TOWN OF WINCHESTER BOARD OF SELECTMEN'S MEETING
7:30PM
BOARD OF SELECTMEN MEETING ROOM

A. OPENING

1. EXECUTIVE SESSION (Closed To Public) - 6:30PM

<!--[if !supportLists]-->1. <!--[endif]-->Wednesday, January 27, 2016 – Eversource Project Informational Session – Lincoln Elementary School Auditorium – 7:00 PM

<!--[if !supportLists]-->2. <!--[endif]-->Monday, February 1, 2016 – Board of Selectmen – Budget Session

<!--[if !supportLists]-->3. <!--[endif]-->Monday, February 8, 2016 – Board of Selectmen – Regular Session

<!--[if !supportLists]-->4. <!--[endif]-->Wednesday, February 10, 2016 – Eversource Project Informational Session – Lincoln Elementary School Auditorium – 7:00 PM

<!--[if !supportLists]-->5. <!--[endif]-->Monday, February 22, 2016 –Board of Selectmen – Regular Session

2. NOTIFICATION OF MEETINGS AND HEARINGS

<!--[if !supportLists]-->1. <!--[endif]-->Wednesday, January 27, 2016 – Eversource Project Informational Session – Lincoln Elementary School Auditorium – 7:00 PM

<!--[if !supportLists]-->2. <!--[endif]-->Monday, February 1, 2016 – Board of Selectmen – Budget Session

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<!--[if !supportLists]-->4. <!--[endif]-->Wednesday, February 10, 2016 – Eversource Project Informational Session – Lincoln Elementary School Auditorium – 7:00 PM

<!--[if !supportLists]-->5. <!--[endif]-->Monday, February 22, 2016 –Board of Selectmen – Regular Session

3. CHAIRMAN'S COMMENTS

4. SELECTMEN'S COMMENTS AND NON-DOCKET BUSINESS

B. TOWN MANAGER REPORT AND COMMENTS

1. Land Appraisal - Main Street

2. District Local Technical Assistance (DLTA) Program - Creation Of Stromwater Utility

Documents: MANAGER COMMENTS.PDF

C. MATTERS FROM THE AUDIENCE

D. COMPTROLLERS REPORT

1. Comptroller Report

Documents: COMPTROLLER REPORT.PDF

E. LICENSES

F. HEARINGS

G. BUSINESS

1. Bastogne Presentation Update - Ellen Knight

2. Briefing On MBTA Winchester Train Station Project

Documents: MBTA DESIGN REPORT.PDF

3. 416 Cambridge Street - 40B Proposal

Documents: 416 CAMBRIDGE STREET.PDF

4. HPHC Renewal Presentation

Documents: HPHC RENEWAL.PDF

H. CONSENT AGENDA

1. Authorization to use funds from the Agawam Road Gift Account in the amount of $2,225 for consulting services re: Skillings Field Synthetic Turf and Public Safety Building Projects
2. Authorization to use funds from the Agawam Road Gift Account to complete an appraisal of a parcel of land on Main Street

Documents: CONSENT.PDF

I. COMMUNICATIONS AND WORKING GROUP REPORTS

<!--[if !supportLists]-->1. <!--[endif]-->Planning Board Agenda – Tuesday, January 19, 2016

<!--[if !supportLists]-->2. <!--[endif]-->Correspondence from Residents re: Eversource 345kV line – Woburn to Wakefield

<!--[if !supportLists]-->3. <!--[endif]-->Email from Russell Hulteen re: Woburn Loop Land Purchase

<!--[if !supportLists]-->4. <!--[endif]-->Public Information Session Notice: NStar d/b/a Eversource Energy - Woburn to Wakefield 345kV Project

<!--[if !supportLists]-->5. <!--[endif]-->Public Information Session Notice: NStar d/b/a Eversource Energy – Mystic to Woburn 115kV Project

<!--[if !supportLists]-->6. <!--[endif]-->James A. Johnson, III to Zoning Board of Appeal re: 416 Cambridge Street 40B Project

<!--[if !supportLists]-->7. <!--[endif]-->Ledges 40B Committee / residents to Zoning Board

of Appeal and Planning Board re: 416 Cambridge Street 40B Project

<!--[if !supportLists]-->8. <!--[endif]-->James Mullare, 8 Priscilla Lane re: loss of parking spaces at rear of Library due to electric car charging station installation

<!--[if !supportLists]-->9. <!--[endif]-->Xfinity (Comcast) – Change of Address Notification

<!--[if !supportLists]-->10. <!--[endif]-->MBTA Fare Proposal / Proposed Commuter Rail Schedule Changes – Public Meeting Locations Notification

<!--[if !supportLists]-->11. <!--[endif]-->School Committee Agenda – Tuesday, January 26, 2016

Documents: CORRESPONDENCE 1 AND 2.PDF, CORRESPONDENCE 3 TO 11.PDF

Town of Winchester

Town Manager's Office
71 Mt. Vernon Street
Winchester, MA 01890
Phone: 781-721-7133
Fax: 781-756-0505
townmanager@winchester.us

Board of Selectmen Meeting
Monday, January 25, 2016

TOWN MANAGER REPORT AND COMMENTS

Docket Item **B-1:** Land Appraisal – Main Street

B – 2: District Local Technical Assistance (DLTA) Program – Creation of Stormwater Utility

Supporting Documents:

B – 1: Map showing Town-owned parcels on Main Street

B – 2: Memo from Town Manager with attachment

Action Required:

B – 1:

B – 2:

Docket Item:
B - 2
January 25, 2016

Town of Winchester

Richard C. Howard,
Town Manager

Board of Selectmen
71 Mt. Vernon Street
Winchester, MA 01890
Phone: 781-721-7133
Fax: 781-756-0505
townmanager@winchester.us

MEMORANDUM

TO: Marc D. Draisen, Executive Director, MAPC

FROM: Richard C. Howard, Town Manager

DATE: January 26, 2016

SUBJECT: DISTRICT LOCAL TECHNICAL ASSISTANCE (DLTA) PROGRAM

The Town of Winchester is pleased to submit a proposal for District Local Technical Assistance (DLTA) Program funding for assistance in establishing a local stormwater utility. I have attached a brief scope of work for your review.

Thank you for the opportunity to submit this proposal and I look forward to the possibility of working with you and your staff on this important project. If you have any questions or need further information to perform your evaluation please free to contact me directly or a member of my staff, Margaret White, Project Manager at mwhite@winchester.us.

Attachment

cc: Martin Pillsbury, Environmental Planning Director

District Local Technical Assistance (DLTA) Program
Concept Scope
Creation of a Stormwater Utility
Winchester, Ma

The Town of Winchester is pursuing the establishment of a local Stormwater Utility to fund solutions to local flooding issues, improve operation and maintenance of the stormwater collection system and implement the anticipated requirements of EPA's MS4 Stormwater Permit. We are seeking funding assistance for the following tasks.

- Evaluate various Stormwater Utility alternatives
- Analyze town-wide impervious areas to inform the selection of a Stormwater Utility
- Evaluate rate structure options
- Estimate a planning level cost for system-wide stormwater needs
- Educate public boards and commissions regarding the need for additional stormwater funding

Completion of these objectives would help the Town meet two (2) of the Community Compact Best Practices - Comprehensive Water Resource Management and Financial Management (Long Range Planning and Forecasting & Capital Planning).

The Town of Winchester is plagued by numerous localized flooding areas that impact public safety, affect community recreation areas and cause substantial damage to public and private property. These are generally long standing issues that have been exacerbated by the effects of climate change. The increased frequency of higher intensity storms has pushed these projects to the forefront. The Town has begun studying some of these areas and advanced to the design phase in others. Unfortunately the high cost of construction to remedy the problems is beyond the capacity of existing funding mechanisms.

Specifically, flooding in the Wildwood Road area, and the estimated $3,000,000 proposed solution, has spurred the Town's desire to evaluate implementation of a local stormwater utility. The proposed solution to the flooding includes a multi-faceted approach that will protect private property, upgrade aging stormwater infrastructure, and protect public recreation areas while improving water quality and increasing local groundwater recharge through a large below ground infiltration galley. These green infrastructure projects, which are a cornerstone of the proposed MS4 regulations, are the types of projects we hope to fund with a Stormwater Utility.

