speech
under Paragraph 3 of the Policy
“based solely on the viewpoint or
message of a speaker or the
Board’s desire to avoid criticism.”

SJC Decision – March 7, 2023
Reversed & Remanded

Southborough Policy held
unconstitutional under Arts. 19 & 16 of
Massachusetts Declaration of Rights

Restriction on “rude, personal, or slanderous remarks” allows speakers to praise government officials but prohibits harsh criticism of government officials and, therefore, is not viewpoint-neutral.

“Although civility can and should be encouraged in political discourse, it cannot be required.”

“[P]olitical speech must remain ‘uninhibited, robust, and wide-open.’”

Lessons (post-Barron)

Government body may:

1. Enforce time limits on public comment sessions.
2. Enforce time limits on speakers.
3. Adopt rules “preventing speakers from disrupting others” and remove those speakers who disrupt others.

Lessons (post-Barron)

Government body may:

4. Require speech be “peaceable and orderly.”
5. Restrict public meeting(s) to a discussion of particular subject(s) “so long as it provides other opportunities to exercise this right [to peaceable assembly]”

Unanswered Questions (post-Barron)

???

Code of Conduct



GUIDELINES FOR TOWN BOARDS AND COMMITTEES

I. PURPOSE

These guidelines serve as the standard for achieving and maintaining a high level of public confidence, trust, and professional respect with regard to how the Town of X (the "Town") and its officials conduct business. These guidelines are intended to define and create a centralized understanding with regard to standards of conduct.

The Select Board recognizes the importance of maintaining professional standards at all levels of the government, including for those who volunteer their time and services on behalf of the Town. The Select Board encourages other boards and committees of the Town who are not appointed by the Select Board to adopt these guidelines.

II. APPLICABILITY

These guidelines apply to the Select Board; to all other Town boards, commissions, and committees appointed by the Select Board or the Town Manager/Town Administrator; and to all presiding officers, board members, commission members, committee members, public officials, and other representatives of the Town appointed by the Select Board, or Town Manager/Town Administrator while acting in their official capacity or while acting on behalf of the Town.

CODE OF CONDUCT



III. CODE OF CONDUCT

All members of the Select Board and all other individuals listed above assume the following obligations and commitments:

A. Conduct Generally and in Relation to the Community

- Stay informed about the local and state duties of a board or committee member.
- Remember that you represent the Town at all times.
- Accept your position as a means of unselfish public service and do not attempt to benefit personally, professionally, or financially from your position.
- Recognize that the chief function of local government at all times is to serve the best interests of all of the people.
- Demonstrate respect for the public that you serve.
- Safeguard all confidential information, including, without limitation, privileged attorney-client communications.
- Seek no favors and understand that personal aggrandizement or profit secured by holding these positions is often dishonest and may be unlawful.
- Conduct yourself so as to maintain public confidence in our local government.
- Conduct official business in such a manner as to give the clear impression that you cannot be improperly influenced in the performance of your official duties.
- Unless specifically exempted (e.g., Executive Session), conduct the business of the public in a manner that promotes open and transparent government and maintains full compliance with the Open Meeting Law.
- Comply as fully as possible with all Town policies.
- Comply as fully as possible with all applicable laws, including, without limitation, the following:
 - The Open Meeting Law (G. L. c. 30A, §§ 18-25)
 - Procurement Laws (G. L. c. 30B)
 - The Ethics/Conflict of Interest Statute (G. L. c. 268A)
 - The Public Records Law (G.L. c. 66, § 10).

CODE OF CONDUCT



B. Conduct in Relation to Your Fellow Board/Commission/Committee Members

- Treat all members of the board/commission/committee with respect despite differences of opinion; professional respect does not preclude honest differences of opinion but requires respect within those differences.
- Recognize your responsibility to attend all meetings to assure a quorum and promptly notify the chair should you for any reason be absent from a given meeting or be unable or unwilling to continue to serve. Formal notice to resign from a board/commission/committee requires written notification to the Town Clerk.
- Recognize that action at official legal meetings is binding and that you alone cannot bind the board/commission/committee outside of such meetings.
- Refrain from making statements or promises as to how you will vote on quasi-judicial matters that will come before the board until you have had an opportunity to hear the pros and cons of the issue during a public meeting.
- Uphold the intent of executive session and respect the privileged communication that exists in executive session.
- Make decisions only after the presentation and discussion of all facts applicable to a question.

C. Conduct in Relation to the Town Manager/Town Administrator

- Recognize and support the administrative chain of command and refuse to act on complaints as an individual outside the administration.
- Give the Town Manager/Town Administrator full responsibility for making and implementing their decisions.
- Refrain from giving orders or directions to the Town Manager/Town Administrator for action as an individual Select Board member.
- Refrain from giving instructions to or requesting assistance from Town department heads, but rather channel all such activities through the full board/commission/committee and the Town Manager.
- Refrain from providing information to the Town Manager/Administrator that you would not be willing to share with other Board members.

CODE OF CONDUCT



D. Conduct in Relation to Town Staff

- Treat all staff as professionals and respect the abilities, experience, and dignity of each.
- Direct questions about Town staff or requests for additional background information to the Town Manager/Administrator.
- Avoid publicly criticizing an individual employee or a department; only raise concerns about staff performance to the Town Manager/Administrator through private communication.
- Ensure that all requests for staff support go through the Town Manager's/Town Administrator's office.

IV. GUIDELINES FOR INDIVIDUALS SPEAKING AT PUBLIC MEETINGS

- The chair of the public body is responsible for conducting all public meetings in an orderly and peaceable manner.
- The public body may allow a public comment session during the open session of a public meeting. If public comment is posted on the meeting agenda, the session will last for no more than fifteen minutes. Each speaker during the public comment session shall be limited to a maximum of three minutes.
- Members of the public may speak only with the permission of the chair. To maintain an orderly and peaceable meeting, all speakers must identify themselves by name and address prior to speaking.
- All remarks shall be addressed to or through the chair or to the public body as a whole. Matters presented by speakers during a public comment session will not be debated or acted upon by the public body at the time they are presented.
- All persons addressing the public body must conduct themselves in a peaceable and orderly manner. Such persons may not make true threats of violence or incite imminent lawless conduct by others. Additionally, speakers are encouraged to refrain from making any personal, impertinent, unduly repetitive, slanderous, or profane remarks. Speakers are further encouraged to respect the views and opinions of others (including members of the public body and the general public) and to treat others as the speaker wishes to be treated.

CODE OF CONDUCT



- Individuals in attendance at a public meeting may not interrupt recognized speakers or members of the public body. Further, such individuals are encouraged to refrain from engaging in disorderly or boisterous conduct, including the utterance of loud, threatening, or abusive language; whistling; stamping of feet; or other acts which disrupt or otherwise impede the orderly conduct of any meeting.
- If any person disrupts the proceedings of a meeting, the chair shall give the person a clear warning to cease such disruption. If, after a clear warning, the person continues to be disruptive, the chair may order the person to withdraw. If the person so ordered fails to withdraw, the chair may authorize a constable or other officer to remove the person from the meeting.
- Whenever the public is allowed to participate in remote public meetings, the same rules and guidelines that apply to in-person meetings apply to their remote counterparts.
- Comments made during public comment sessions do not reflect the views or the positions of the public body before which the member of the public is speaking. Because of constitutional free speech principles, public bodies do not have the authority to prevent or limit all speech that may be upsetting or offensive during such sessions.

