

TOD

Infrastructure and Housing Support Program

**PRELIMINARY DESIGN APPLICATION
for
PEDESTRIAN IMPROVEMENTS and/or
BICYCLE FACILITIES**

Released: July 2006

Executive Office of Transportation

in cooperation with the

Office for Commonwealth Development

and the

Department of Housing and Community Development

TOD Infrastructure and Housing Support Program PRELIMINARY DESIGN APPLICATION

APPLICATION OVERVIEW

INTRODUCTION AND PURPOSE

The TOD Infrastructure and Housing Support Program ("TOD Bond Program") is intended to help create more compact, mixed-use, walkable development close to transit stations. To help accomplish this, the TOD Bond Program will provide financing for pedestrian improvements, bicycle facilities, housing projects, and parking facilities within .25 (1/4) miles of a commuter rail station, subway station, bus station, or ferry terminal as defined in the TOD Bond Program regulations, 701 CMR 6.00.

This application is **only** for proposals requesting funding for **preliminary (25%) design of pedestrian improvements and/or bicycle facilities**. Unlike the application process of other eligible project types included in the TOD Bond Program, there is **no supplemental application** for preliminary design proposals – this is the only application required.

Before completing this application, make sure you have reviewed the following documents:

- TOD Infrastructure and Housing Support Regulations (TOD Program Regulations), 701 CMR 6.00
- TOD Infrastructure and Housing Support Program Guidelines (TOD Program Guidelines)

Both documents are available online at <http://www.mass.gov/ocd>.

INFORMATIONAL MEETINGS

Once applications are publicly available, OCD will schedule public information meetings to review application requirements and procedures and answer questions. The time and location of these meetings will be announced on the TOD Bond Program website found at <http://www.mass.gov/ocd>.

ORGANIZATION OF APPLICATION

This Main Application is organized into five sections:

- I. Checklist
- II. Project Summary Information
- III. Application Requirements
- IV. Evaluation Criteria
- V. Visual Supporting Materials
- VI. Applicant Signature

Make sure to complete all sections of the application. For any question that is not applicable to your project, type N/A. Space for answers is expandable to a predetermined maximum, as noted in the application.

TOD Infrastructure and Housing Support Program PRELIMINARY DESIGN APPLICATION

APPLICATION REVIEW PROCESS

The TOD Bond Program is administered by the Executive Office of Transportation (EOT), in consultation with the Office for Commonwealth Development (OCD) and Department of Housing and Community Development (DHCD).

All applications should be submitted to OCD, which will administer the application review process on behalf of EOT.

The following are the basic steps in the application review process.

- Applications will be made available electronically online through the TOD website (<http://www.mass.gov/ocd>) and in hard copy at the offices of OCD.
- OCD will hold public information meetings to provide a program overview and answer questions about applications and the review process.
- Potential applicants must schedule a pre-application meeting with OCD to field any questions or concerns about their projects and the application process.
- Applicants will submit applications to OCD.
- OCD, in consultation with EOT and DHCD, will review applications to determine if they are complete and if they satisfy all requirements for Eligibility (701 CMR 6.05), Eligible Applicants (701 CMR 6.06), Public Benefit (701 CMR 6.07), and Application Requirements (701 CMR 6.08).
- OCD will schedule site visits.
- Applications will be evaluated and rated by OCD, EOT, and DHCD.
- Applicants will be advised in writing of funding award decisions.

SCORING

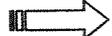
Once a proposal is determined to meet all the basic eligibility and application requirements, it will be reviewed based on the evaluation criteria described in the Program Guidelines and addressed in this application. Seventy percent (70%) of the scores will be based on how well the proposed project satisfies the evaluation criteria. Thirty percent (30%) of the project's score will be based on the municipality's FY07 Commonwealth Capital Score. Visit the Commonwealth Capital website at <http://www.mass.gov/commcap>.

APPLICATION INSTRUCTIONS

Applications must:

- Be submitted in three ring binders
- Have project name and applicant name clearly denoted on the front cover
- Have project name clearly denoted on the spine of the binder
- Include an index for all supporting materials
- Tab all supporting materials

One original and three paper copies of all applications and supporting materials are required. Please also submit an electronic version of this application to Jane Healey at jane.healey@state.ma.us. Supporting materials do not have to be submitted electronically.

 Items with arrows next to them must be included in the supporting materials packet.

**TOD Infrastructure and Housing Support Program
PRELIMINARY DESIGN APPLICATION**

Due Date: September 8, 2006, 5pm

*Send to:

Jane Healey
TOD Program Coordinator
Office for Commonwealth Development
100 Cambridge St., Ste. 1010
Boston, MA 02114

*A table will be set up on the mezzanine level of 100 Cambridge Street between 3 and 5 p.m. on September 8th to accept any hand-delivered applications.

CONTACT INFORMATION

For any questions about this program, please contact Jane Healey, TOD Program Coordinator, at jane.healey@state.ma.us or call (617) 573-1388.

TOD Infrastructure and Housing Support Program PRELIMINARY DESIGN APPLICATION

SECTION I: CHECKLIST

For your convenience, we have provided this application checklist. You do not need to include it with your application materials.

- Review the TOD Infrastructure and Housing Support Program Regulations.
- Review the TOD Infrastructure and Housing Support Program Guidelines.
- Schedule and attend a required pre-application meeting with OCD, EOT, and DHCD staff.
- Complete and sign this application and attach supplemental materials.

Assemble the following **required** documentation. Full descriptions of what is required is included in this application.