Due to the completion of several recent projects Winchester is well positioned to move forward with the evaluation. Recent projects include:

- An extensive town-wide stormwater mapping project, including outfall mapping. This will facilitate a more comprehensive understanding of future stormwater infrastructure and maintenance needs.

- A detailed analysis of the cost impacts from the proposed MS4 regulations. These provide a planning level assessment of the financial needs related to EPA's six (6) minimum control measures.
- Rough analysis of impervious area using available GIS data. This will assist in the evaluation of various rate structures that could be employed for the stormwater utility.

In general, Winchester envisions a project scope that evaluates future investment needs and explores the mechanisms available to fund them. Future investments will include capital projects to reduce flooding; smart operation and maintenance protocols to improve water quality in the Mystic River Watershed and make municipal operations more efficient; and compliance with future regulatory requirements.

The Winchester Board of Selectmen has voted approval to submit this proposal and supports the idea of investigating the process of creating a storm water utility. It is expected that the Managers Office will conduct Town-wide outreach efforts to explain the strategy of implementing the utility, emphasizing the need for the Town to comply with EPA's MS4 Stormwater Permit. It is expected that all relevant town Departments, Managers; Engineers, DPW; Planning and Assessors will collaborate and devote time to this project. Various Boards and Commission will be brought into the process as required along the way. The Town Manager will be the lead on this project and it is expected that we will complete this project and present the findings to Fall 2016 Town meeting.

Town of Winchester

Town Manager's Office
71 Mt. Vernon Street
Winchester, MA 01890
Phone: 781-721-7133
Fax: 781-756-0505
townmanager@winchester.us

Board of Selectmen Meeting
Monday, January 25, 2016

COMPTROLLER REPORT

Docket Item **D-1:** Comptroller's Year to Date Report

Supporting Documents: December, 2015 Year-to-Date Report

Action Required: None – Comptroller Ward **will not** be in attendance.

Town of Winchester

Town Comptroller's Office
71 Mt. Vernon Street
Winchester, MA 01890
Phone: 781 721-7116
Fax: 781 721-7156
sward@winchester.us

TO: **Board of Selectmen**

FROM: **Stacie Ward, Comptroller**

RE: **Comptroller Report**
Fiscal Year 2016 - As of December 31, 2015

DATE: **January 25, 2016**

In relation to the Comptroller's Report, I wish to highlight the following:

Operating Reserves/Certified Free Cash

The Operating Reserves % reduced slightly from June 30, from 10.48% to 10.41%, as a result of the anticipated increase in the estimated revenue base. We continue to use the Undesignated Fund Balance that carried from FY15 until the fiscal year closes, hence it is expected that the rate would drop slightly as the revenue increases. In general, when the revenue base grows at a higher rate than our Operating Reserves, we will experience a drop in the rate. This will most likely be the case when a significant portion of the High School debt and other smaller debt exclusions are added to the tax levy in the near future (beginning in FY17).

I also provided the calculation substituting the Undesignated Fund Balance with the Certified Free Cash balance (less any appropriations from the Fall Town Meeting). Free Cash is what we can actually appropriate and have on hand as a reserve. This is a more conservative approach since Free Cash is always less than the Undesignated Fund Balance. The primary reason for this is that the Department of Revenue (DOR) reduces the Undesignated Fund Balance for the balance in all of the Overlay accounts that remain on the books for potential abatements. The balance of these accounts at June 30 were approximately $1,355,000.

General Fund Revenue

- Motor vehicle revenue is low compared to the budget at this point in the fiscal year due to the fact that the big commitment will be processed in late February/early March. The 2015 Commitments from March – June in FY15 totaled approximately $3.2 million.

- The PILOT agreements with Winchester Hospital are in the process of being finalized for FY16. The 620 Washington Street agreement has been extended under the same terms as the previous agreement and the 1021 Main Street agreement is being negotiated. The PILOT revenue budget was originally $98,000 yet it was reduced to $69,000 when balancing the Tax Recap. The revenue came in under budget in FY15 (due to financial position of the Hospital), hence we were required to reduce the budget absent a final agreement at the time the Tax Recap was certified.

- The $4m of Miscellaneous Non-Recurring Revenue is the net premiums received upon the issuance of the general obligation bonds and notes issued in early July (primarily the High School borrowing). Most of this is reserved to offset debt exclusions or future debt issued for the debt-excluded project and will not fall to free cash. Town Management will consider appropriating most of this at the Spring Town Meeting to reduce the next round of borrowing associated with the High School.

- Other Local Receipts appear to be on target, however I should mention that Cemetery revenue will start to decline in FY16 as a result of a recent re-allocation of lot receipts between the general fund and the cemetery perpetual care fund.

- Indirects from the Enterprise Funds are posted quarterly up front; therefore, 50% of the indirects have been processed as of December 31.

General Fund Expenditures

- Salary budgets are less than 50% spent, which is to be expected through December.

- Overall expenditures look on target as well. Due to the nature of some of the departments, the budgets will be spent more than the expected 50% (debt, contributory retirement, insurance, etc.). It is worth mentioning that the health insurance premiums are paid a month in advance, hence we have paid 7 months of premiums to date.

- Department Heads have been instructed to notify me (and/or the Town Manager's Office) of any budget issues they believe might arise. So far, the Buildings Department requested additional funds (approx $4,500) and will be meeting with Finance Committee on Monday night. A few other departments mentioned that they want to go through their salary balances with me, which I will do over the next few weeks.

- The subsidies paid to the Enterprise Funds are posted quarterly up front; therefore 50% of the subsidies have been processed as of December 31. COLA increases were funded by the General Fund in FY16 and have been posted 100% (Water/Sewer $5,767 and Recreation $26,488).

General Fund Free Cash and Reserve Fund Activity

FY15's Free Cash was certified in the amount of $4,555,413. Fall Town Meeting appropriated $102,770 for various FY16 operating budgets (interest on debt and vocational/regional school tuitions) and two articles (WPS Master Plan and Waterfield Lot).

The Finance Committee has not made any reserve fund transfers yet in FY16. I believe they will be reviewing a request submitted by the Buildings Department (noted above) at their next meeting.

Water/Sewer Enterprise Fund

The FY15 retained earnings balance was certified by the DOR at $592,730. This is 6.36% of the total FY16 budget (including indirects). This has declined since last year and will continue to decline as the budgetary needs increase. This decline should be mitigated somewhat by the rate increase recently approved by Town Meeting.

Overall, the fund appears to be operating as planned and will meet budgeted targets. Revenue will likely exceed projections due to the aforementioned rate increase approved at Town Meeting effective March 1, 2016.

Recreation Enterprise Fund

The FY15 retained earnings balance was certified by the DOR at $215,503. This is 11.78% of the total FY16 budget (including indirects). This has increased since the last year as a result of favorable budget to actual activity. The fund is still recovering after experiencing several years of budgetary issues.

Overall, the fund appears to be operating as planned and will meet budgeted targets.

Other Funds

The Comptroller Report this month also includes the various Stabilization Funds, the Other Post-Employment Benefits (OPEB) Fund and the MGL Chapter 44, Section 53 ½ Revolving Funds.

- The Stabilization Fund activity includes the standard investment earnings as well as appropriated transfers in and out of the Building and Capital Stabilization funds. If you have any questions regarding the investment activity please forward them along to the Treasurer, Sheila Tracy.

- The OPEB Fund activity includes investment activity as well as the Town Meeting transfer voted at the Spring Town Meeting. As you can see, the fund is currently experiencing investment losses due to the market activity. If you have any questions regarding the investment activity, please forward them along to the Treasurer, Sheila Tracy who will communicate them to the Commissioner of Trust Funds, who invest the funds.