V. DISTRIBUTION AND EDUCATION

- The Town Clerk shall provide a copy of these guidelines to all members upon its issuance and upon the subsequent appointment or re-appointment of any member.
- The Town Clerk shall maintain and distribute educational materials from the State Ethics Commission to members.
- The Town Clerk shall develop a schedule of training programs to educate the Board and members on the Conflict of Interest Law and ensure compliance with said Law.
- The Town Clerk shall educate the Board, members, and officials on the Conflict of Interest Law and ensure compliance with annual state mandated on-line training.

REQUEST FOR WRITTEN QUOTATIONS

Consultant to Assist in Drafting Broadband Master Plan for Fiber to the Home (“FTTH”) Service for the Town of Milton, Massachusetts

Town of Milton Massachusetts
525 Canton Avenue, Milton MA 02186
617-898-4800

1. Background/Objectives

The Town of Milton (the “Town”) is requesting written quotations from qualified vendors (“Vendors”) to consult the Town in drafting a Broadband Master Plan (the “Plan”) regarding the implementation of a next generation fiber optic communications network (“Network”) that will provide fiber-to-the-home (“FTTH”) Internet access service to the Town’s residences and businesses, to extent such Network is financially feasible for the Town. The Town has established a Municipal Light Plant (“MLP”) required under state law for operation of a FTTH service.

The Plan should incorporate the Town’s key objectives:

1. Improve the affordability of internet access.
2. Enable competitive internet service provider options for residents and businesses.
3. Pursue infrastructure that will provide the needed speeds and reliability for the long term (i.e. symmetrical fiber optic service).
4. Address the gaps in digital access and equity.

2. Scope/Deliverable

The Vendor will be expected to consult with the Town’s Municipal Broadband Committee (the “Committee”), IT Department, School Department, and Department of Public Works in preparation of a written Broadband Master Plan (the “Plan”) in substantially the same form as that certain Plan developed for the City of Quincy, dated December 2020, attached hereto as Exhibit A.

The Plan should contemplate an Automated Open Access Platform (multi-ISP) and subscriber-funded FTTH service.

In connection with preparation of the Plan, the Vendor will be asked to:

1. Assist in stress testing and revising the Committee’s draft financial model for the Network and providing general advice as to the financial feasibility of the Network.
2. Assess results of a “take rate” survey conducted on behalf of the Town dated [date] and to advise the Committee on any necessary updates to said survey.
3. Consult the Committee/Town in:
 - a. Identifying necessary personnel to operate and maintain the FTTH network (e.g., additional hires the Town may need to consider);
 - b. Identifying and describing potential service offerings.
 - c. Community Engagement both assessing public buy-in to the idea of a FTTH network and cultivating said interest.
 - d. Marketing needs associated with a rollout of an FTTH network.
 - e. Identifying cost-saving opportunities, both within normal town operations (e.g. current telephony contracts) and external opportunities such as partnering with other municipalities with similar services

- f. Identifying revenue-generating opportunities (e.g. dark fiber leasing, other revenue opportunities common to all-fiber networks)
- g. Identifying other digital infrastructure opportunities made available by a FTTH network (e.g. public wifi).
- h. Selection and rollout of pilot area(s)
- i. Cost/benefit of network redundancy



MILTON POLICE DEPARTMENT

40 HIGHLAND STREET
MILTON, MASSACHUSETTS 02186-3873
PHONE: (617) 698-3800
FAX: (617) 698-3015

JOHN E. KING
CHIEF OF POLICE

April 18, 2023

To: Chief John E. King
From: Charles M. Caputo, Lieutenant
Re: Annual Inspection of Hackney Carriage Vehicles

As part of my duties as Licensing Officer for the police department I am tasked with ensuring the proper licensing of individuals wishing to operate taxicabs in the town. In addition, I also conduct the inspection of the taxicabs as well. The vehicle inspection process covers areas such as safety defects, appearance, cleanliness as well as driver/vehicle certifications to include proper licensing and up to date meter seals.

On April 14, 2023, I met with Frederick Rausa. Mr. Rausa operates a taxicab that is registered to Parkway Cab Inc., which is in Roslindale Ma. Mr. Rausa conducted himself in a polite and professional manner during our meeting and inspection. There were no issues to note with the taxicab, Mass Registration TA26369, or Mr. Rausa's license. I reminded Mr. Rausa that attitude, demeanor, promptness, as well as the safe operation of the taxicab was of the utmost importance.

Respectfully,

Charles M. Caputo

Lieutenant

Minutes approved by Board on 6/27/23

Select Board Meeting Minutes

Meeting Date: 6/13/2023

Members in Attendance: Michael Zullas, Chair; Erin G. Bradley, Vice Chair (REMOTE); Roxanne Musto, Secretary; Richard G. Wells, Jr., Member; Benjamin Zoll, Member; Nicholas Milano, Town Administrator and Lynne DeNapoli, Executive Administrative Assistant to the Select Board

Guests: Attorney Kevin Freytag, Office of Town Counsel (REMOTE)

Meeting Location: Council on Aging - Hybrid

Time Meeting called to Order: 7:06PM

Time Meeting Adjourned: 11:11PM

- 1. Call to Order**
- 2. Pledge of Allegiance**

Chair Zullas called the meeting of the Select Board to order at 7:06 PM under Chapter Two of the Acts of 2023. The Chairman introduced the Members of the Trust and Staff and led the Pledge of Allegiance.

- 3. Public Comment**

Diane DiTullio Agostino -Address not provided.

Ms. DiTullio Agostino shared her concerns regarding the delay in reappointing the Member of the Commission on Disability. Ms. DiTullio Agostino explained the purpose of the Commission and asked the Board to expedite the appointment process.

Bob Sweeney -Address not provided.

Mr. Sweeney offered his thoughts on the location of the Animal Shelter. Mr. Sweeney is in favor of the Governor Stoughton property and encouraged the Town to act quickly to complete the project.

- 4. Discussion/Approval - Milton Art Center / East Milton Library**

a. Lease Amendment with the Milton Art Center for the East Milton Library located at 334 Edge Hill Road

Mr. Milano noted that the Milton Art Center would like to amend their lease to include a rent wavier if MAC were exceeding their current cap in building improvements. The Board agreed to defer the discussion on the Lease Amendment with the Milton Art Center to a future meeting.

b. Milton Art Center Application to the Community Preservation Committee

Mr. Milano spoke on behalf of Ms. Joan Clifford, the Director for the Milton Art Center. Ms. Clifford could not be in attendance this evening. The Milton Art Center (MAC) applied for funding through Community Preservation Act funding for new windows. The Select Board will need to approve once eligibility has been determined by the Community Preservation Committee.

c. Installation of Shade Structure

Mr. Milano provided the Board with a request from the Milton Art Center (MAC) to construct a shade structure behind the building. MAC would be responsible for funding this project and would like the Board's approval to move ahead with the project.

Mr. Wells moved to approve the installation of the Shade Structure at the rear of the Milton Art Center. The motion was seconded by Mr. Zoll. The Board voted unanimously by roll call to approve the Shade Structure.

BRADLEY: NO

MUSTO: YES

WELLS: YES

ZOLL: YES

ZULLAS: YES

5. Discussion/Approval – Conditional approval of Common Victualler Licenses: El Barrio Mexican Grill at: 27 Central Ave and 537 Adams Street, Milton, MA

Chair Zullas welcomed Mr. Vasquez, the proprietor of El Barrio Mexican Grill to the Select Board Meeting. Mr. Vasquez was joined by Ms. Suzanne Lombardi, owner of the Plate formerly located at 27 Central Ave and 10 Bassett St. Mr. Vasquez provided the Board Members with an overview of his business plan for the locations at 27 Central Ave. and 537 Adams Street.