- Distance map
- Documentation of technical or financial assistance from state agencies
- Evidence of current or future site control of the project parcel
- Letter of support from the chief elected official
- Letter of support from the local planning department and/or board
- Letter of support from the municipal department of public works
- A completed MHD Project Notification Form (ONLY if the project involves a state highway or may receive state and/or federal highway funds)
- Correspondence from the applicable MassHighway District Office verifying that that MassHighway has received the PNF and outlining any involvement MassHighway will have in the project
- Project sketches, plans and/or specifications (if available)
- Documentation that the proposed project will comply with all applicable ADA, federal, state, and local statutes, regulations, ordinances or other applicable laws
- Sources and uses pro forma
- Evidence of a 10% match commitment, as described below in this application

For public/private partnerships ONLY:

- Certification from counsel, on behalf of lead applicant, stating that to the best of their knowledge this proposal is in compliance with all applicable local, state, and federal laws and regulations, including all applicable procurement procedures

Assemble the following supporting materials:

- Letter from Counsel stating grant proposal conforms the public purpose doctrine (strongly encouraged in the case of public/private partnership applications)
- Copies of the applicable transit schedules
- Letters of financial commitment and/or interest
- TOD area map or aerial photo
- Site photos

Applicant Signature

TOD Infrastructure and Housing Support Program PRELIMINARY DESIGN APPLICATION

SECTION II: PROJECT SUMMARY INFORMATION

1) APPLICANT INFORMATION

Organization Name: Town of Acton
Street Address: 472 Main Street

City/Town: Acton
Zip Code: 01720

Lead Contact:

Name: Roland Bartl
Title: Town Planner
Organization: Town of Acton
Street Address: Planning Department
472 Main Street
City/Town: Acton
Zip Code: 01720
Phone: 978-264-9636
E-mail: Rbartl@acton-ma.gov

Back-up Contact:

Name: Kristin Alexander
Title: Assistant Town Planner
Organization: Town of Acton
Street Address: Planning Department
472 Main Street
City/Town: Acton
Zip Code: 01720
Phone: 978-264-9636
E-mail: Kalexander@acton-ma.gov

2) PROJECT INFORMATION

Project Title: South Acton Village Assabet River Rail Trail (ARRT) Bridge
Site Street Address(es): @120 Main Street

City/Town: Acton
Zip Code: 01720

Assessors I.D. Number (if applicable): Not applicable

TOD Infrastructure and Housing Support Program PRELIMINARY DESIGN APPLICATION

3) TYPE OF PROJECT/FUNDING REQUEST

Please indicate the type of project(s) you are proposing and funding request:

<u>Facility Type</u>	<u>Funding Request*</u>
<input checked="" type="checkbox"/> Bicycle and/or Pedestrian Facility Preliminary (25%) Design	<u>\$50,000</u>
TOTAL:	\$50,000

*Cannot exceed \$50,000.

4) REQUIRED READING

Please check to confirm that you have read the following documents:

- TOD Infrastructure and Housing Support Regulations (Program Regulations) 701 CMR 6.00
- TOD Infrastructure and Housing Support Program Guidelines (TOD Program Guidelines)

5) PROJECT DESCRIPTION

Summarize the proposed project to be designed and its key components and benefits. Be as specific as possible given the space provided.

The project is in the center of South Acton Village at the northern end of the Assabet River Rail Trail (ARRT - through Marlborough, Hudson, Stow, Maynard, and Acton) and links the trail from the south side of the Fitchburg MBTA commuter rail line to the South Acton station on the north side of the tracks. The project would continue the ARRT from the Main & Maple Streets intersection (just south of Main Street's (Rt. 27) Norman D. Lake Bridge over the MBTA Fitchburg line; this bridge has insufficient bicycle accommodations), over the railroad tracks, and then west along the tracks 600± feet to the South Acton station commuter parking lot. The preliminary design project would consist of two phases:

1. Alternatives analysis -
 - a. For various solutions over the commuter rail line, such as modifying the existing street bridge, attaching to it cantilever-style a separate bike lane, or building a new parallel span.
 - b. For the elevation change from the bridge deck to Railroad Street (on-street or new structural) from where the commuter parking lot can be reached following the route of the existing walkway alongside the tracks.
 - c. Formulate and apply as appropriate and needed for waivers from MassHighway and Federal Highway Administration design standards; await decision on waiver requests.
 - d. Decide on preferred design solution to advance to preliminary design.
2. 25% Design -

Complete 25% following all steps and procedures outlined in the MassHighway 2006 Project Development and Design Guide; obtain 25% design approval from MassHighway.

Briefly explain why Commonwealth funding is needed.

The original plan was to end the ARRT south of the Fitchburg line and allow trail users to proceed on-street to the train station. The inadequacy of this plan became clear during the MassHighway review for the project needs and project initiation forms. Thus this new element was included in the said forms. The ARRT has been funded with

TOD Infrastructure and Housing Support Program PRELIMINARY DESIGN APPLICATION

Federal, State, & local monies. More funding is programmed in the MPO's 2007-10 TIP. Yet no funding plan includes the South Acton Village ARRT Bridge. So additional funding is needed. This project in South Acton Village near a commuter rail station seems to meet TOD Program eligibility criteria. Funding as a separate project through a separate program would allow the parties to work through the village, historic district, and railroad related design issues, while the rest of the ARRT can proceed independently. At the same time, the Town, MassHighway, and the public can rest assured that the intermodal link to the train station will be made and that a funding program exists that can make it happen.

SECTION III: APPLICATION REQUIREMENTS

Note: The information requested in the section is required in order to be considered for a TOD funding award.

6) ELIGIBLE APPLICANT

The applicant must be a public entity as defined in 701 CMR 6.06. Please indicate below whether the lead applicant is a city, town, state agency, regional planning agency or other.

Name: Acton

City Town State agency Other (describe):

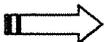
7) ELIGIBLE LOCATION:

Refer to 701 CMR 6.03 for the definition of an Eligible Location. Provide the following information to demonstrate that the proposed project is in an Eligible Location.

Name of transit station or stop location: South Acton Station on the Fitchburg MBTA Commuter Rail Line

The project is located 792 feet from the transit station.

Distance Map:

 A distance map is required. This map must:

- delineate the boundaries of the project parcel
- delineate the boundaries of transit station parcel, including parking areas
- include a line showing the distance between project parcel and transit station parcel boundaries
- scaled no less than 1"=250'
- be 11"x17" in size
- include a scale and north arrow
- include a title, and applicant name

A distance map with the information described above is attached.

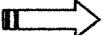
8) FINANCIAL OR TECHNICAL ASSISTANCE FROM STATE AGENCY(IES):

TOD Infrastructure and Housing Support Program PRELIMINARY DESIGN APPLICATION

Evidence that the proposed project has received or will receive financial or technical assistance from specified State agencies is required. Refer to 701 CMR 6.05 (3) for the applicable financial and technical assistance requirements.

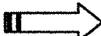
Indicate below from which agencies the project has received or will be receiving financial or technical assistance.