- The MGL Chapter 44, Section 53 ½ Revolving Funds are operating as planned, with the exception of the Board of Health Clinic. Drug/Vaccine costs have been exceptionally high this year and the fund is close to being fully expended. Discussion about an increase in the appropriation is in process and a request may be presented to the BOS and Finance Committee soon (pursuant to the MGL).

If you have questions regarding the report or other matters, please contact me at (781) 721-7116 or via email at sward@winchester.us. I will be on vacation from January 25-January 29, 2016, hence I will get back to you as soon as I return. THANK YOU!

Town of Winchester

Financial Update

Office of the Comptroller

Stacie A. Ward, CPA, Town Comptroller

Fiscal Year 2016

As of December 31, 2015

TOWN OF WINCHESTER, MA
FINANCIAL UPDATE
OFFICE OF THE COMPTROLLER
FISCAL YEAR 2016 - AS OF DECEMBER 31, 2015

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TOWN OF WINCHESTER, MA
OPERATING RESERVES & CERTIFIED FREE CASH
AS OF DECEMBER 31, 2015

OPERATING RESERVES:

General Fund Undesignated Fund Balance as of July 1, 2015	6,056,864.00
General Stabilization Balance	4,236,983.26
Total Operating Reserves	10,293,847.26
Total General Fund Estimated Revenues & Transfers In	98,845,467.00
Operating Reserves as a % of Estimated Revenues & Transfers In	10.41%

CERTIFIED FREE CASH & GENERAL STABILIZATION:

General Fund Undesignated Fund Balance as of July 1, 2015	6,056,864.00
Adjustments made by the Massachusetts Division of Local Services	(1,501,441.00)
Total Certified Free Cash	4,555,423.00
Less Fall Town Meeting Uses	(102,770.00)
Available Free Cash	4,452,653.00
General Stabilization Balance	4,236,983.26
Total Free Cash & General Stabilization	8,689,636.26
Total General Fund Estimated Revenues & Transfers In	98,845,467.00
Available Free Cash & General Stabilization as a % of Estimated Revenues & Transfers In	8.79%

TOWN OF WINCHESTER, MA
GENERAL FUND - FINANCIAL SUMMARY
FISCAL YEAR 2016 THROUGH DECEMBER 31, 2015

General Fund Revenues & Transfers In:	
Total Revenue and Transfers In	54,539,374.71
Total increase year to year comparison	4,513,807.71
Percentage increase year to year comparison	9.02%
Highlights:	
Real Estate and Personal Property Revenue	38,307,580.09
State Aid	5,217,093.00
Local Receipts	6,906,536.12
General Fund Expenditures & Transfers Out:	
Total Expenditures & Transfers Out	50,349,655.96
Total increase year to year comparison	2,958,569.44
Percentage increase year to year comparison	4.04%
Highlights:	
Education	17,521,591.36
Personnel Benefits	9,774,389.33
Debt Service	4,584,637.65
Fiscal Year 2016 Net Activity:	
Total Revenue & Transfers In	54,539,374.71
Total Expenditures & Transfers Out	(50,349,655.96)
Net Activity as of December 31, 2015	4,189,718.75

TOWN OF WINCHESTER, MA
GENERAL FUND REVENUE - COMPARATIVE REPORT
FISCAL YEAR 2016 AND FISCAL YEAR 2015 THROUGH DECEMBER 31

	FISCAL YEAR 2016 THROUGH DECEMBER 31, 2015				FISCAL YEAR 2015 THROUGH DECEMBER 31, 2014			
	Revised Budget	Actual	(under)/over Budget	% of Budget Collected	Revised Budget	Actual	(under)/over Budget	% of Budget Collected
TAXATION								
Real Estate Taxes	76,173,086.00	37,843,965.44	(38,329,120.56)		73,724,400.00	37,263,799.25	(36,460,600.75)	
Personal Property Taxes	613,014.00	314,345.20	(298,668.80)		623,923.00	353,221.01	(270,701.99)	
Tax Title Liens/Deferred Taxes	-	149,269.45	149,269.45		-	117,234.61	117,234.61	
Allowance for Abatements (budgetary only)	(475,907.00)	-	475,907.00		(473,322.00)	-	473,322.00	
Total Taxation	76,310,193.00	38,307,580.09	(38,002,612.91)	50.20%	73,875,001.00	37,734,254.87	(36,140,746.13)	51.08%
STATE AID								
Cherry Sheet Revenue	9,119,806.00	4,545,011.00	(4,574,795.00)		8,975,373.00	4,502,980.00	(4,472,393.00)	
School Construction	672,082.00	672,082.00	-		672,085.00	672,082.00	(3.00)	
Total State Aid	9,791,888.00	5,217,093.00	(4,574,795.00)	53.28%	9,647,458.00	5,175,062.00	(4,472,396.00)	53.64%
LOCAL RECEIPTS								
Motor Vehicle & Boat Excise	3,400,000.00	513,384.44	(2,886,615.56)		3,090,000.00	454,406.20	(2,635,593.80)	
Other Excise - Meals Tax	148,000.00	78,240.85	(69,759.15)		148,000.00	78,781.75	(69,218.25)	
Penalties & Interest	240,000.00	123,967.82	(116,032.18)		240,000.00	197,380.43	(42,619.57)	
Payments in Lieu of Taxes	69,000.00	-	(69,000.00)		98,000.00	-	(98,000.00)	
Trash Disposal Service	1,300,000.00	275,445.90	(1,024,554.10)		1,385,000.00	225,222.94	(1,159,777.06)	
Fees	900,000.00	434,739.92	(465,260.08)		880,000.00	449,192.62	(430,807.38)	
Rentals	50,000.00	18,705.83	(31,294.17)		55,000.00	20,039.61	(34,960.39)	
Cemetery	240,000.00	166,938.75	(73,061.25)		248,000.00	127,488.75	(120,511.25)	
Other Departmental Revenue	70,000.00	37,294.92	(32,705.08)		77,000.00	44,679.10	(32,320.90)	
Licenses & Permits	1,400,000.00	824,051.00	(575,949.00)		1,400,000.00	761,848.44	(638,151.56)	
Special Assessments	-	32.41	32.41		25,000.00	1,430.04	(23,569.96)	
Fines & Forfeitures	34,000.00	14,061.29	(19,938.71)		40,000.00	16,477.51	(23,522.49)	
Investment Earnings	25,000.00	45,695.01	20,695.01		25,000.00	29,994.24	4,994.24	
Medicaid Reimbursement	50,000.00	51,466.93	1,466.93		50,000.00	1,646.34	(48,353.66)	
Miscellaneous Non-Recurring	-	4,322,511.05	4,322,511.05		-	217,851.66	217,851.66	
Total Local Receipts	7,926,000.00	6,906,536.12	(1,019,463.88)	87.14%	7,761,000.00	2,626,439.63	(5,134,560.37)	33.84%
TOTAL REVENUE	94,028,081.00	50,431,209.21	(43,596,871.79)	53.63%	91,283,459.00	45,535,756.50	(45,747,702.50)	49.88%
TRANSFERS IN								
From Enterprise - Indirects	1,418,441.00	709,220.50	(709,220.50)		1,447,783.00	723,891.50	(723,891.50)	
From Building & Capital Stabilization	3,251,945.00	3,251,945.00	-		3,449,423.00	3,449,423.00	-	
From Other	147,000.00	147,000.00	-		316,496.00	316,496.00	-	
TOTAL TRANSFERS IN	4,817,386.00	4,108,165.50	(709,220.50)	85.28%	5,213,702.00	4,489,810.50	(723,891.50)	86.12%
TOTAL REVENUE AND TRANSFERS IN	98,845,467.00	54,539,374.71	(44,306,092.29)	55.18%	96,497,161.00	50,025,567.00	(46,471,594.00)	51.84%

TOWN OF WINCHESTER, MA
GENERAL FUND EXPENDITURES - COMPARATIVE REPORT
FISCAL YEAR 2016 AND FISCAL YEAR 2015 THROUGH DECEMBER 31