Ms. Lombardi spoke on behalf of Mr. Vasquez and asked that the Board consider approving the CV license for 27 Central Ave. Her company is eager to see a new business venture in that area.

Ms. Bradley raised concerns regarding the ARPA Business Grant Award that Lombardi Enterprises received from the Town of Milton for the Plate located at 27 Central Ave.

Chair Zullas noted that the ARPA Grant should not be a factor. Ms. Lombardi noted that her company did indicate on their ARPA application that they did not intend to keep the 27 Central Ave. location open and would be looking for a business to take over the lease.

Following the discussion, Mr. Wells moved to offer conditional approval of a Common Victuallar License to Joandry Vasquez for the El Barrio Mexica Grill located at 27 Central Ave. The motion was seconded by Mr. Zoll. The Board voted by roll call (4-1) to offer conditional approval of a Common Victuallar License at 27 Central Ave.

BRADLEY: NO

MUSTO: YES

WELLS: YES

ZOLL: YES

ZULLAS: YES

Mr. Wells moved to offer conditional approval of a Common Victuallar License to Joandry Vasquez for the El Barrio Mexica Grill located at 537 Adams St. The motion was seconded by Ms. Musto. The

Board voted unanimously by roll call (5-0) to offer conditional approval of a Common Victuallar License at 537 Adams Street.

BRADLEY: YES

MUSTO: YES

WELLS: YES

ZOLL: YES

ZULLAS: YES

6. Discussion/Update - Animal Shelter Project

Chair Zullas shared the timeline of the Animal Shelter Building Project. Chair Zullas then invited Attorney Kevin Freytag from the Office of Town Counsel, Attorney Marion McEttrick, Counsel for the Milton Animal League and Members of the Animal Shelter Advisory Committee to share updates/ideas with the Select Board

Attorney Freytag shared an update from the meeting held on May 24th with Counsel from the Charities Division of the Attorney General's office. Attorney Freytag was accompanied by Mr. Milano, Town Administrator; Attorney McEttrick, Milton Animal League; Mr. Czerwienski, Director of Planning and Community Development and Susan Philips, Animal Shelter Advisory Committee. The purpose of the meeting was to determine whether a new animal shelter could be built on the Governor Stoughton property. The new animal shelter would be a tenant of the Governor Stoughton property and would not deter future housing opportunities.

The Attorneys from the Charities Division requested that the Town identify the business relationship and create a business plan for the new animal shelter. This plan would help the Attorney General's office determine whether the terms of the Trust are being addressed.

The Milton Animal League has submitted a draft proposal of a business plan to the Select Board for review.

Attorney McEttrick, Counsel for the Milton Animal League encouraged the Select Board and the Trustees of the Governor Stoughton to make a decision on how the Milton Animal League should proceed. Does the League have permission to proceed with a cost study for the Governor Stoughton property? The anonymous donor who offered \$2.5million in a matching grant is also eager to move forward. The Milton Animal League is concerned that future delays will impact construction costs.

Mr. Daly, Chair of the Animal Shelter Advisory Committee, was joined by his colleagues: Therese Desmond, Co-Chair, and Victoria Shea, Member. Mr. Daly provided an update on the Committee's progress.

At the request of the Governor Stoughton Trustees, the Animal Shelter Advisory Committee, (ASAC) has been pursuing parallel paths.

The RFP (Request for Proposal) for the access road site is ready for publication but is temporarily on hold while the Committee explores an alternative location on the Governor Stoughton property. The Committee has also prepared the draft of the business plan requested by the Attorney General's office. The ASAC members are ready to move forward on the RFP for the access road site. Mr. Kalous, OPM for Hill International provided an estimate in April of \$4.4 million.

Mr. Toulias, a Member of the ASAC did some additional research and worked with Avalaon Building of Boston. The rough estimate from Avalon for a 4,000 sq. ft building: \$600,00, but it did not include: site work, foundation, sill and finish work. The Committee is aware that site, foundation and finish work will increase costs. Based on the averages: ASAC hopes to see costs at \$1.4 million.

The Animal Shelter Advisory Committee is waiting for further instructions from the Select Board and/or Governor Stoughton Trustees on how to proceed.

The Select Board Members each shared their views on the animal shelter building project.

Chair Zullas did ask Attorney McEttrick, Counsel for the Milton Animal League about the location condition that the donor requested when they offered the \$2.5 million matching grant. Would the donor consider removing the condition and offering the grant to build the animal shelter on the access road rather than the Governor Stoughton property? Attorney McEttrick will address and follow-up with the Select Board.

Chair Zullas thanked everyone for their hard work. The Select Board will address the Animal Shelter Building project at a future meeting.

At 8:55 PM, Mr. Wells moved to recess the Select Board Meeting and called to order the meeting of the Governor Stoughton Trustees. The motion was seconded by Ms. Musto. The Board voted unanimously by roll call to recess the Select Board Meeting.

BRADLEY: YES

MUSTO: YES

WELLS: YES

ZOLL: YES

ZULLAS: YES

The Select Board reconvened at 9:41PM.

7. Discussion/Approval - Select Board's Goals and Objectives

Mr. Wells moved to approve the Select Board's Goals and Objectives. The motion was seconded by Ms. Bradley. The Board voted unanimously by roll call (5-0) to approve the Select Board's Goals and Objectives.

BRADLEY: YES

MUSTO: YES

WELLS: YES

ZOLL: YES

ZULLAS: YES

8. Discussion/Approval - Town Administrator's Goals and Objectives

Mr. Wells moved to approve the Town Administrator's Goals and Objectives. The motion was seconded by Ms. Bradley. The Board voted unanimously by roll call (5-0) to approve the Town Administrator's Goals and Objectives.

BRADLEY: YES
MUSTO: YES
WELLS: YES
ZOLL: YES
ZULLAS: YES

9. Discussion/Approval - Fall Town Meeting dates

Mr. Wells moved to approve changing the Fall Town Meeting from October 30, 2023 to December 4, 2023. The motion was seconded by Ms. Musto. The Board voted unanimously by roll call (5-0) to change the date of the Fall Town Meeting.

BRADLEY: YES
MUSTO: YES
WELLS: YES
ZOLL: YES
ZULLAS: YES

10. Discussion/Approval - Applications to the Community Preservation Committee

Mr. Milano provided the Board with the applications for funding eligibility through the Community Preservation Act, presented by the Community Preservation Committee.

Application #1: \$75,000 Basketball Court Improvements -Town Hall and Fire Station

Mr. Wells moved to approve the application for \$75,000 in funding through the Community Preservation Act, (CPA) for basketball court improvements for the playground/area on the corner of Walnut Street and Clapp St. The motion was seconded by Ms. Musto. The Board voted unanimously by roll call (5-0) to approve the CPA application.

BRADLEY: YES
MUSTO: YES
WELLS: YES
ZOLL: YES
ZULLAS: YES

Application #2: Bench and Pergola at Manning Park

Mr. Milano noted that the cost was left blank so the Select Board could share their suggestions.

The cost of the pergola/benches is \$750,000. Representative Driscoll secured an earmark of \$100,000 in the FY'23 state budget which can be carried forward to a future budget. Mr. Wells suggested a cost request of \$250,000. Mr. Wells had previously consulted the former CPC Chair, Rob Levash and the DPW Director, Chase Berkeley on the value.