<u>Agency</u>	<u>Financial Assistance</u>	<u>Technical Assistance</u>
DHCD	<input type="checkbox"/>	<input checked="" type="checkbox"/>
EOEA	<input type="checkbox"/>	<input checked="" type="checkbox"/>
MBTA	<input type="checkbox"/>	<input checked="" type="checkbox"/>
MassHousing	<input type="checkbox"/>	<input type="checkbox"/>
MassDevelopment	<input type="checkbox"/>	<input type="checkbox"/>

 A letter or other equivalent documentation from the above listed agencies confirming the type, amount, or extent of financial or technical assistance received or due to be received from specified State agencies (see 701 CMR 6.05) for the proposed project is required. A template form letter has been provided in Appendix I in the Program Guidelines that may be used to document financial or technical assistance. *Simply stating in the application that technical or financial assistance has been received from one of the listed agencies is **not** sufficient.*

Letter(s) or the equivalent documenting the receipt of financial or technical assistance, as described above, is attached.

9) PUBLIC BENEFIT

 Referring to 701 CMR 6.07, explain how this project will be in the public interest and for public purpose, and how any benefit to private entities or individuals will be indirect and incidental. *We strongly prefer*, in the case of public/private partnerships, a letter from counsel, on behalf of the public entity, demonstrating that the grant proposal conforms to the public purpose doctrine arising out of the Massachusetts Constitution.

See Attachment 9.

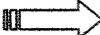
Public/private partnership ONLY: A letter from Counsel stating grant proposal conforms to the public purpose doctrine is attached. (This is not a requirement, but is strongly encouraged.)

10) SITE CONTROL

Owner of Record: MassHighway, Town of Acton, and MBTA

If the main applicant is not the owner of record, explain what steps will be taken to secure control of the site (purchase agreement, acquisition by eminent domain, public easement, lease, etc.).

See Attachment 10.

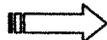
 Documentation (such as a lease or deed) demonstrating that the applicant has or will have site control is required. If a lease or deed is not applicable to your project, provide other official

TOD Infrastructure and Housing Support Program PRELIMINARY DESIGN APPLICATION

evidence of site control such as town meeting vote, easement, purchase and sale agreement, list of public streets and ways, etc. *Note: simply stating that the applicant has site control is **not** sufficient.*

Documentation demonstration site control is attached.

11) LOCAL SUPPORT – CHIEF ELECTED OFFICIAL

 A letter of support from the municipality's chief elected official or designee is required.

A letter of support from the municipality's chief elected official or designee is attached.

12) READINESS TO PROCEED

A. Zoning

Is the proposed facility permitted under the local zoning ordinance/by-law allowed "as of right"?

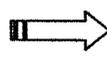
Yes No

If not, does the proposed project require:

Special permit	<input type="checkbox"/> Yes	<input type="checkbox"/> No
Variance	<input type="checkbox"/> Yes	<input type="checkbox"/> No
Zoning amendment	<input type="checkbox"/> Yes	<input type="checkbox"/> No

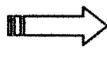
Explain: Not Applicable - allowed "as of right"

B. Planning Support

 Letters of support from the local municipal planning department and/or board and the municipal department of public works are required.

Letter of support from the local planning department and/or board is attached.

Letter of support from the municipal department of public works is attached.

 In the case of projects that involve state highways and/or projects that may receive state or federal highway funds: A Project Need Form (PNF) must be submitted to MassHighway prior to applying for TOD funding consideration. A completed copy of the PNF must be submitted with this application. In addition, correspondence from the applicable MassHighway District Office verifying that that MassHighway has received the PNF and outlining any involvement MassHighway will have in the project is required.

A completed MHD Project Notification Form is attached (ONLY if the project involves a state highway or may receive state and/or federal highway funds).

TOD Infrastructure and Housing Support Program PRELIMINARY DESIGN APPLICATION

- Correspondence from the applicable MassHighway District Office verifying that that MassHighway has received the PNF and outlining any involvement MassHighway will have in the project is attached (ONLY if the project involves a state highway or may receive state and/or federal highway funds).

C. Schedule

Provide a project schedule with the following key milestones:

	Date
Application date	9/8/2006
State TOD Bond Program Award Date	tbd (assuming 1/1/2007)
Preliminary (25%) Design begins	5/1/2007
Preliminary (25%) Design complete	5/1/2008
Final Design Complete	10/31/2008
Construction Begins	5/1/2009
Construction Complete	10/31/2010

13) PLANS AND SPECIFICATIONS

-  Attach a set of any developed sketches, plans and/or specifications for the proposed project.
- Any available sketches, plans and specifications for the proposed project are attached.

14) ADA and OTHER LEGAL COMPLIANCE

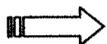
-  Documentation that the proposed design and eventual project construction will be in accordance with all applicable ADA and other federal, state, and local statutes, regulations, ordinances or other applicable laws is required. This documentation may be in the form of a letter from the project designer, from counsel on behalf of the main applicant, or from another qualified entity.
- Documentation that the applicant will ensure that the proposed project will comply with all applicable ADA, federal, state, and local statutes, regulations, ordinances or other applicable laws is attached.

15) FINANCIAL FEASIBILITY

Evidence of financial feasibility, including sources and uses, is required.

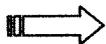
- **Sources and Uses**

TOD Infrastructure and Housing Support Program PRELIMINARY DESIGN APPLICATION



Sources must include:

- a complete line item budget for all estimated development expenses, including any and all preliminary and final design costs, acquisition, architecture and engineering, surveys and permits, environmental assessments, real estate taxes, insurance, appraisal, construction, construction loan interest and similar costs;
- a 10% match line item; and
- a contingency line item.



Uses must include:

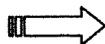
- all proposed sources of funding to cover all of the aforementioned expenses. (Documentation of funding sources is requested in Question 19.)

A PRO FORMA TEMPLATE HAS BEEN PROVIDED AMONG THE APPLICATION MATERIALS ON THE TOD WEBSITE. Edit this template as necessary, according to the project proposed.

Sources and Uses, as described above, are attached.

16) LOCAL MATCH

Evidence of a 10% local match is required.



Respondents must submit letters of commitment from all organizations providing matching funds, including the amount to be provided, on the letterhead of the granting organizations, and with the signature and title of the responsible individual. If such funds are not yet formally available, applicants must include a notice of intent to provide matching funds from the potential funding organizations, the amount that will be provided from each, and when the funds will be available. Match funding must be accompanied by a letter from the grantor on their letterhead authorizing the use of matching funds.