	FISCAL YEAR 2016 THROUGH DECEMBER 31, 2015					FISCAL YEAR 2015 THROUGH DECEMBER 31, 2014				
	Revised Budget	Actual	Encumbrances	under/(over) Budget	% of Budget Used	Revised Budget	Actual	Encumbrances	under/(over) Budget	% of Budget Used
TOWN MANAGER SALARIES	567,972.00	263,198.40	-	304,773.60	46.34%	548,654.00	261,473.05	-	287,180.95	47.66%
TOWN MANAGER EXPENSES	83,145.00	32,892.55	5,230.02	45,022.43	45.85%	82,733.00	38,714.75	1,300.00	42,718.25	48.37%
FINANCE COMMITTEE SALARIES	3,500.00	648.72	-	2,851.28	18.53%	3,500.00	554.54	-	2,945.46	15.84%
FINANCE COMMITTEE EXPENSES	2,500.00	273.00	-	2,227.00	10.92%	2,500.00	273.00	-	2,227.00	10.92%
COMPTROLLER SALARIES	355,908.00	163,861.03	-	192,046.97	46.04%	322,830.00	156,990.77	-	165,839.23	48.63%
COMPTROLLER EXPENSES	2,670.00	855.71	-	1,814.29	32.05%	2,670.00	603.12	-	2,066.88	22.59%
ASSESSORS SALARIES	210,160.00	94,714.30	-	115,445.70	45.07%	232,885.00	86,148.12	-	146,736.88	36.99%
ASSESSORS EXPENSES	122,750.00	77,208.53	-	45,541.47	62.90%	74,450.00	27,936.10	-	46,513.90	37.52%
COLLECTOR/TREASURER SALARIES	304,571.00	139,141.40	-	165,429.60	45.68%	301,250.00	137,933.34	-	163,316.66	45.79%
COLLECTOR/TREASURER EXPENSES	108,350.00	27,100.80	12,650.00	68,599.20	36.69%	105,850.00	21,912.44	-	83,937.56	20.70%
COLLECTOR/TREASURER CAPITAL	2,000.00	731.29	-	1,268.71	36.56%	-	-	-	-	0.00%
AUDIT EXPENSES	84,750.00	75,750.00	4,000.00	5,000.00	94.10%	95,000.00	64,500.00	5,000.00	25,500.00	73.16%
PLANNING & COMMUNITY DEVELOPMENT SALARIES	777,157.00	376,487.12	-	400,669.88	48.44%	760,335.00	349,746.21	-	410,588.79	46.00%
PLANNING & COMMUNITY DEVELOPMENT EXPENSES	94,704.00	27,743.69	3,187.86	63,772.45	32.66%	92,100.00	28,854.81	5,140.00	58,105.19	36.91%
PLANNING BOARD SALARIES	89,028.00	40,416.31	-	48,611.69	45.40%	93,069.00	37,422.66	-	55,646.34	40.21%
PLANNING BOARD EXPENSES	49,559.00	12,180.00	5,734.14	31,644.86	36.15%	48,914.00	17,258.76	19,749.27	11,905.97	75.66%
LEGAL EXPENSES	347,594.00	156,865.41	-	190,728.59	45.13%	345,000.00	168,321.62	-	176,678.38	48.79%
HUMAN RESOURCES/ADA SALARIES	82,871.00	37,449.91	-	45,421.09	45.19%	62,315.00	27,002.49	-	35,312.51	43.33%
HUMAN RESOURCES/ADA EXPENSES	11,200.00	2,531.76	-	8,668.24	22.61%	7,700.00	818.15	-	6,881.85	10.63%
DATA PROCESSING SALARIES	95,028.00	46,056.50	-	48,971.50	48.47%	87,751.00	43,382.37	-	44,368.63	49.44%
DATA PROCESSING EXPENSES	438,054.00	179,264.89	123,569.23	135,219.88	69.13%	383,341.00	173,909.04	121,117.26	88,314.70	76.96%
GENERAL SERVICES EXPENSES	132,462.00	54,053.04	5,537.68	72,871.28	44.99%	130,800.00	51,284.48	-	79,515.52	39.21%
TOWN CLERK SALARIES	312,308.00	119,025.67	-	193,282.33	38.11%	317,116.00	135,026.22	-	182,089.78	42.58%
TOWN CLERK EXPENSES	55,952.00	8,407.64	305.13	47,239.23	15.57%	57,515.00	11,659.34	-	45,855.66	20.27%
GENERAL GOVERNMENT	4,334,193.00	1,936,857.67	160,214.06	2,237,121.27	48.38%	4,158,278.00	1,841,725.38	152,306.53	2,164,246.09	47.95%

TOWN OF WINCHESTER, MA
GENERAL FUND EXPENDITURES - COMPARATIVE REPORT
FISCAL YEAR 2016 AND FISCAL YEAR 2015 THROUGH DECEMBER 31

	FISCAL YEAR 2016 THROUGH DECEMBER 31, 2015					FISCAL YEAR 2015 THROUGH DECEMBER 31, 2014				
	Revised Budget	Actual	Encumbrances	under/(over) Budget	% of Budget Used	Revised Budget	Actual	Encumbrances	under/(over) Budget	% of Budget Used
LIBRARY SALARIES	1,436,287.00	668,814.27	-	767,472.73	46.57%	1,397,646.00	653,197.52	-	744,448.48	46.74%
LIBRARY EXPENSES	383,185.00	223,624.63	3,955.00	155,605.37	59.39%	378,879.00	220,925.70	6,592.50	151,360.80	60.05%
LIBRARY CAPITAL	13,500.00	2,036.49	-	11,463.51	15.09%	13,500.00	1,461.77	-	12,038.23	10.83%
ARCHIVAL CENTER EXPENSES	11,665.00	4,399.19	6,200.00	1,065.81	90.86%	10,682.00	4,240.17	-	6,441.83	39.69%
HISTORICAL COMMISSION SALARIES	1,500.00	112.81	-	1,387.19	7.52%	1,500.00	241.24	-	1,258.76	16.08%
HISTORICAL COMMISSION EXPENSES	5,000.00	1,000.00	4,000.00	-	100.00%	-	-	-	-	0.00%
CULTURE & RECREATION	1,851,137.00	899,987.39	14,155.00	936,994.61	49.38%	1,802,207.00	880,066.40	6,592.50	915,548.10	49.20%
BOARD OF HEALTH SALARIES	247,607.00	115,109.38	-	132,497.62	46.49%	237,040.00	115,494.38	-	121,545.62	48.72%
BOARD OF HEALTH EXPENSES	54,170.00	16,406.47	15,391.32	22,372.21	58.70%	53,075.00	16,285.87	-	36,789.13	30.68%
COUNCIL ON AGING SALARIES	248,193.00	120,847.83	-	127,345.17	48.69%	242,403.00	115,109.43	-	127,293.57	47.49%
COUNCIL ON AGING EXPENSES	6,350.00	1,395.40	-	4,954.60	21.97%	6,245.00	1,704.28	-	4,540.72	27.29%
VETERANS' SERVICES SALARIES	8,906.00	3,678.00	-	5,228.00	41.30%	8,712.00	3,606.00	-	5,106.00	41.39%
VETERANS' SERVICES EXPENSES	42,343.00	2,314.34	-	40,028.66	5.47%	24,243.00	6,953.95	-	17,289.05	28.68%
HEALTH & SOCIAL SERVICES	607,569.00	259,751.42	15,391.32	332,426.26	45.29%	571,718.00	259,153,91	-	312,564.09	45.33%
POLICE SALARIES	4,133,806.00	1,916,096.53	-	2,217,709.47	46.35%	4,032,311.00	1,975,841.49	-	2,056,469.51	49.00%
POLICE EXPENSES	199,269.00	100,988.30	-	98,280.70	50.68%	174,135.00	124,439.82	-	49,695.18	71.46%
POLICE CAPITAL	68,800.00	8,800.00	-	60,000.00	12.79%	68,800.00	66,747.96	-	2,052.04	97.02%
FIRE SALARIES	4,274,814.00	1,883,917.23	-	2,390,896.77	44.07%	3,910,998.00	1,887,461.11	-	2,023,536.89	48.26%
FIRE EXPENSES	229,574.00	86,978.73	-	142,595.27	37.89%	228,974.00	79,254.40	-	149,719.60	34.61%
FIRE CAPITAL	32,500.00	4,188.72	-	28,311.28	12.89%	34,000.00	15,937.45	-	18,062.55	46.87%
SEALER OF WEIGHTS & MEASURES SALARIES	7,582.00	3,664.02	-	3,917.98	48.33%	7,543.00	2,958.10	-	4,584.90	39.22%
SEALER OF WEIGHTS & MEASURES EXPENSES	2,022.00	471.10	-	1,550.90	23.30%	2,022.00	-	-	2,022.00	0.00%
PUBLIC SAFETY	8,948,367.00	4,005,104.63	-	4,943,262.37	44.76%	8,458,783.00	4,152,640,33	-	4,306,142.67	49.09%
DEPARTMENT OF PUBLIC WORKS SALARIES	3,789,559.00	1,845,232.01	-	1,944,326.99	48.69%	3,637,523.00	1,822,246.27	-	1,815,276.73	50.10%
DEPARTMENT OF PUBLIC WORKS EXPENSES	2,031,364.00	854,138.43	544,454.02	632,771.55	68.85%	2,161,777.00	964,616.11	166,084.47	1,031,076.42	52.30%
DEPARTMENT OF PUBLIC WORKS CAPITAL	92,275.00	83,100.00	-	9,175.00	90.06%	19,500.00	17,370.65	-	2,129.35	89.08%