Mr. Wells moved to approve the application for \$250,000 in funding through the Community Preservation Act, (CPA) for the benches and pergola at Manning Park. The motion was seconded by Ms. Musto. The Board voted unanimously by roll call (5-0) to approve the CPA application.

BRADLEY: YES

MUSTO: YES

WELLS: YES

ZOLL: YES

ZULLAS: YES

11. Discussion/Approval – Committee Appointments and Reappointments

Mr. Wells moved to appoint Lisa Troy as the School Committee Designee and Mary Stefanidakis as the Town Administrator's Designee to the Climate Action Planning Committee for one-year terms. The motion was seconded by Ms. Musto. The Board voted unanimously by roll call (5-0) to the appointments to the Climate Action Planning Committee.

BRADLEY: YES

MUSTO: YES

WELLS: YES

ZOLL: YES

ZULLAS: YES

Ms. Bradley moved to appoint Ron Israel to the Climate Action Planning Committee for a term of one year. The motion was seconded by Mr. Wells. The Board voted unanimously by roll call (5-0) to the appointment to the Climate Action Planning Committee.

BRADLEY: YES

MUSTO: YES

WELLS: YES

ZOLL: YES

ZULLAS: YES

Mr. Wells abstained from the discussion/vote of the Capital Improvement Planning Committee.

Ms. Musto moved to appoint Dr. Elizabeth Carroll as the School Committee Designee to the Capital Improvement Planning Committee for a term of one year. The motion was seconded by Mr. Zoll. The Board voted unanimously by roll call (5-0) to the appointment to the Capital Improvement Planning Committee.

BRADLEY: YES

MUSTO: YES

WELLS: YES

ZOLL: YES

ZULLAS: YES

Mr. Wells moved to appoint Giselle Dimanche to the Youth Task Force for a term of one year. The motion was seconded by Ms. Musto. The Board voted unanimously by roll call (5-0) to approve the appointment to the Youth Task Force.

BRADLEY: YES

MUSTO: YES

WELLS: YES

ZOLL: YES

ZULLAS: YES

The Board agreed to defer any additional appointments to the Youth Task Force.

12. Discussion/Approval – Donations to the Milton Coalition

Mr. Wells moved to accept the donations to the Milton Coalition from the Congregation Beth Shalom Blue Hills in the amount of \$100.00, the Milton Rotary Club Foundation, Inc. in the amount of \$720.00 and \$500.00 from the First Congregational Church of Milton. The motion was seconded by Ms. Musto. The Board voted unanimously by roll call (5-0) to accept the donations to the Milton Coalition.

BRADLEY: YES

MUSTO: YES

WELLS: YES

ZOLL: YES

ZULLAS: YES

13. Discussion/Approval - Authorize the Town Administrator to execute contracts \$50,000 or less in Fiscal Year 2023 and Fiscal Year 2024

Following a brief discussion, Mr. Wells moved to authorize the Town Administrator to execute contracts of \$50,000 or less in Fiscal Year 2023 and Fiscal Year 2024. The motion was seconded by Ms. Musto. The Board voted unanimously to authorize the Town Administrator to execute contracts of \$50,000 or less in Fiscal Year 2023 and Fiscal Year 2024.

BRADLEY: YES

MUSTO: YES

WELLS: YES

ZOLL: YES

ZULLAS: YES

14. Discussion/Approval – One-Day Liquor License Application and request to waive fee: Lynda-Lee Sheridan and Cypress Catering for the Milton Music Festival and Fireworks: Saturday, June 24th from 5PM-11PM and Sunday, June 25th from 12PM-9PM at Hutchinson Field

Mr. Wells abstained from the discussion and vote.

Mr. Zoll moved to approve the One-Day Liquor License Application and request to waive fee: Lynda-Lee Sheridan and Cypress Catering for the Milton Music Festival and Fireworks: Saturday, June 24th from 5PM-11PM and Sunday, June 25th from 12PM-9PM at Hutchinson Field. The motion was seconded by Ms. Musto.

Ms. Bradley shared her concerns regarding the request to waive the fee. The Members had a brief discussion on the matter. The Board voted by roll call (4-1) to approve the application and waive the \$50.00 fee.

BRADLEY: NO

MUSTO: YES

WELLS: ABSTAIN

ZOLL: YES

ZULLAS: YES

15. Discussion/Approval - Meeting Minutes: May 1, 2023, May 2, 2023, May 4, 2023, May 8, 2024 and May 9, 2024, May 23, 2023

Mr. Wells moved to approve the meeting minutes for May 1, 2023, May 2, 2023, May 4, 2023, and May 23, 2023. The motion was seconded by Ms. Musto. The Board voted by roll call to approve the meeting minutes.

BRADLEY: YES, excluding minutes for May 1, 2023

MUSTO: YES

WELLS: YES, excluding minutes for May 1, 2023 and May 2, 2023

ZOLL: YES, excluding minutes for May 4, 2023

ZULLAS: YES

16. Town Administrator's Report

Mr. Milano provided an update on the goings on at Town Hall.

Mr. Milano welcomed the new employees: Joe Atchue, the Building Commissioner, and Sky Berube, Civil Engineer.

The Department of Planning and Community Development will be hosting a Public Forum on June 15th at 6:30PM at the Milton Public Library to discuss the MBTA Communities Zoning Law.

The MBTA will be hosting a public meeting on Tuesday, June 20, 2023 at 6:30PM to discuss the Mattapan Line Transportation Program. The meeting will take place on Zoom and registration is required.

The MBTA is conducting a sound study of the Hyde Park - Readville line. While the MBTA requested input from Milton residents, the questionnaire was not made available. Mr. Milano is working with the MBTA to address this matter.

17. Chair's Report

No Report at this time.

18. Public Comment Response

Ms. Bradley asked the Members to help champion the term Select Board rather than Selectmen.

19. Future Meeting Dates:

The Board will meet on Tuesday, June 27, 2023, Tuesday, July 11, 2023 and Tuesday, July 25, 2023

20. Executive Session – Pursuant to M.G.L. c. 30A, § 21(a)(3) - To discuss strategy with respect to litigation against the Massachusetts Bay Transit Authority regarding the condition of the stairs located at the MBTA station located at Adams Street, Milton, MA

Chair Zullas moved to enter into Executive Session to discuss litigation strategy against the Massachusetts Bay Transit Authority (MBTA) related to the condition of the stairs at the MBTA station located at Adams Street, Milton, MA based on my belief that discussion of this matter in open session may have a detrimental effect on the litigating position of the Select Board. The Select Board will return to Open Session. The motion was seconded by Ms. Musto. The Board voted unanimously by roll call (5-0) to enter Executive Session.

BRADLEY: YES

MUSTO: YES

WELLS: YES

ZOLL: YES

ZULLAS: YES

21. Executive Session - Pursuant to M.G.L. c. 30A, § 21(a)(3) – To discuss strategy with respect to collective bargaining

a. Milton Clerical Unit of the Southeastern Public Employees Association

b. Milton Professional Management Association

c. Milton Firefighters, Local 1116

d. Milton Police Association

e. Milton Superior Officers

Chair Zullas moved to enter into Executive Session to discuss strategy with respect to collective bargaining.

a. Milton Clerical Unit of the Southeastern Public Employees Association

b. Milton Professional Management Association

c. Milton Firefighters, Local 1116

d. Milton Police Association

e. Milton Superior Officers

based on my belief that discussion of this matter in open session may have a detrimental effect on the litigating position of the Select Board. The Select Board will return to Open Session. The motion was seconded by Mr. Wells. The Board voted unanimously by roll call (5-0) to enter Executive Session.