Documentation of the 10% local match, as described above, is attached.

17) PUBLIC/PRIVATE PARTNERSHIPS ONLY

Question 17 applies only to applications involving a public/private partnership.

Eligible applicants for funding include all public agencies. In addition, eligible applicants may include a partnership between a public and private entity if certain criteria are satisfied (see 701 CMR 6.06). If the application involves a private entity, identification and role of parties must be provided below.

Not Applicable

Certification from counsel, on behalf of the lead applicant, attesting to compliance with all applicable laws, including procurement procedures, is required for public/private partnership applications. A letter from counsel to this effect may be substituted for signing below. Applications that do not include this certification **will not** be considered for TOD Bond Program funding. See 701 CMR 6.06 for additional information.

**TOD Infrastructure and Housing Support Program
PRELIMINARY DESIGN APPLICATION**

- For projects involving a partnership between public and private entities ONLY: Certification of compliance with all applicable laws, including procurement procedures, is completed below or is attached.

I hereby certify that, to the best of my knowledge, and as of the date indicated below, this proposal is in compliance with all applicable laws including, without limitation, applicable procurement procedures for the proposed Project.

Counsel Name:

Counsel on behalf of lead applicant

Date

TOD Infrastructure and Housing Support Program

PRELIMINARY DESIGN APPLICATION

SECTION IV: EVALUATION CRITERIA

Note: Applicants may refer to any visual materials included in application to supplement responses to this section. (See Section V – Visual Supporting Materials)

18) PROJECT SPECIFIC BENEFITS

Please explain briefly how the proposed project, once constructed, will:

Enhance public safety.

The northern terminus of the ARRT in South Acton Village is the destination for bicycling commuters and makes a logical starting point for recreational outings. The Route 27 bridge location is the most direct route in sight line of rail trail users between Maple Street at the south side of the tracks and the station on the north side. The nearest on-street alternative would be a 0.9-mile detour. The bridge (3 lanes, 5-6 foot wide sidewalk on both sides) does not accommodate more than the rare bicyclist. Traffic on Route 27 reaches or exceeds 20,000 vehicles per day, including heavy trucks and semis. Especially going north, trail users coming out of Maple Street would have to travel against traffic, cross the street twice, or walk their bikes on the sidewalk over the bridge. Yet most bicyclists would keep riding. The proposed new bridge, or a suitable modification or addition to the existing bridge, would enhance public safety in a congested area where significant new bicycle traffic is expected upon completion of the ARRT.

Establish or improve pedestrian and/or bicycle access to transit.

As discussed under 'public safety' above, this project improves access to the train station through a safe route for bicyclists across the Fitchburg MBTA line, which currently does not exist. As is the case for all rail trails, this facility would be available for other non-motorized transports. The off-street route that this project would provide would bring significant improvements, especially for wheelchair users.

Establish or improve pedestrian and/or bicycle connections between different land uses (such as retail and housing) in the TOD.

South Acton Village is a historic settlement with rail access for 150± years. Back then, Fort Pond Brook provided power. It runs through the village and spawns wetlands in and around the village. Today, they add charm but severely limit the options for new development. Most of the recent renaissance came as redevelopment to more productive and intensive uses, or as additions and infill. In short, South Acton Village is not likely to grow in leaps and bounds. But, we are delighted to see the new energy. With new public sewers, multifamily housing and restaurants suddenly seem possible again. One of the greatest assets is the train station – the only one for Acton (and Maynard, Stow, Boxborough and others). From this, new businesses can capture traffic and customers. There is a concentration of businesses along Main Street north of the tracks. On the south side, the village is more residential. The proposed project would improve the pedestrian and bicycle connectivity between them.

Promote pedestrian and/or bicycle activity within the TOD.

Without the project, potential bikers - from within the village, from nearby neighborhoods in its south, or from further away using the ARRT - would be discouraged to use their bicycle in light of the current inadequate and unsafe accommodations across the Fitchburg line. They might choose the automobile in large numbers, instead. The expected improvement in the safety from this project would promote especially bicycle traffic in the South Acton Village area and along the ARRT. The greater comfort that an off-street route would provide for bicyclists and pedestrians alike may also be a significant encouragement to visit the village.

TOD Infrastructure and Housing Support Program PRELIMINARY DESIGN APPLICATION

19) TOD QUALITY ASSESSMENT

Unless stated otherwise, this section addresses the quality of the **TOD area (area within ¼ mile of transit station serving proposed project)**. Feel free to illustrate your points with photos or other visual supporting materials.

Mix of uses:

Place an X in the appropriate sections of the following land use matrix. Your answers should address the TOD area (area within ¼ mile of transit station serving proposed project).

	Existing Use	Allowed "As of Right"	Allowed by "Special Permit"	Proposed Use
Residential				
Single family	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Two-family	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Three-family	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Multifamily	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Commercial				
Retail	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Office	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Restaurant	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Entertainment	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Industrial				
Light industry	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Biotech	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Institutional				
Educational use	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Childcare	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Governmental	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Arts/Cultural	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

If available, what are the approximate amounts (square feet and/or dwelling units) and percentages of each type of use within .25 (1/4) miles of the transit station?

Within .25 miles of the transit station, there are:

277 dwelling units (379,379 square feet of net floor area), and
67,500 square feet (of net floor area) of commercial, industrial, and institutional uses.

Density: Complete the following table addressing density. If data is unattainable for certain line items, indicate that it is not available. Providing ranges (e.g. 20 – 30 units/acre) is acceptable.

TOD Infrastructure and Housing Support Program PRELIMINARY DESIGN APPLICATION

TOD Area Density:	
Existing density (units/acre) in TOD area:	0.97 - 1.33 units/acre
Allowable density (units/acre) in TOD area:	1.96 - 2.69 units/acre
Proposed density (units/acre) in TOD area:	none at this time
TOD Area FAR:	
Existing FAR:	0.036 - 0.049
Allowable FAR:	0.20 - 0.40
Proposed FAR:	none at this time
TOD Area Building Heights:	
Existing heights:	up to 50 feet
Allowable heights:	36 feet
Proposed heights:	none at this time

Provide any additional information that will help describe the densities in the TOD area and/or of the proposed project.