TOWN OF WINCHESTER, MA
GENERAL FUND EXPENDITURES - COMPARATIVE REPORT
FISCAL YEAR 2016 AND FISCAL YEAR 2015 THROUGH DECEMBER 31

	FISCAL YEAR 2016 THROUGH DECEMBER 31, 2015					FISCAL YEAR 2015 THROUGH DECEMBER 31, 2014				
	Revised Budget	Actual	Encumbrances	under/(over) Budget	% of Budget Used	Revised Budget	Actual	Encumbrances	under/(over) Budget	% of Budget Used
SNOW & ICE SALARIES	123,300.00	18,555.81	-	104,744.19	15.05%	125,600.00	42,943.76	-	82,656.24	34.19%
SNOW & ICE EXPENSES	251,700.00	28,851.61	120,958.83	101,889.56	59.52%	251,700.00	95,843.77	93,589.11	62,267.12	75.26%
SNOW & ICE CAPITAL	25,000.00	6,168.98	3,331.02	15,500.00	38.00%	25,000.00	-	-	25,000.00	0.00%
DEPARTMENT OF PUBLIC WORKS	6,313,198.00	2,836,046.84	668,743.87	2,808,407.29	55.52%	6,221,100.00	2,943,020.56	259,673.58	3,018,405.86	51.48%
SCHOOL DEPARTMENT	43,285,817.00	17,455,038.86	24,583,453.54	1,247,324.60	97.12%	41,246,587.00	16,683,911.86	22,834,108.12	1,728,567.02	95.81%
VOCATIONAL EDUCATION EXPENSES	184,105.00	66,552.50	51,000.00	66,552.50	63.85%	156,670.00	78,335.00	-	78,335.00	50.00%
EDUCATION	43,469,922.00	17,521,591.36	24,634,453.54	1,313,877.10	96.98%	41,403,257.00	16,762,246.86	22,834,108.12	1,806,902.02	95.64%
CONTRIBUTORY RETIREMENT EXPENSES	4,019,991.00	4,019,991.00	-	-	100.00%	3,889,699.00	3,889,699.00	-	-	100.00%
WORKERS COMPENSATION/INDEMNITY EXPENSES	400,000.00	111,188.82	-	288,811.18	27.80%	375,000.00	168,842.44	-	206,157.56	45.02%
UNEMPLOYMENT INSURANCE EXPENSES	75,000.00	45,516.93	-	29,483.07	60.69%	100,000.00	27,761.55	-	72,238.45	27.76%
HEALTH INSURANCE EXPENSES	9,481,260.00	5,256,284.33	-	4,224,975.67	55.44%	9,795,000.00	4,613,518.01	-	5,181,481.99	47.10%
MEDICARE TAX & REFUND EXPENSES	820,000.00	323,635.29	-	496,364.71	39.47%	780,000.00	308,103.73	-	471,896.27	39.50%
NON-CONTRIBUTORY RETIREMENT EXPENSES	36,000.00	17,772.96	-	18,227.04	49.37%	35,000.00	14,376.78	-	20,623.22	41.08%
UNDISTRIBUTED - PERSONNEL BENEFITS	14,832,251.00	9,774,389.33	-	5,057,861.67	65.90%	14,974,699.00	9,022,301.51	-	5,952,397.49	60.25%
ENERGY EXPENSES	2,185,799.00	813,999.71	262,163.22	1,109,636.07	49.23%	2,361,288.00	998,983.74	362,603.55	999,700.71	57.66%
STATE ASSESSMENTS & CHARGES	524,196.00	266,779.00	-	257,417.00	50.89%	525,215.00	261,970.00	-	263,245.00	49.88%
RESERVE FUND	400,000.00	-	-	400,000.00	0.00%	400,000.00	-	-	400,000.00	0.00%
GENERAL INSURANCE EXPENSES	351,575.00	323,243.95	-	28,331.05	91.94%	343,000.00	321,142.54	-	21,857.46	93.63%
ENVIRONMENTAL REMEDIATION SERVICES EXPENSE	148,512.00	40,314.02	23,577.66	84,620.32	43.02%	130,938.00	83,170.13	45,117.64	2,650.23	97.98%
UNDISTRIBUTED - STATE ASSESSMENTS, INSURANCE & OTHER	3,610,082.00	1,444,336.68	285,740.88	1,880,004.44	47.92%	3,760,441.00	1,665,266.41	407,721.19	1,687,453.40	55.13%
FUNDED DEBT EXPENSES	4,678,301.00	3,403,300.67	-	1,275,000.33	72.75%	4,864,451.00	3,459,450.67	-	1,405,000.33	71.12%
INTEREST ON FUNDED DEBT EXPENSES	2,114,110.00	1,181,336.98	-	932,773.02	55.88%	2,114,222.25	1,169,006.74	-	945,215.51	55.29%
FUNDED DEBT	6,792,411.00	4,584,637.65	-	2,207,773.35	67.50%	6,978,673.25	4,628,457.41	-	2,350,215.84	66.32%
TOTAL EXPENDITURES	90,759,130.00	43,262,702.97	25,778,698.67	21,717,728.36	76.07%	88,329,156.25	42,154,878.77	23,660,401.92	22,513,875.56	74.51%

TOWN OF WINCHESTER, MA
GENERAL FUND EXPENDITURES - COMPARATIVE REPORT
FISCAL YEAR 2016 AND FISCAL YEAR 2015 THROUGH DECEMBER 31

	FISCAL YEAR 2016 THROUGH DECEMBER 31, 2015					FISCAL YEAR 2015 THROUGH DECEMBER 31, 2014				
	Revised Budget	Actual	Encumbrances	under/(over) Budget	% of Budget Used	Revised Budget	Actual	Encumbrances	under/(over) Budget	% of Budget Used
TRANSFERS TO BUILDING & CAPITAL STABILIZATION FUNDS	4,283,264.00	4,283,264.00	-	-	100.00%	4,089,968.00	4,089,968.00	-	-	100.00%
TRANSFERS TO ENTERPRISE FUNDS (CH110/SUBSIDY)	4,335,123.00	2,183,688.99	-	2,151,434.01	50.37%	4,470,639.00	2,235,319.50	-	2,235,319.50	50.00%
TRANSFER TO GENERAL STABILIZATION FUND	-	-	-	-	-	-	-	-	-	-
TRANSFER TO RETIREE HEALTH CARE TRUST	350,000.00	350,000.00	-	-	100.00%	470,000.00	470,000.00	-	-	100.00%
TRANSFERS TO CONTINUED ARTICLE/CAPITAL FUND	270,000.00	270,000.00	-	-	100.00%	559,217.00	559,217.00	-	-	100.00%
TOTAL TRANSFERS OUT	9,238,387.00	7,086,952.99	-	2,151,434.01	76.71%	9,589,824.00	7,354,504.50	-	2,235,319.50	76.69%
TOTAL EXPENDITURES AND TRANSFERS OUT	99,997,517.00	50,349,655.96	25,778,698.67	23,869,162.37	76.13%	97,918,980.25	49,509,383.27	23,660,401.92	24,749,195.06	74.72%