BRADLEY: YES

MUSTO: YES

WELLS: YES

ZOLL: YES

ZULLAS: YES

22. Executive Session - Pursuant to M.G.L. c. 30A, § 21(a)(6) -To discuss the purchase, exchange, lease or value of real property (Blue Hill Ave: B 7 5 and 676 Brush Hill Road: B 7 4)

Chair Zullas moved to enter into Executive Session to discuss the purchase, exchange, lease or value of real property (Blue Hill Ave: B 7 5 and 676 Brush Hill Ave: B 7 4) based on my belief that discussion of this matter in open session may have a detrimental effect on the litigating position of the Select Board. The Select Board will return to Open Session. The motion was seconded by Ms. Musto. The Board voted unanimously by roll call (5-0) to enter Executive Session.

BRADLEY: YES

MUSTO: YES

WELLS: YES

ZOLL: YES

ZULLAS: YES

The Select Board returned to Open Session at 11:10PM.

23. Discussion/Approval - Memorandum of Agreements with the Milton Police Association and the Milton Superior Officers for the period July 1, 2022 through June 30, 2025

Mr. Wells moved to approve the memorandum of Agreements with the Milton Police Association and the Milton Superior Officers for the period July 1, 2022 through June 30, 2025. The motion was seconded by Ms. Musto. The Board voted unanimously by roll call (5-0) to approve the memorandum of Agreements with the Milton Police Association and the Milton Superior Officers.

BRADLEY: YES

MUSTO: YES

WELLS: YES

ZOLL: YES

ZULLAS: YES

24. Adjourn

At 11:11PM, Mr. Wells moved to adjourn. The motion was seconded by Ms. Musto. The Board voted unanimously by roll call (5-0) to adjourn.

BRADLEY: YES

MUSTO: YES

WELLS: YES

ZOLL: YES

ZULLAS: YES

Respectfully submitted by Lynne DeNapoli, Executive Administrative Assistant to the Select Board.

Documents:

Request from the Milton Art Center-Shade Structure

Copy of M.G.L. C. 140, Section 6: Conditions Precedent: Proposed Plans, Cost Estimates as Victualler or Innholder.

Applications for Common Victualler Licenses from Joandry Vasquez

El Barrio Mexican Grill -27 Central Ave. and 537 Adams Street

Community Preservation Eligibility Applications: Basketball Court Improvements Bench/Pergola at Manning Park

Select Board Goals and Objectives

Town Administrator Goals and Objectives

Charge: Climate Action Planning Committee

Volunteer Applications for the Climate Action Planning Committee:

Lisa Troy (School Committee Designee)

Ron Israel

Rich Boehler

Kimberly Johnson

Joseph Modugno

Matt Panucci

Stephen Popkin

Fred Taylor

Mary Stefanidakis

Charge: Youth Task Force

Volunteer Applications for the Youth Task Force

Lisa Courtney

Gisele Dimanche

Allison Gagnon

Christina Lilliehook

Neal Piliavin

Stephen Popkin

Donations to the Milton Coalition:

\$100.00 from the Congregation Beth Shalom Blue Hills

\$720.00 from the Milton Rotary Club Foundation, Inc.

\$500.00 from the First Congregational Church of Milton

One Day Liquor License Application from -Lynda-Lee Sheridan and Cypress Catering

For the Milton Music Festival on June 24th and June 25th

Draft Meeting Minutes: May 1, 2023, May 2, 2023, May 4, 2023, May 8, 2023, May 9, 2023 and May 23, 2023

DRAFT**Select Board Meeting Minutes**

Meeting Date: 6/27/2023

Members in Attendance: Michael Zullas, Chair; Erin G. Bradley, Vice Chair, Roxanne Musto, Secretary; Richard G. Wells, Jr., Member; Benjamin Zoll, Member; Nicholas Milano, Town Administrator and Lynne DeNapoli, Executive Administrative Assistant to the Select Board

Special Note: Mr. Wells left at 7:14PM

Meeting Location: Council on Aging - Hybrid

Time Meeting called to Order: 7:06PM

Time Meeting Adjourned: 11:11PM

1. Call to Order**2. Pledge of Allegiance**

Chair Zullas called the meeting of the Select Board to order at 7:06 PM under Chapter Two of the Acts of 2023. The Chairman led the Pledge of Allegiance.

3. Discussion–Decorum and curtsey at Public Meetings

Chair Zullas reviewed the recent decision of the Massachusetts Supreme Judicial Court ruling dated March 7, 2023 that a public comment policy used by the Town of Southborough was unconstitutional.

The Court stated: "Although civility of course is to be encouraged, it cannot be required."

Chair Zullas encouraged Milton residents and local leaders practice civility. During the annual Town Meeting in May and at a Select Board Meeting there were instances that lacked civility, courtesy and kindness. Sometimes it seemed intentional, sometimes it seemed to be a slip of the tongue, an offhand remark or an unguarded Zoom mistake. It has not been one person or one manner of action.

Chair Zullas noted that when in a public setting, leaders such as the Select Board Members are seen as models to adults and children. In his opinion, it is best for the town and the efficient conduct of the Select Board Meetings to encourage each member to re-commit within the context of their own style to seek the highest levels of courtesy and civility and respect to one another and all who participate in our meetings. Milton is a town of neighbors and one that is forgiving to those who make mistakes.

Ms. Bradley apologized to the residents of Milton for her choice of words during the Select Board Meeting on June 13th. She explained that she was not swearing at anyone, it was said out of frustration. She is deeply sorry and stated that she is taking responsibility for her action.

Mr. Wells began his remarks by sharing a life lesson passed on by his father "to live a life of service to the public is a true honor." Mr. Wells stated that as Members of the Select Board, we serve as defenders and champions of everything that is important to our citizens, our employees and the community.

The mission of the Board includes respecting human dignity and integrity. Respect for individual rights can never be abused or trampled upon, especially by an elected official of Milton. Mr. Wells shared some of Ms. Bradley's actions/comments.

Mr. Wells requested Ms. Bradley's resignation. Mr. Wells noted that he would not participate in any future public meetings where Ms. Bradley is in attendance but would continue to serve in other capacities as a Member of the Select Board. He apologized to the residents of Milton.

Mr. Wells left the meeting at: 7:14PM

Ms. Musto began her remarks by sharing the roles and responsibilities of the Select Board. Ms. Musto stated that the Board represents the people in the community and sets the bar on behavior, respect and integrity. There are always different viewpoints, but we must respect those viewpoints.

Ms. Musto highlighted Ms. Bradley's pattern of behavior and stated that they do not emulate the characteristics outlined in the Select Board duties/guidelines. She shared feedback from Milton residents regarding Ms. Bradley's recent comments. Ms. Musto noted that any Select Board member who displays belittling, bullying and disrespect has no business representing the people of Milton. Milton residents deserve better.

Mr. Zoll began his remarks by accepting Ms. Bradley's apology. He hopes the lesson that we can send to our children about this discussion is that we are neighbors, and we should try to work together. We are not perfect, mistakes are made, but we can ask for forgiveness and then move on.