The "existing" data in the table above includes projects approved, permitted, under construction, or constructed. The lower densities in the ranges provided are based on gross land area and the higher densities are based on net land area (minus wetlands and floodplain). Since 2000, 61 dwelling units & 14,719 square feet of non-residential net floor area (commercial and industrial) have been approved and/or constructed in the TOD area.

Approximately 30% of the TOD area is wetlands and/or floodplain. Most of the density is located within the heart of the TOD area: South Acton Village (the South Acton Village zoning district). The South Acton Village zoning district does not have a maximum allowable density requirement, only a maximum allowable floor area ratio (0.40) and maximum height limit (36 feet). If the rest of the village was to be built out with just residential uses, the maximum allowable residential density within the village would be 14 units/acre.

Pedestrian environment: Describe generally the existing system of sidewalks and walking paths throughout the TOD area.

Areas of particular concern include the pedestrian environment connecting to the transit station, the condition of the pedestrian facilities, and the relationship of buildings to streets and sidewalks, including ground floor uses, continuity of building frontage on the sidewalk, transparency (ability to see inside buildings), frequency of pedestrian entrances, and architectural detail that adds interest for pedestrians. Directional signage, block lengths, and pedestrian amenities (such as street furniture, lighting, crosswalks, and promenades) are also of interest.

The sidewalk and crosswalk system is continuous and accommodates walking throughout most of the village area and from most points within a ¼ mile to the train station. The station has two pedestrian approaches, one via Station Way, the access road to the commuter parking lot; the other is a walkway paralleling the railroad tracks from Railroad Street to the station. Most streets have a sidewalk on only one side and some streets on the edges of the TOD area have no sidewalk. South Acton Village has its origins in the 19th century and before when separation of pedestrians and vehicles was not a concern. Therefore, many streets are too narrow to accommodate sidewalk on both sides without takings. An impediment to takings, but an asset to the village environment is the number of remaining buildings that sit close to

TOD Infrastructure and Housing Support Program

PRELIMINARY DESIGN APPLICATION

streets, although many more have been lost over the decades to neglect, demolition, or fire. The streetscape in the village still has charm and offers points of interest to the walker. There are some traditional active storefronts on Main Street, with one of such buildings newly constructed. Many buildings are significant and offer interesting architectural details. South Acton Village is a Local Historic District with three buildings on the National Register. There are some historic markers, but not street furniture. Lighting is modest. There are no street blocks in the traditional meaning of the words. Streets converge in South Acton Village from all directions, some connect around the village periphery, and others do not.

Mobility Choice: Describe **existing** and **proposed** non-automobile transportation facilities, including access to transit, bicycle facilities (i.e. bicycle paths, secure bicycle parking, bicycle-transit connections, etc.), and pedestrian facilities located within the TOD area. Of particular interest is the ability for linked trips within the TOD area that would not be done using an automobile (such as stopping at a pharmacy, day care center, or grocery store on the way to or from a transit station).

As stated, sidewalk and crosswalks are generally present throughout the TOD area with two available approaches to the train station. The Town continues its efforts – little by little – to fill in any remaining gaps and to better connect the village to the surrounding neighborhoods within ½ to 1 mile. There are presently 20 or so bicycle parking racks and 40 secure bicycle lockers at the train station, most of which are in use, especially during the warmer seasons. No other bicycle facility is currently in place. The future Assabet River Rail Trail will connect the neighborhoods to the south and downtown Maynard to the train station. The proposed South Acton Village ARRT Bridge is part of this connection. Most active stores and businesses are clustered within walking distance from the train station and accessible by sidewalk or walkway. Very limited parking at the stores suggests pedestrian traffic between them and the station. Owners of the coffee shop and convenience store report commuter customers in the mornings and evenings. Recently, there were efforts to set up a mobile shop in the Town's parking lot near the train station platform. The Town gave permission, but it is unclear how successful that venture was.

Parking Requirements: Describe existing local parking requirements in the TOD area, including whether these vary based on proximity to transit service. Also describe the parking reduction measures (shared parking, car sharing, location-efficient mortgages, etc.) that are existing or are proposed in the TOD area, as well as the parking fee structure for garages and meters. See Appendix C for descriptions of a number of Parking Reduction Measures.

No off-street parking in the front of buildings. Off-street parking requirements can be met off-site within the SAV district. Off-street parking requirements are discounted to 70% of the normal standards, e.g. residential -1.4 spaces per dwelling unit instead of 2; retail – 1 space per 430± s.f. instead of 1 per 300 s.f.); or to 50% where formal collective parking arrangements exist. On-street parking is very limited. Parking lot landscaping requirements are minimal with provision for shade trees with sufficient open area around them to sustain them, narrow landscaping strips around the perimeter, and minimal setbacks – no extensive landscape buffers or islands.

There are no fee- or metered parking facilities except for the commuter parking lot at the train station: Resident sticker is \$25/year, or meter parking for \$2.50/day. Non-resident meter parking is \$2.50/day. Bike lockers are rented for exclusive use at \$75/year or \$10/month. There is an auxiliary commuter lot at the end of Railroad Street, and further off behind the South Acton fire station on School Street. The Town reluctantly allows on-street commuter parking in certain areas at the annoyance of some local residents. Commuter lot expansion plans are on the drawing board. The Town is currently constructing a new municipal parking lot on School Street to serve the village area. It will be metered so as to prevent all-day commuter use. The Town has obtained special legislation to allow leasing of its parking facilities to local businesses for dedicated use during hours and days when spaces are available.

TOD Infrastructure and Housing Support Program PRELIMINARY DESIGN APPLICATION

20) ABILITY TO CATALYZE ADDITIONAL TOD

Describe how the proposed project may enhance or expand existing transit-oriented development in the TOD area (area within ¼-mile of transit station), or catalyze new transit-oriented development in the TOD area. Be specific.

The proposed project is intended to address the identified need to link the future Assabet River Rail Trail to the train station and station parking facility with bike lockers. The presence of a rail trail terminus in South Acton Village TOD adds to the quality of life and represents an economic stimulus for the further revitalization of the village. Recent experience has shown that public investment in infrastructure (such as the new public sewers, the new Rt. 27 bridge over the Fitchburg line despite its shortcomings, the ongoing addition of public parking lots) has jumpstarted private energy, enthusiasm, investment, and renewal that are rather visible in the village area. Just in the last five years, over 60 multi-family units have been permitted within the TOD area – some are completed and occupied, others are in various stages of construction. A commercial building went up on Main Street; several existing commercial buildings have been renovated for new and a greater number of tenants. It is expected that additional public investment such as the proposed South Acton Village ARRT Bridge will support and further stimulate this welcome development.