TOWN OF WINCHESTER, MASSACHUSETTS
GENERAL FUND - FREE CASH ACTIVITY
FISCAL YEAR 2012 THROUGH FISCAL YEAR 2016

			FY 2016 Through 12/31	FY 2015 Total	FY 2014 Total	FY 2013 Total	FY 2012 Total
CERTIFIED FREE CASH:			4,555,413.00	3,935,552.00	3,403,279.00	3,443,677.00	5,697,431.00
USES:							
Article 3	Fall 2015 TM	FY 2016 Operating Budget (Interest on Debt)	(1,770.00)	-	-	-	-
Article 4	Fall 2015 TM	FY 2016 Operating Budget (Vocational Ed)	(51,000.00)	-	-	-	-
Article 6	Fall 2015 TM	WPS Master Plan	(40,000.00)	-	-	-	-
Article 13	Fall 2015 TM	Waterfield Lot Development	(10,000.00)	-	-	-	-
Article 20	Spring 2015 TM	FY 2015 Operating Budget	-	(485,358.00)	-	-	-
Article 21	Spring 2015 TM	Strategic Capital Maintenance	-	(100,000.00)	-	-	-
Article 22	Spring 2015 TM	Cemetery Perpetual Care Transfer	-	(66,300.00)	-	-	-
Article 28	Spring 2015 TM	FY 2016 Noise Mitigation	-	(20,000.00)	-	-	-
Article 29	Spring 2015 TM	Workers Comp Reserve Transfer	-	(155,000.00)	-	-	-
Article 30	Spring 2015 TM	Replenish ADA Project Balance	-	(41,750.00)	-	-	-
Article 32	Spring 2015 TM	FY 2016 Operaing Budget	-	(569,482.00)	-	-	-
Article 4	Special 2015 TM	Skillings Field Engineering	-	(120,000.00)	-	-	-
Article 6	Fall 2014 TM	WPS Master Plan	-	(45,000.00)	-	-	-
Article 19	Fall 2014 TM	FY 2015 Operating Budget	-	(6,267.00)	-	-	-
Article 20	Fall 2014 TM	FY 2015 Reserve Fund Replenishment	-	(16,500.00)	-	-	-
Article 21	Fall 2014 TM	Bylaw Recodification	-	(15,000.00)	-	-	-
Article 28	Spring 2014 TM	Supplement FY14 Recreation Budget	-	-	(95,000.00)	-	-
Article 37	Spring 2014 TM	Supplement FY14 Operating Budgets	-	-	(446,000.00)	-	-
Article 38	Spring 2014 TM	FY 2015 Operating Budget	-	-	(995,265.00)	-	-
Article 4	Fall 2013 TM	FY 2013 Recreation Deficit	-	-	(83,563.00)	-	-
Article 7	Fall 2013 TM	Capital	-	-	(150,000.00)	-	-
Article 6	Spring 2013 TM	FY 2014 Capital Budget	-	-	-	(723,000.00)	-
Article 26	Spring 2013 TM	Supplement FY13 Budgets	-	-	-	(220,000.00)	-
Article 26	Spring 2013 TM	FY 2014 Operating Budget	-	-	-	(919,551.00)	-
Article 8	Fall 2012 TM	Winchester High School	-	-	-	(15,000.00)	-
Article 10	Fall 2012 TM	Public Safety Building Codes	-	-	-	(50,000.00)	-
Article 12	Fall 2012 TM	Fiscal Year 2012 Appropriations	-	-	-	(7,429.00)	-
Article 13	Fall 2012 TM	Verizon Abatement Interest	-	-	-	(20,967.00)	-
Article 16	Fall 2012 TM	Davidson Park	-	-	-	(75,000.00)	-
Article 12	Fall 2011 TM	Fund Deficits	-	-	-	-	(14,436.00)
Article 13	Fall 2011 TM	Fund Deficits	-	-	-	-	(22,322.00)
Article 23	Spring 2012 TM	Tax Recap 2013	-	-	-	-	(1,161,940.00)
Article 28	Spring 2012 TM	General Stabilization	-	-	-	-	(3,035,304.00)
	Total Uses		(102,770.00)	(1,640,657.00)	(1,769,828.00)	(2,030,947.00)	(4,234,002.00)
	Unappropriated Free Cash		4,452,643.00	2,294,895.00	1,633,451.00	1,412,730.00	1,463,429.00

TOWN OF WINCHESTER, MASSACHUSETTS
GENERAL FUND - RESERVE FUND TRANSFERS
FISCAL YEAR 2012 THROUGH FISCAL YEAR 2016

	FY 2016 Through 12/31	FY 2015 Total	FY 2014 Total	FY 2013 Total	FY 2012 Total
RESERVE FUND APPROPRIATION:	400,000.00	416,500.00	400,000.00	300,000.00	400,000.00
USES:					
Board of Health	-	(5,081.75)	-	-	-
DPW Building Maintenance	-	(75,000.00)	-	-	-
Environmental Remediation	-	(16,500.00)	(56,376.00)	-	-
Legal	-	(20,000.00)	(96,000.00)	-	(40,000.00)
Planning Board	-	(500.00)	-	-	-
Police	-	(45,085.00)	-	(18,000.00)	-
Recreation Department	-	(17,000.00)	-	-	(65,000.00)
Snow & Ice	-	(147,056.50)	(50.00)	-	-
Town Clerk	-	(15,000.00)	(25,000.00)	(37,860.00)	(23,000.00)
Veterans	-	(13.00)	(6,000.00)	-	(1,750.00)
Council on Aging	-	-	(2,527.00)	-	-
Data Processing	-	-	(2,000.00)	(8,500.00)	(53,000.00)
Energy	-	-	(56,000.00)	-	-
Engineering	-	-	(10,000.00)	-	-
General Insurance	-	-	(4,000.00)	-	-
Treasurer/Collector	-	-	(1,000.00)	-	(4,000.00)
Workers Compensation	-	-	(140,000.00)	(60,000.00)	(30,000.00)
Center Falls Dam	-	-	-	(160,000.00)	-
Comptroller	-	-	-	(6,600.00)	-
Assessors	-	-	-	-	(15,000.00)
Medicare Tax	-	-	-	-	(37,000.00)
River Widening Project	-	-	-	-	(109,000.00)
Tax Abatement/Bank Fees	-	-	-	-	(22,100.00)
Total Uses	-	(341,236.25)	(398,953.00)	(290,960.00)	(399,850.00)
Balance of Reserve Fund	400,000.00	75,263.75	1,047.00	9,040.00	150.00

TOWN OF WINCHESTER, MA
ENTERPRISE FUNDS - FINANCIAL SUMMARY
FISCAL YEAR 2016 THROUGH DECEMBER 31, 2015

Water/Sewer Enterprise Fund:

Revenue	
Direct Revenue	3,220,833.55
Subsidy from General Fund	2,069,700.99
Total Year to Date Revenue	5,290,534.54
Expenditures	
Direct Expenses	4,174,140.48
Indirect Expenses	566,039.50
Total Year to Date Expenditures	4,740,179.98
FY 2016 Actual revenue over expenditures	550,354.56
FY 2015 Actual revenue over expenditures	(102,157.54)
Net change year to year	652,512.10

Total Expenditure Budget (including indirect costs)	9,322,412.00
Certified Retained Earnings	592,730.00
Certified Retained Earnings as a % of Expenditure Budget	6.36%

Recreation Enterprise Fund:

Revenue	
Direct Revenue	622,565.04
Subsidy from General Fund	113,988.00
Total Year to Date Revenue	736,553.04
Expenditures	
Direct Expenses	747,288.77
Indirect Expenses	143,181.00
Total Year to Date Expenditures	890,469.77
FY 2016 Actual revenue over expenditures	(153,916.73)
FY 2015 Actual revenue over expenditures	(141,044.64)
Net variance year to year	(12,872.09)

Total Expenditure Budget (including indirect costs)	1,829,558.00
Certified Retained Earnings	215,503.00
Certified Retained Earnings as a % of Expenditure Budget	11.78%

TOWN OF WINCHESTER, MA
WATER/SEWER ENTERPRISE FUND - COMPARATIVE REPORT
FISCAL YEAR 2016 AND FISCAL YEAR 2015 THROUGH DECEMBER 31

	FISCAL YEAR 2016 THROUGH DECEMBER 31, 2015					FISCAL YEAR 2015 THROUGH DECEMBER 31, 2014				
	Revised Budget	Actual	Encumbrances	Budget surplus/(deficit)	% of Budget Received/ Used	Revised Budget	Actual	Encumbrances	Budget surplus/(deficit)	% of Budget Received/ Used
REVENUES:										
Water usage and other charges	2,224,112.00	1,482,054.51	-	(742,057.49)		2,594,958.00	1,274,139.09	-	(1,320,818.91)	
Sewer usage and other charges	2,759,888.00	1,738,779.04	-	(1,021,108.96)		2,439,060.00	1,489,479.05	-	(949,580.95)	
Investment Income	1,000.00	-	-	(1,000.00)		1,443.00	-	-	(1,443.00)	
Total Revenue	4,985,000.00	3,220,833.55	-	(1,764,166.45)	64.61%	5,035,461.00	2,763,618.14	-	(2,271,842.86)	54.88%
EXPENDITURES:										
Sewer Operations	1,594,379.00	1,049,167.10	23,731.57	521,480.33		1,580,020.00	792,614.68	689.17	786,716.15	
Water Operations	1,821,092.00	878,453.57	108,685.38	833,953.05		1,833,733.50	827,753.94	86,300.90	919,678.66	
Funded Debt & MWRA Capital	4,774,862.00	2,246,519.81	-	2,528,342.19		4,968,929.00	2,798,406.56	-	2,170,522.44	
Total Expenditures	8,190,333.00	4,174,140.48	132,416.95	3,883,775.57	50.96%	8,382,682.50	4,418,775.18	86,990.07	3,876,917.25	52.71%
OTHER FINANCING SOURCES/(USES):										
Transfers from the General Fund	4,133,634.50	2,069,700.99	-	(2,063,933.51)		4,295,639.00	2,147,819.50	-	(2,147,819.50)	
Indirects to the General Fund	(1,132,079.00)	(566,039.50)	-	566,039.50		(1,189,640.00)	(594,820.00)	-	594,820.00	
Total OFS/(OFU)	3,001,555.50	1,503,661.49	-	(1,497,894.01)	50.10%	3,105,999.00	1,552,999.50	-	(1,552,999.50)	50.00%
Net activity	(203,777.50)	550,354.56				(241,222.50)	(102,157.54)			

TOWN OF WINCHESTER, MA
RECREATION ENTERPRISE FUND - COMPARATIVE REPORT
FISCAL YEAR 2016 AND FISCAL YEAR 2015 THROUGH DECEMBER 31

	FISCAL YEAR 2016 THROUGH DECEMBER 31, 2015					FISCAL YEAR 2015 THROUGH DECEMBER 31, 2014				
	Revised Budget	Actual	Encumbrances	Budget surplus/(deficit)	% of Budget Received/ Used	Revised Budget	Actual	Encumbrances	Budget surplus/(deficit)	% of Budget Received/ Used
REVENUES:										
Year Round Programs	916,000.00	347,756.75	-	(568,243.25)		915,000.00	340,518.06	-	(574,481.94)	
Adult Programs	86,000.00	22,454.50	-	(63,545.50)		85,000.00	28,999.60	-	(56,000.40)	
Youth Programs	575,000.00	244,637.26	-	(330,362.74)		485,000.00	244,806.26	-	(240,193.74)	
Special Events & Trips	51,000.00	6,892.07	-	(44,107.93)		110,000.00	9,690.54	-	(100,309.46)	
Investment Income	-	824.46	-	824.46		-	625.18	-	625.18	
Total Revenue	1,628,000.00	622,565.04	-	(1,005,434.96)	38.24%	1,595,000.00	624,639.64	-	(970,360.36)	39.16%
EXPENDITURES:										
Personal Services	984,488.00	503,730.72	-	480,757.28		949,922.00	493,929.44	-	455,992.56	
Expenditures	558,708.00	243,558.05	62,268.00	252,881.95		582,119.00	240,265.84	13,452.00	328,401.16	
Total Expenditures	1,543,196.00	747,288.77	62,268.00	733,639.23	48.42%	1,532,041.00	734,195.28	13,452.00	784,393.72	47.92%
OTHER FINANCING SOURCES/(USES):										
Transfers from the General Fund	201,488.00	113,988.00	-	(87,500.00)		195,166.00	97,583.00	-	(97,583.00)	
Indirect Transfers to the General Fund	(286,362.00)	(143,181.00)	-	143,181.00		(258,144.00)	(129,072.00)	-	129,072.00	
Total OFS/(OFU)	(84,874.00)	(29,193.00)	-	55,681.00	34.40%	(62,978.00)	(31,489.00)	-	31,489.00	50.00%
Net Activity	(70.00)	(153,916.73)				(19.00)	(141,044.64)			

TOWN OF WINCHESTER, MA
STABILIZATION FUNDS
FISCAL YEAR 2016 THROUGH DECEMBER 31, 2015

	General Stabilization 9366	Building Stabilization 9382	Capital Stabilization 9383	SPED Stabilization 9393
Balance as of July 1, 2015	4,231,095.36	3,977,120.16	1,140,771.25	301,403.15
Revenue & Transfers In				
Interest earnings	8,094.03	29,392.94	5,686.42	432.01
Gain (Loss) on Investments	(2,206.13)	(15,854.30)	(3,005.80)	-
Transfers from General Fund	-	2,728,165.24	1,703,007.00	-
Transfers from Capital Projects	-	-	-	-
Total	5,887.90	2,741,703.88	1,705,687.62	432.01
Expenditures & Transfers Out				
Transfer to General Fund Operating	-	2,696,038.52	555,906.26	-
Transfer to Capital Article Fund	-	230,000.00	1,197,800.00	-
Total	-	2,926,038.52	1,753,706.26	-
Balance as of December 31, 2015	4,236,983.26	3,792,785.52	1,092,752.61	301,835.16

TOWN OF WINCHESTER, MA
OTHER POST EMPLOYMENT BENEFITS FUND
FROM JULY 1, 2011 THROUGH DECEMBER 31, 2015

Balance as of July 1, 2011	141,660.63
Revenue & Transfers In:	
Net investment earnings	31,284.70
Transfer from General Fund	250,000.00
Total	281,284.70
Balance as of June 30, 2012	422,945.33
Revenue & Transfers In:	
Net investment earnings	78,928.96
Transfer from General Fund	250,000.00
Total	328,928.96
Balance as of June 30, 2013	751,874.29
Revenue & Transfers In:	
Net investment earnings	137,546.26
Transfer from General Fund	100,000.00
Total	237,546.26
Balance as of June 30, 2014	989,420.55
Revenue & Transfers In:	
Net investment earnings	23,496.21
Transfer from General Fund	470,000.00
Total	493,496.21
Balance as of June 30, 2015	1,482,916.76
Revenue & Transfers In:	
Net investment earnings	(61,250.71)
Transfer from General Fund	350,000.00
Total	288,749.29
Balance as of December 31, 2015	1,771,666.05

TOWN OF WINCHESTER, MASSACHUSETTS
M.G.L. CHAPTER 44 SECTION 53 E 1/2 - REVOLVING FUNDS
FISCAL YEAR 2016 THROUGH DECEMBER 31, 2015