4. Public Comment

Mr. Zullas noted that there is a 15-minute allotment for Public Comment. He asked residents who are participating to sign in and limit their remarks to three minutes. Mr. Milano and Chair Zullas will keep time.

Beverly Ross Denney- 107 Columbine Road

Ms. Denny shared her support in favor of Ms. Bradley. Ms. Denny suggested that we use Ms. Bradley's gaffe as an opportunity to learn, grow and forgive.

Andrew D' Amato – Town Meeting Member, Precinct 7 (REMOTE)

Mr. D'Amato shared his concerns regarding the comments Ms. Bradley made during the June 13th Select Board Meeting regarding a small business grant that Ms. Lombardi received through the Town's ARPA funds for her restaurant, The Plate.

Paul Hogan-56 Pierce St

Mr. Hogan shared his concerns regarding the proposed intersection improvement project at Randolph Ave. and Chickatawbut Road. Mr. Hogan noted that the Town's concerns have not been well

received by MassDOT. A petition in opposition to the roundabout has been signed by 1,800+ Milton residents.

Jackson Humphreys- 34 Hoy Terrace

Mr. Humphreys shared his thoughts on the MBTA Communities Zoning Law and suggested that the Town request to be re-classified. Milton is currently a Rapid Transit Community.

Jim Davis – 345 Center St. (REMOTE)

Mr. Davis shared his thoughts on the MBTA Communities Zoning Law and suggested that the Town request to be re-classified. Milton is currently a Rapid Transit Community.

5. Presentation/Discussion/Approval – MassDOT Project at Randolph Ave and Chickatawbut Road

Josh Bartus of MassDOT, Steven Tyler and Jessica Lizza from Howard Stain and Hudson (“HSH”) joined the Select Board to provide a project update and answer questions related to the current design.

Mr. Bartus informed the Board that the Massachusetts Department of Transportation (“MassDOT”) has continued progress towards 100% design and is preparing various submittals for permitting and land acquisition.

Mr. Bartus and the representatives from Howard Stain and Hudson notified the Board that MassDOT has engaged HSH for a corridor traffic study to determine short term, medium term and mobility improvements, analyze alternatives in MPO Route 28 Corridor Study and conduct road safety audits at the intersections of Route 28 and Reedsdale Road and Route 28 and Hallen Avenue. The Study will also include the development of conceptual sketches and planning level cost estimates for up to three corridor alternatives as well as control strategies for several area intersections.

Following the update from Mr. Bartus, Mr. Tyler and Ms. Lizza the Select Board Members inquired about several areas of concern:

- ❖ Detailed traffic report information regarding alternative options for the Route 28 and Chickatawbut intersection.
- ❖ Short term safety improvements that could be implemented prior to construction.
- ❖ How will the results of the Corridor Traffic Study be incorporated into the design when it is nearly complete?

The Board Members agreed to a draft a letter to MassDOT Secretary Gina Fiandaca to request that MassDOT pause its design and permitting work on the proposed roundabout until additional

information is shared with the Town and until the Route 28 Corridor Traffic Study has been completed.

6. Discussion/Update – Milton Coalition re: Teen Activity

Margaret Carels, Co-Chair of the Milton Coalition, Chief of Police, John King and Tony Wells from the Cunningham Park Foundation joined the meeting to share their concerns with the Board Members regarding after dark teen activity at Cunningham Park. The woods at Cunningham Park is no longer a safe place for teens to congregate. Once considered a rite of passage, times have changed. Alcohol, drugs and peer pressure are triggers for inappropriate behavior that could please serious consequences. The Select Board Members were receptive of their concerns and offered their support.

7. Discussion/Approval – Animal Shelter Building Project Site Selection /Request for Proposals

Mr. George Toulias, a Member of the Animal Shelter Advisory Committee joined the Select Board to provide them with an update on the Committee's timeline and progress.

Ms. Musto moved to approve the Animal Shelter Building Project Site Selection / Request for Proposals. The motion was seconded by Mr. Zoll. The Board voted unanimously (4-0) to approve.

8. School Building Committee Update and Report re: evaluation of land (Blue Hill Ave: B 7 5 and 676 Brush Hill Road: B 7 4)

Mr. Sean O'Rourke, Chair of the School Building Committee joined the Board Members to provide an overview of the Committee's progress in determining whether a new school can be built on the parcel of land located on Blue Hill Ave and Brush Hill Road that total 6.8 acres.

The School Building Committee has completed their site walk and have an overlay design for the land on Blue Hill Ave. The School Building Committee Members will now assess using a score sheet as they have done in the past.

The property on Blue Hill Ave includes 400 ft of frontage space, 750 ft in length as well as a slope. An overlay design of a school will fit, but there is limited space for parking, a play area and a loop for public safety vehicles. The design also adheres to the two zoning offsets (50 ft), that will shrink the overall parcel from 6.8 acres to approximately 4.8 acres.

The adjacent property on Brush Hill Road contains three structures: two historic homes and a barn. The Town could meet resistance if it plans to demolish the homes to make space for roadway access for the school.

Mr. O'Rourke informed the Select Board that the parcel of land must be purchased as a whole.

Ms. Musto asked Mr. O'Rourke to provide the Select Board Members with the overall building specifications for this location and how it compares to the Pierce Middle School. Mr. Zoll inquired about zoning bylaws and the Americans with Disabilities Act, ("ADA") compliance regulations regarding the land slope.

Municipal Broadband Committee update re: I-Net Design including Lower Mills

Chair Zullas, a Member of the Municipal Broadband committee provided an update on their progress. The current I-Net design does not include Lower Mills. The Committee would like to extend their design plan and request a cost specification for including Lower Mills. The Select Board agreed to the Municipal Broadband Committee's request.

9. Discussion/Update – Multi-Family Zoning Requirements for MBTA Communities

The Board Members weighed the benefits of drafting a letter to the Department of Housing and Community Development, (DHCD) to request a re-classification as a Rapid Transit Community per the suggestion of the Planning Board.

Chair Zullas will follow up with Mr. Czerwienski, Director of Housing and Community Development and Ms. Hall, Chair of the Planning Board on this matter.

10. Discussion/Approval - Class II Dealer License Renewal- RBM Motor Masters, Inc. d/b/a Milton Auto Repair located at 944 Canton Ave., Milton, MA move to before committee appointments

Following an update from Mr. Milano, Ms. Musto moved to approve the Class II Dealer License Renewal- RBM Motor Masters, Inc. d/b/a Milton Auto Repair located at 944 Canton Ave., Milton, MA. The motion was seconded by Mr. Zoll. The Board voted unanimously to approve.

11. Discussion/Approval – Committee Appointments and Reappointments

a. Airplane Noise Advisory Committee

Mr. Zoll moved to reappoint Andrew Schmidt to the Airplane Noise Advisory Committee for a one-year term to expire on June 30, 2024. The motion was seconded by Ms. Musto. The Board voted unanimously to approve.

b. Keeper of the Lock-Up

Ms. Musto moved to reappoint John E. King, Chief of Police, as Keeper of the Lockup for a one-year term to expire on June 30, 2024. The motion was seconded by Mr. Zoll. The Board voted unanimously to approve.

c. Local Historic District Study Committee

Ms. Musto moved to reappoint the following individuals to the Local Historic District Study Committee for a one-year term to expire on June 30, 2024: Larry Lawfer, Williams S. Mullen and Mallory Walsh. The motion was seconded by Mr. Zoll. The Board voted unanimously to approve.

d. Municipal Broadband Committee

Ms. Musto moved to reappoint the following individuals to the Municipal Broadband Committee for a one-year term to expire on June 30, 2024: Mark Day, Robert F. Lynch, Jr., Johns E. Sullivan, Jr. and Jospeh Chamberlin. The motion was seconded by Mr. Zoll. The Board voted unanimously to approve.