21) TOD PERFORMANCE CRITERIA FOR PROPOSED PROJECT AND SURROUNDING CONTEXT

The following TOD performance criteria are intended to help determine who the proposed project will serve and how it will increase transit use, improve public access to transit, and increase opportunities to walk, bicycle, or use other non motorized transportation to carry out daily activities such as shopping and commuting.

The information you provide may be qualitative or quantitative. Be as specific and detailed as possible.

A. Housing:

277 Approximate number of dwelling units that currently exist within .25 (1/4) miles of transit (indicate source of information)

Comments: Source: Acton Assessor's and Building Departments

B. Employment:

65 Approximate number of jobs that currently exist within .25 (1/4) miles of transit (indicate source of information)

Comments: Source: 2001 Assabet River Rail Trail Implementation Plan - updated using Acton Building Department records.

C. Access to Transit and Other Destinations:

Describe how the proposed project will improve pedestrian and bicycle access to transit and other destinations within the TOD.

The proposed project for the preliminary design of the South Acton Village ARRT Bridge would be the first required step towards providing safe and convenient bicycle access from the Assabet River Rail Trail (ARRT) to the South Acton train station. Once completed, the proposed improvements would also enhance bicycle and pedestrian access and mobility between the portion of the South Acton

TOD Infrastructure and Housing Support Program PRELIMINARY DESIGN APPLICATION

Village TOD and adjacent neighborhoods on the south side of the railroad tracks and the village's portion of the TOD on the north side.

D. Increased Transit Ridership:

How many new transit riders will the proposed project attract (indicate source of information).

We cannot predict how this project will specifically affect ridership on the MBTA or to what extent it will increase ridership or change the access mode from car to bicycle. A brief search of DOT, EOT, and rail trail advocacy group websites indicates general agreement that good rail trail access to transit increases ridership, because it expands the transit catchment area for non-automobile access especially where car parking is limited, and even more so where the transit operator allows its riders to bring bikes on the train. The latter would be an MBTA policy decision. Currently, no bikes are allowed during peak hours, which is the time when it would be most useful to provide the service. Good for short reading is the FHWA COURSE ON BICYCLE AND PEDESTRIAN TRANSPORTATION, LESSON 9: "Bicycle and Pedestrian Connections to Transit" that we found at http://safety.fhwa.dot.gov/ped_bike/univcourse/pdf/swless09.pdf.

E. Transit Connections:

List all the names or numbers of transit lines that stop at the transit station (i.e. 1 Mass Ave. bus). If transit lines connect to a regional transit hub (e.g. Union Station - Worcester), indicate frequency of service and amount of time it takes to get to the transit hub.

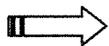
The Fitchburg commuter train stops at the South Acton station every 20 - 40 minutes during AM and PM peak hours, and every 60 - 120 minutes during non-peak hours. It takes approximately 55 minutes for the train to travel between South Acton and North Station in Boston. The Fitchburg commuter rail line does have one express train in the morning and one express train in the evening. It takes each express train approximately 40 minutes to travel between South Acton and North Station.

There is one privately owned and operated shuttle bus that brings people back and forth between the South Acton station and Clock Tower Place (headquarters of Monster.com) in Maynard, MA during peak commuting hours.

F. Frequency of Transit Service:

What are peak-hour headways (frequency of service) at the transit station?
(Check all that apply.)

- Every 5 minutes _____
- Every 10 minutes _____
- Every 20 minutes Fitchburg commuter rail line
- Every 30 minutes Fitchburg commuter rail line
- Every 60 minutes _____



Provide copies of the applicable transit service schedules.

- Copies of the applicable transit schedules are attached.

G. Local Services:

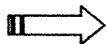
List retail shopping and other services within the TOD that will allow residents to satisfy their basic daily needs (e.g. post office, day care, pharmacy, library, hardware store, grocery).

TOD Infrastructure and Housing Support Program PRELIMINARY DESIGN APPLICATION

The following shops and services in the TOD area assist residents and visitors with their daily needs: a convenience store, church, hair salon, coffee/icecream shop, clothing store, feed store, computer repair service, karate studio, dog grooming service, and auto repair shops.

22) FINANCIAL FEASIBILITY – DOCUMENTATION

In addition to the Sources and Uses provided under question 15, the following requested documentation will be used to evaluate the financial feasibility of non-housing proposal. Applications that substantiate a comprehensive funding strategy will be viewed more favorably than those applications with rudimentary funding strategies.



- **Documentation of all funding commitments:** List below all proposed sources of funding from preliminary design through to construction (refer to Question 15 above). Provide letters of commitment for funding sources listed if available. In the absence of a letter of commitment from a specific funding source, provide a letter of interest in the project if available.

See the Table in Attachment 22 and MassHighway's letter in Attachment 10.

Letters of financial commitment and/or interest are attached (if applicable).

- **Private Investment:** Describe and sum all private investment in the project.

None

- **Public Funding:** Describe and sum all municipal and other public funding in the project.

See the Table in Attachment 22.

- **Private Participants:** Description of all private participants, including their roles and commitment to the proposed project.

Not Applicable

- **Funding Denied:** Documentation of all other funding sources sought for this project but denied.

Not Applicable

Provide below any additional information not addressed in Question 16 or above that demonstrates the project costs are reasonable, that there are sufficient sources to cover all costs, and that reasonable efforts have been made to secure funding from other sources. Additional information addressing financial need will also be taken into consideration.

Please refer to enclosed:

- Town of Acton letter re: local match funding. See Attachment 16.
- MassHighway District 3 letter re: project support & technical assistance, which includes a summary of the current status of Federal and State funding for the ARRT. Note that the CMAQ funding amount in the FY 2007-10 Draft TIP has been reduced from the previous TIP, where it stood at \$4.4 million. We have contacted MPO staff and it

TOD Infrastructure and Housing Support Program PRELIMINARY DESIGN APPLICATION

appears this was an error that arose from a misunderstanding of the project implementation strategy that we had presented. While the amount in the draft TIP, \$2.63 million in 2009 for the ARRT in Acton & Maynard, is clearly insufficient given the length of the segment, it is uncertain if the correction will be made in the programmed year or if additional funding phases would have to be added in subsequent Federal Fiscal Year. See Attachment 10.

- Letters from MBTA, EOE, & DHCD re: support & technical assistance. See Attachment 8.

Also see Attachment 22 - Notes.

23) LOCAL SUPPORT

Describe local support and any outreach efforts concerning the project. Attach letters of local support, including letters from governing bodies, including City Council, Board of Selectmen, and other local neighborhood and/or advocacy groups.

The proposed South Acton Village ARRT Bridge is part of the ARRT. The 2001 ARRT Implementation Plan - <http://doc.acton-ma.gov/dsweb/Get/Document-8974/2001+ARRT+Implementation+Plan.pdf> - contains a comprehensive summary of local, regional, and State and Federal support for the ARRT up to 2001. This effort and support is continuing unabated.

ARRT, Inc. is a citizen group of project supporters in all five ARRT communities that has galvanized public project support, works on abutter relations, improves trail conditions, and provides trail amenities. Their support letter for the South Acton Village ARRT Bridge is enclosed. See also local and regional support letters from the Acton Board of Selectmen, Planning Board, Director of Public Works; the ARRT Steering Committee (established in accordance with ARRT communities Inter-municipal Agreement); MAPC; State Representatives Atkins and Eldridge; and State Senator Resor.

Letters of local support are attached.

24) CONSISTENCY WITH LOCAL, STATE AND REGIONAL PLANS

Briefly describe how the proposed project is consistent with the objectives of the most recently approved Massachusetts Pedestrian Transportation Plan and/or the Massachusetts Statewide Bicycle Transportation Plan (copies of both plans are available on the TOD website at www.mass.gov/ocd. Click on the "Transit Oriented Development Website" under "News and Updates".

We were unable to access the State's pedestrian and bicycle plan websites on September 7, 2006. In the assumption that the Boston MPO's Regional Transportation Plan is somewhat consistent with statewide planning documents and vice versa, we hope that finding consistency of the proposed project with the Boston region Transportation Plan will also answer the question on State plan consistency.

Briefly describe how the proposed project is consistent with the goals and objectives of any applicable regional transportation plans endorsed by the community's metropolitan planning organization.

The Boston MPO 2004-25 Regional Transportation Plan recognizes the Assabet River Rail Trail (ARRT) among the "regional trails in the Boston area either in the planning stage or under construction" (p. 2-16). On page 2-17, the regional plan states that "Improving bicycling requires accommodating bicyclists on bridges and roadways, improving bicycle access to and bicycle parking (including long-term, secure, sheltered parking) at transit stations and park-and-ride lots ..." Among the policy statements on page 5-3 we find "Support designs, projects, and programs that accommodate safe travel for all system users throughout the transportation network, regardless of mode. This includes designs that encourage bicyclists, motorists, transit riders, and pedestrians to share the

TOD Infrastructure and Housing Support Program PRELIMINARY DESIGN APPLICATION

transportation network safely.” Do we need to say more? Curiously though, we could not locate a single pedestrian or bicycle project among the foremost transportation projects that the plan specifically lists and discusses.

25) CHAPTER 40R: DISTRICT IMPROVEMENT FINANCING AREA

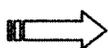
Is the proposed project located in an existing or proposed Chapter 40R smart growth zoning district and/or a District Improvement Financing (DIF) area? If so, documentation demonstrating this must be provided.

Not Applicable

Documentation demonstrating that the proposed project is in an existing or proposed Chapter 40R district of DIF area is attached (if applicable).

SECTION V: VISUAL SUPPORTING MATERIALS

We request these materials in order to get a clear picture of the proposed project and the TOD area—especially the pedestrian experience. Feel free to include additional maps and visual documentation.



TOD area map and aerial photo

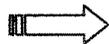
The TOD area map photo should:

- include at least a ¼-mile radius around the transit station
- show location of Project parcel
- show location of transit station
- delineate location of major pedestrian, bike, transit, and automobile routes and paths
- identify significant land uses (need not be parcel-by-parcel but should show predominant uses)
- Identify any significant amenities within the TOD area
- scaled no less than 1"=250'
- be 11"x17" in size
- include a scale and north arrow
- include a title, and applicant name

The TOD aerial photo should:

- include at least a ¼ mile radius around the transit station
- show location of Project parcel
- show location of transit station
- be 11"x17" in size
- include a scale and north arrow
- include a title, and applicant name

Applicants may combine the TOD area map and aerial photo if all criteria listed above are fulfilled.



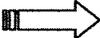
Site Photos

TOD Infrastructure and Housing Support Program PRELIMINARY DESIGN APPLICATION

Include images and aerial photos, if available, which show major land uses, streetscapes, pedestrian facilities and connections, the quality of the built environment, and other TOD elements. If possible, please indicate the vantage point of photos on TOD area map.

Visual Supporting Materials are attached.

SECTION VI: APPLICANT SIGNATURE

 Applicant must sign below in order for this application to be deemed complete.

Note: If the lead applicant is not a municipality, the chief executive officer of the public agency serving as lead applicant should sign below. If the applicant is a municipality, the lead contact may sign below. In all cases, make sure to include in the application's supporting materials a letter of support from the municipality's Chief Elected Official or designee as required in Question #11.

By signing below, the applicant acknowledges that, should the proposed project receive TOD Bond Program funding, legal counsel on behalf of the applicant will be required to certify that the project is in compliance with all applicable federal, state, and local statutes, regulations, ordinances or other applicable laws. In addition, by signing below, the applicant certifies, to the best of their knowledge, that all information provided in this application is true and correct.