Ms. Musto moved to increase the Membership to the Municipal Broadband Committee to two Members and update the Charge. The motion was seconded by Mr. Zoll. The Board voted unanimously to approve.

e. Equity and Justice for All Committee

Ms. Musto moved to appoint Ralph Parent and Kenji Metayer. to the Equity and Justice for All Committee for a one-year term to expire on June 30, 2024. The motion was seconded by Mr. Zoll. The Board voted unanimously to approve.

f. Open Space and Recreation Planning Committee

Ms. Musto moved to reappoint Winston Daley as the Parks and Recreation Designee to the Open Space and Recreation Committee for a one-year term to expire on June 30, 2024. The motion was seconded by Mr. Zoll. The Board voted unanimously to approve.

g. Select Board Landing Committee

Ms. Musto moved to reappoint the following individuals to the Select Board Landing Committee for a one-year term to expire on June 30, 2024: Richard Burke, Theodore Carroll and Tim Czerwienski. Ms. Musto moved

h. Youth Task Force

Mr. Zoll moved to appoint Christina Lilliehook to the Youth Task Force for a term of one year to expire on June 30, 2024. The motion was seconded by Ms. Musto. The Board voted unanimously to approve.

i. Sign Review Committee

Mr. Zoll moved to appoint Deborah Azerrad Savona and Lara Simondi to the Sign Review Committee for a one-year term to expire on June 30, 2024. The motion was seconded by Ms. Musto. The Board voted unanimously to approve.

j. Community Preservation Committee

Ms. Musto moved to appoint Cheryl Toulias as the Planning Board Designee and Kathleen O'Donnell as the Select Board Designee to the Community Preservation Committee for a three-year term to expire on June 30, 2026. The motion was seconded by Mr. Zoll. The Board voted unanimously to approve.

Mr. Milano noted that Ms. O'Donnell will complete Mr. Levash's term through June 2025. Ms. Musto and Mr. Zoll accepted the amended term for Ms. O'Donnell.

k. Council on Aging Board of Directors

Ms. Musto moved to reappoint Roberta Leary as a Member of the Council on Aging Board of Directors for a three-year term to expire on June 30, 2026 and appoint Denisse Rochlin and re-appoint John Fleming as Associate Members for a one-year term to expire on June 30, 2024. The motion was seconded by Mr. Zoll. The Board voted unanimously to approve.

l. Commission on Disability

m.

Ms. Musto moved to reappoint the following individuals to the Commission on Disability for a (three-year term to expire on June 30, 2026): Diane DiTullio-Agostino, Coleman Irwin, Charlene Neu, Alex Rosenberg and Kathryn Upatham. The motion was seconded by Mr. Zoll. The Board voted unanimously to approve.

13. Discussion/Approval – Grant of Easement to USC LLC over the Dump Access Road

Ms. Musto moved to approve the Grant of Easement to USC LLC over the Dump Access Road and authorize the Town Administrator to sign on the Board's behalf. The motion was seconded by Mr. Zoll. The Board voted unanimously to approve.

14. Discussion/Approval - Contracts:

a. Contract with Foulsham Corp. for the Milton Public Library Handicap Ramp project

b. Contract with Foulsham Corp. for the Colicott/Cunningham Stormwater BMP

Following a brief update by Mr. Milano, Ms. Musto moved to approve the contract with Foulsham Corp. for the Milton Public Library Handicap Ramp project. The motion was seconded by Mr. Zoll. The Board voted unanimously to approve.

Ms. Musto moved to approve the contract with Foulsham Corp. for the Colicott/Cunningham Stormwater BMP. The motion was seconded by Mr. Zoll. The Board voted unanimously to approve.

15. Discussion/Approval - Town Administrator's Annual Performance Evaluation

Ms. Bradley shared the results of the Select Board Members' evaluations of Mr. Milano's job performance. Three of the five members submitted their evaluations. Per the results, Mr. Milano has done exceptionally well.

Ms. Musto raised concerns regarding the evaluation process as a whole. She requested that the results are shared with the Board Members before they are presented to the Town Administrator and the public.

The Board Members agreed to move forward and approve the evaluation in accordance with Mr. Milano's contract. Ms. Bradley will share the report/results with the Members so they can review and ratify.

Mr. Zoll moved to approve the Town Administrator's Annual Performance Evaluation in accordance with his contract. The motion was seconded by Ms. Musto. The Board voted unanimously to approve.

16. Town Administrator's Report

Mr. Milano provided an update on the goings on at Town Hall.

Mr. Milano welcomed Emily Conner, the new Assistant Health Director to Milton. He also noted that there were new employment opportunities in the Health Department, Department of Public Works, Information Technology and the Treasurer's Office.

The MBTA hosted a public meeting on June 20th regarding the Mattapan Line Transportation program.

The Department of Planning and Community Development hosted a Public Forum on June 15th to discuss the MBTA Communities Zoning Law.

The MBTA is conducting a sound study of the Hyde Park - Readville line. While the MBTA requested input from Milton residents, the questionnaire was not made available. The link will be made available on the Town of Milton's website for residents who wish to participate.

17. Chair's Report

Chair Zullas thanked the Eustis Estate for hosting a Juneteenth Celebration.

On behalf of the Select Board and the Town of Milton, Chair Zullas offered congratulations to the Milton High School Wildcat Baseball Team on their second consecutive Championship victory.

Chair Zullas expressed his appreciation to the "We Are Milton" team for hosting the Milton Music Festival. It was a great event!

18. Public Comment Response

Ms. Bradley expressed her apologies to Ms. Lombardi of the Plate and Mr. D'Amato for her remarks on June 13th regarding ARPA grant award disbursements.

Ms. Musto expressed her appreciation to all the residents who participated in this evening's meeting. She also reiterated her concerns regarding the recent actions/remarks made by her colleague.

19. Discussion/Approval -Meeting Minutes – June 3, 2023, June 13, 2023

Mr. Zill moved to approve the meeting minutes for June 3, 2023 and June 13, 2023. The motion was seconded by Ms. Musto. The Board voted unanimously to approve the meeting minutes.

20. Future Meeting Dates

The Board will meet on Tuesday, July 11, 2023, Tuesday, July 25, 2023 and Tuesday, August 8, 2023

21. Executive Session - Pursuant to M.G.L. c. 30A, § 21(a)(3) – To discuss strategy with respect to collective bargaining.

- a. Milton Clerical Unit of the Southeastern Public Employees Association**
- b. Milton Professional Management Association**
- c. Milton Firefighters, Local 1116**

At 10:27PM, Chair Zullas moved to enter into Executive Session to discuss strategy with respect to collective bargaining.

- a. Milton Clerical Unit of the Southeastern Public Employees Association**
- b. Milton Professional Management Association**
- c. Milton Firefighters, Local 1116**

based on my belief that discussion of this matter in open session may have a detrimental effect on the litigating position of the Select Board. The Select Board will return to Open Session. The motion was seconded by Mr. Zoll. The Board voted unanimously by roll call (4-0) to enter Executive Session.

MUSTO: YES

ZULLAS: YES

BRADLEY: YES

ZOLL: YES

22. Executive Session - Pursuant to M.G.L. c. 30A, § 21(a)(6) – To discuss the purchase, exchange, lease or value of real property (Blue Hill Ave: B 7 5 and 676 Brush Hill Road: B 7 4)

Chair Zullas moved to enter into Executive Session to discuss the purchase, exchange, lease or value of real property (Blue Hill Ave: B 7 5 and 676 Brush Hill Ave: B 7 4) based on my belief that discussion of this matter in open session may have a detrimental effect on the litigating position of the Select Board. The Select Board will return to Open Session. The motion was seconded by Mr. Zoll. The Board voted unanimously by roll call (4-0) to enter Executive Session.

MUSTO: YES

ZULLAS: YES

BRADLEY: YES

ZOLL: YES

23. Executive Session - Pursuant to M.G.L. c. 30A, § 21(a)(6) – To discuss the purchase, exchange, lease or value of real property (Town Landing, Wharf Street)

Chair Zullas moved to enter into Executive Session to discuss the purchase, exchange, lease or value of real property (Town Landing, Wharf Street) based on my belief that discussion of this matter in open session may have a detrimental effect on the litigating position of the Select Board. The Select Board will return to Open Session. The motion was seconded by Mr. Zoll. The Board voted unanimously by roll call (4-0) to enter Executive Session.

MUSTO: YES

ZULLAS: YES

BRADLEY: YES

ZOLL: YES

24. Discussion/Approval - Memorandum of Agreement with the Milton Clerical Unit of the Southeastern Public Employees Association for July 1, 2022 to June 30, 2025

Prior to Entering Executive Session, Chair Zullas noted that this matter will be deferred.

The Board returned from Executive Session at 10:55PM.

25.. Discussion/Approval - Lease Agreements for the Town Landing, Wharf Street

This matter has been deferred.

26. Adjourn

At 10:55PM, Ms. Musto moved to adjourn. The motion was seconded by Mr. Zoll. The Board voted unanimously to adjourn.

Respectfully submitted by Lynne DeNapoli, Executive Administrative Assistant to the Select Board.

Documents:

Statement from Richard Wells, Select Board Member regarding curtsey and decorum.

Correspondence between the Town of Milton and MassDot regarding the intersection improvements at Route 28/ Randolph Ave and Chickatawbut Road.

Memo dated June 21, 2023 from the Animal Shelter Advisory Committee

RFP-Modular Construction of the Milton Animal Shelter

Report from the Town of Milton, Board of Appeals -Decision relative to 944 Canton Ave.

Application of Rawad Bouumjahed: RBM Motor Masters, Inc. d/b/a: Milton Auto Repair located at 944 Canton Ave. for a Class II Dealer License

Volunteer applications for the Equity and Justice for All Committee

Ralph Parent

Kenji Metayer

Volunteer Applications for the Youth Task Force

Lisa Courtney

Allison Gagnon

Christina Lilliehook

Neal Piliavin

Stephen Popkin

E-mail from Tim Czerwienski, Director of Planning and Community Development re: Sign Review Committee Members

Volunteer Applications for the Sign Review Committee

Lara Simondi

Deborah Azerrad Savona

E-mail from Robert Levash, Chair of the Community Preservation Committee

Volunteer Application for the Community Preservation Committee

Kathleen O'Donnell

E-mail from Christine Stanton, Director of the Council on Aging and Lorraine Summer, Chair of the COA Board of Directors regarding Committee Appointments

Grant of Easement to USC LLC over the Dump Access Road

Contract with Foulsham Corp. for the Milton Public Library Handicap Ramp project

Contract with Foulsham Corp. for the Colicott/Cunningham Stormwater BMP

Meeting Minutes: June 3, 2023 and June 13, 2023

DRAFT

DRAFT**Select Board Meeting Minutes**

Meeting Date: 7/6/2023

Members in Attendance: Michael Zullas, Chair; Erin G. Bradley, Vice Chair; Roxanne Musto, Secretary; Benjamin Zoll, Member; Nicholas Milano, Town Administrator and Lynne DeNapoli, Executive Administrative Assistant to the Select Board

Members Absent: Richard G. Wells, Jr.

Meeting Location: REMOTE

Time Meeting called to Order: 3:03PM

Time Meeting Adjourned: 3:32PM

1. Call to Order

Chair Zullas called the meeting of the Select Board to order at 3:03PM under Chapter Two of the Acts of 2023 of the M.G.L.

2. Discussion/Approval - Letter to MassDOT regarding the intersection improvement project at Randolph Ave. and Chickatawbut Road

Mr. Milano provided an update on the intersection improvement project and highlighted a few key components of the draft letter to MassDOT.

The Board Members discussed the content of the letter, comments offered by Chair Zullas and the overall tone of the message.

The Members agreed to include Chair Zullas' suggestions and to reincorporate the request to MassDOT to pause the design and permitting work.

"At this time, the Select Board cannot support the final roundabout design and is asking that MassDOT pause its design and permitting work on the proposed roundabout design until additional traffic report information is shared with the Town and until the completion of the Route 28 Corridor Traffic Study."

Ms. Musto moved to approve the letter with changes to MassDOT regarding the intersection improvement project at Randolph Ave. and Chickatawbut Road. The motion was seconded by Mr. Zoll. The Board voted unanimously by roll call (4-0) to approve the letter.

MUSTO: YES

ZOLL: YES

BRADLEY: YES

ZULLAS: YES

3. Discussion/Approval - Committee Appointment

a. Youth Task Force

i. Maile Panerio-Langer (Milton Coalition)

Ms. Musto requested that the Board consider deferring this Appointment to the next regular scheduled Select Board meeting on Tuesday, July 11th in an effort to remain transparent.

Mr. Zoll explained that he requested that this Appointment be added to today's agenda. There is a tentative date scheduled for the first Youth Task Force meeting. Mr. Zoll wants to give all members time to complete the appointment process and share their feedback on agenda topics. Mr. Zoll hopes that the Youth Task Force can address the growing concerns regarding teen activity at Cunningham Park.

Following an exchange among the Board members, Ms. Bradley moved to appoint Maile Panerio-Langer of the Milton Coalition to the Youth Task Force for a term to expire on June 30, 2024. The motion was seconded by Mr. Zoll. The Board voted unanimously by roll call (4-0) to appoint Ms. Panerio-Langer to the Youth Task Force.

MUSTO: YES
ZOLL: YES
BRADLEY: YES
ZULLAS: YES

4. Adjourn

At 3:32PM, Ms. Musto moved to adjourn. The motion was seconded by Ms. Bradley. The Board voted unanimously by roll call (4-0) to adjourn.

MUSTO: YES
ZOLL: YES
BRADLEY: YES
ZULLAS: YES

Respectfully submitted by Lynne DeNapoli, Executive Administrative Assistant to the Select Board.

Documents

Letter to MassDOT regarding the intersection improvement project at Randolph Ave. and Chickatawbut Road

Comments from Michael Zullas, Chair- Letter to MassDOT regarding the intersection improvement project at Randolph Ave. and Chickatawbut Road

Youth Task Force:

Volunteer Application of Maile Panerio-Langer

Commented [LD1]: 8/3/23: Per e-mail from Ms. Musto, Please insert the following :

Ms. Musto expressed concern about the urgency of adding this appointment when there was not a Task Force meeting scheduled before Tuesday and we have a scheduled Select Board meeting on the upcoming Tuesday, July 11th where this appointment would have been approved.

DRAFT