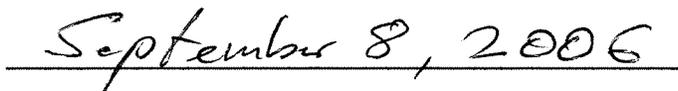
Name: Roland Bartl
Title: Town Planner
Municipality or Agency: Town of Acton

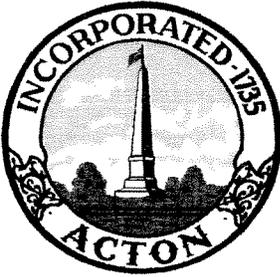
Telephone Number: 978-264-9636
E-mail: rbartl@acton-ma.gov

Signature:



Date:





Planning Department

TOWN OF ACTON
472 Main Street
Acton, Massachusetts 01720
Telephone (978) 264-9636
Fax (978) 264-9630
planning@acton-ma.gov

Application Section 9 – Public Benefit:

The South Acton Village ARRT Bridge is strictly a public benefit, public interest, public purpose project. The public purpose is creating a safer and more convenient rail trail access to the MBTA South Acton Commuter Rail Station. The public interest to society is that a safe a convenient access will make the ARRT more attractive to potential users thus reducing auto miles and air pollution. The public benefit goes to anyone who chooses to use the ARRT, or this northern intermodal link section from the south side of the tracks to the to the train station on the north side.

With favorable zoning regulations and new public sewers, South Acton Village is finally experiencing a small renaissance after many years of decline. This has been a published planning goal of the Town of Acton for more than 20 years. Improving bicycle and pedestrian amenities in the village area, and accommodating the north terminus of the ARRT in a comprehensive (rather than haphazard) manner will further encourage revitalization in the village. Any incidental benefit that revitalization brings to business and property owners in South Acton Village is not the principal purpose here, but certainly a welcome and beneficial side effect that helps enable long overdue investments in property maintenance and improvements.



Planning Department

TOWN OF ACTON
472 Main Street
Acton, Massachusetts 01720
Telephone (978) 264-9636
Fax (978) 264-9630
planning@acton-ma.gov

Application Section 10 – Site Control

The Town of Acton owns the public ways Main Street (outside of the MassHighway bridge layout) and Railroad Street, and a parcel on the abutment and embankment on the northwest side of the Route 27/Main Street bridge across the Fitchburg commuter line. Since this application is for preliminary design, the precise location of the pathway is not determined. Most likely it will fall within the MassHighway bridge layout at street level and it will certainly cross the MBTA railroad layout at or near the existing MassHighway bridge. In addition, the project will follow along the edge of the MBTA right of way from the bridge to the train station.

For the purpose of the preliminary design we have secured, and enclose herewith, letters of support from MassHighway and the MBTA. The precise form of ownership will be determined during the 25% design. At bridge level, MassHighway is likely to continue to own the project location whereby the Town keeps an eye on the structure and provides limited maintenance, such as snow removal, as is the case with most isolated MassHighway owned bridges around the Commonwealth. For crossing the MBTA line below, M.G.L. c. 160, § 104, provides a procedure for laying out a public way across a railroad line. However, the existing public way crossing of Route 27 may already be broad enough to include an accommodation for a rail trail. For the trail connection to the train station on the railroad right of way, the Town would seek a license from the MBTA similar to the license that it has for one of the bicycle locker installations at the South Acton train station. Both, MassHighway and the MBTA have agreed to work with the Town and to provide consultation and technical assistance as it pertains to their areas of property ownership and to laws, regulations, and policies affecting their respective transportation facilities in the project area.



TOWN OF ACTON
 472 Main Street
 Acton, Massachusetts 01720
 Telephone (978) 264-9636
 Fax (978) 264-9630
 planning@acton-ma.gov

Planning Department

Application Section 22 – Financial Feasibility Documentation

Project Stage or Item	Proposed Funding Sources	Anticipated Amount	
		For Estimate 1	For Estimate 2
Prelim. (25%) Design	Commonwealth Developmt.	\$ 50,000	\$ 50,000
	Town of Acton	\$ 5,000	\$ 5,000
	Federal HPP - ARRT	\$ 5,267	\$ 35,000
100% Design	Federal HPP - ARRT	\$ 30,133	\$ 92,600
Construction	Commonwealth Developmt.	\$ 406,800	\$ 500,000
	Town of Acton	\$ 45,200	\$ 50,000
	Federal CMAQ	\$ 0	\$ 363,000
Insurances	Town of Acton	\$ 15,000	\$ 15,000
	BRAC subsidy	\$ 5,000	\$ 5,000
Management	Acton, MassHighway, MBTA	\$ 0	\$ 0
Total		562,400	1,115,600

Notes:

- We have provided under Section 15 of this application two pro formas based on very preliminary independent construction cost estimates by two civil engineers using somewhat different assumptions, although both with a pre-fabricated bridge structure. Nevertheless, they vary widely, which is not unusual at this early project stage. As the preliminary design progresses the assumptions may change and cost estimates will become more precise.
- Soft costs are estimated as rule-of-thumb percentages of the respective construction costs.
- We have scheduled a site meeting with Emmy Hahn to explore the possibility of Downtown Initiative Program financial and technical assistance for the first phase of the project: The study of design alternatives (10% design phase) to supplement funding for this grant application and to make it reach further if funding is awarded.
- All anticipated funding for this project is from public sources. No private funding is anticipated, although small amounts have been donated, and are anticipated in the future, through ARRT, Inc. towards the overall ARRT project which may include the South Acton Village ARRT Bridge. Most recently ARRT Inc. has received a \$5,000 donation from Intel. Most likely such funds will be used for promotional material, signage, and trail amenities.
- To date, no funding has been denied.



Planning Department

TOWN OF ACTON
472 Main Street
Acton, Massachusetts 01720
Telephone (978) 264-9636
Fax (978) 264-9630
planning@acton-ma.gov

Application Section 22 – Financial Feasibility Documentation

Notes:

- We have scheduled a site meeting with Emmy Hahn to explore the possibility of Downtown Initiative Program financial and technical assistance for the first phase of the project: The study of design alternatives (10% design phase) to supplement funding for this grant application.
- All anticipated funding for this project is from public sources. No private funding is anticipated, although small amounts have been donated, and are anticipated in the future, through ARRT, Inc. towards the overall ARRT project which may be used for the South Acton Village ARRT Bridge. Most recently ARRT Inc. has received a \$5,000 donation from Intel. Most likely such funds will be used for promotional material, signage, and trail amenities.
- To date, no funding has been denied.
- We have provided under Section 15 of this application two pro formas based on very preliminary independent construction cost estimates by two civil engineers using somewhat different assumptions, although both assume a pre-fabricated bridge structure. Nevertheless, they vary widely, which is not unusual at this early project stage. As the preliminary design progresses the assumptions may change and cost estimates will become more precise.
- Soft costs are estimated as rule-of-thumb percentages of the respective construction costs.