	BOH Clinics 8605	Archival Center 8608	Energy 8614	Grass Fields 8634	Synthetic Fields 8635	Total
Balance as of July 1, 2015	54,998.74	2,877.94	27,226.00	47,790.87	4,165.50	137,059.05
Total Revenue	31,293.31	760.85	6,500.00	16,256.00	23,187.50	77,997.66
Total Expenditures	(62,868.90)	-	(2,440.00)	(6,095.36)	(11,914.53)	(83,318.79)
Balance as of December 31, 2015	23,423.15	3,638.79	31,286.00	57,951.51	15,438.47	131,737.92
SPENDING LIMIT PER 2015 SPRING TOWN MEETING	75,000	5,000	80,000	50,000	50,000	

Town of Winchester

Town Manager's Office
71 Mt. Vernon Street
Winchester, MA 01890
Phone: 781-721-7133
Fax: 781-756-0505
townmanager@winchester.us

Board of Selectmen Meeting
Monday, January 25, 2016

BUSINESS

Docket Item **G-2:** Briefing on MBTA Winchester Train Station Project

Supporting Documents:

- MBTA 15% Design Report

Action Required: Hear Update from Town Engineer Beth Rudolph

Town of Winchester

Richard C. Howard,
Town Manager

Board of Selectmen
71 Mt. Vernon Street
Winchester, MA 01890
Phone: 781-721-7133
Fax: 781-756-0505
townmanager@winchester.us

memorandum

TO: Board of Selectmen

FROM: Richard C. Howard, Town Manager

SUBJECT: MBTA Winchester Station Renovation Project - 15% Preliminary Design Report

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Attached is the 15% Design Report as presented to the MBTA and as prepared by Jacobs, Boston, MA.

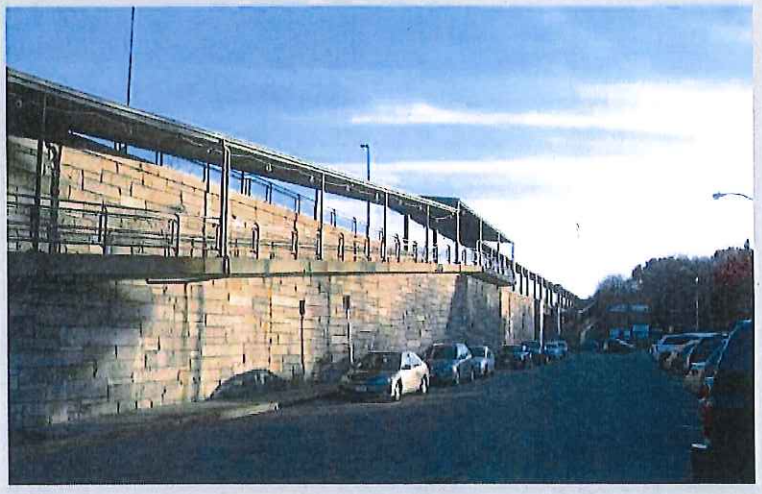
Town Engineer Beth Rudolph will be in attendance to make a verbal report and answer any questions that might arise.

/pcm

attachment

Winchester Center Station Renovation Project

15% Preliminary Design Report



Presented to:

Massachusetts Bay Transportation Authority

Prepared by:

Jacobs
343 Congress Street
Boston, MA 02210

December 2015

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Executive Summary

The purpose of this Preliminary Design Report is to identify the deficiencies of the existing Winchester Center Commuter Rail Station and develop recommendations to address them.

The existing MBTA Winchester Center Station and rail line were reconstructed on elevated structures in the mid-1950's. The station is currently unsightly and in disrepair, and the structural integrity of the ramps and platforms have deteriorated to a point where concrete has spalled and fallen onto the ramps. The MBTA performed emergency repairs in 2010 to many of the deteriorated sections; however, these repairs were considered temporary until a full renovation could be performed.

The existing station consists of low-level asphalt platforms accessed by four concrete ramp structures, two of which connect directly to Main Street, and the remaining two connect to the Waterfield Road and Aberjona Parking Lots. In addition to its unsightliness and disrepair, the existing station does not meet any of the MBTA Commuter Rail Design Standards, nor does it meet any of the current ADA or MAAB requirements for accessibility.

In 2011 the Town of Winchester appointed a Working Group to assist the MBTA to identify issues for a renovated station, develop a list of design objectives and criteria, and generate recommendations for a preferred station design. As part of this process the Working Group and the MBTA reviewed over a dozen potential Alternatives for the renovated station design. After careful consideration a "preferred alternative" was chosen to be carried forward and in December 2011 Jacobs prepared a 15% Preliminary Design Report outlining the review process and a preferred alternative.

In the spring of 2012 the MBTA issued an RFP to select a consultant who would be tasked with advancing the Preliminary Design to 30% design and through the 100% design phases. In the summer of 2012 Jacobs Engineering was selected as the design consultant. However, due to funding concerns, the Notice to Proceed (NTP) with Jacobs was not signed until June 2013. A project kick-off meeting was held in August 2013 with the Town of Winchester officials and the MBTA.

During the 30% design/planning effort, Jacobs received notice from the MBTA System Wide Accessibility (SWA) and MBTA Operations personnel that low-level platforms with mini-highs were no longer acceptable on MBTA Commuter Rail projects and that fully accessible high level platforms were to be used. The project team reconfigured the preliminary station layout to include high level platforms and presented it to the Town. During a progress meeting in March of 2014 with Winchester's Design Review Committee (DRC), the committee expressed concerns with the design and layout of the station as they felt it constituted a change from the agreed upon layout as presented in the December 2011 Preliminary Design Report. The committee stated that the Town's vision of the station layout had changed since 2011. They had subsequently commissioned a Master Plan that included a desire to integrate lands north of the Quill Rotary into the renovated station design.

Towards the end of August 2014, a design charrette was held with the MBTA Project Team and the Town's DRC. At this meeting that the MBTA expressed a willingness to work with the Town's new master plan and to develop a new station layout and design, working closely with the Town's DRC, that would be acceptable to all.

The MBTA directed the design team to develop five additional concepts that would be prepared and presented to the DRC. On October 21, 2014 these five concepts were introduced to the DRC. These concepts included various alternatives over the Quill Rotary to provide access to Main Street and Shore Road. After considering all the design objectives, comments, concerns and recommendations, Concept 5 was chosen to be carried forward. This design concept places the proposed station platforms in a similar location as the existing platform locations with some refinements. The proposed high-level platforms will begin near the southern end of the existing platform by the Chamber of Commerce building and extend 724 feet north towards, and partially over, the Main Street Bridge and Quill Rotary. Access points to the new platforms would be in close proximity to the existing station entrances at both Waterfield Road (near the existing parking lots) and Main Street.

Although this concept was agreed upon by all parties, private property was going to be needed to be acquired in order to construct one of the ramp systems along Main Street. After numerous meetings with the land owners, MBTA real estate staff and the Town of Winchester it was decided that a ramp reconfiguration was required for the concept. The main issues with the land acquisition were the condition of the property (it is a former gas station) and the cost of the land. A meeting was held with Town of Winchester Officials, MBTA Design and Construction (D&C) and the project team on August 13, 2015 and it was determined at this meeting that the neither the MBTA nor the Town of Winchester would purchase the property.

On September 9, 2015 the Town of Winchester requested that the project team change the location of the ramp in question to a new location. The plan was presented on October 2, 2015 and the DRC agreed with the revised concept and asked that the revised concept be developed to the 15% design level. The MBTA agreed with the request and asked that Jacobs prepare the 15% design report with the revised concept.

The proposed design included in this report satisfies the objectives, concerns and recommendations of all project stakeholders, specifically the Town of Winchester. During the next phases of design, the MBTA will continue coordination with the DRC to ensure that the proposed station design does not preclude the following items:

- The potential for a future vehicular tunnel that could provide access between the Waterfield and Aberjona parking areas.
- A connection from the end of the inbound passenger platform to a bridge/ramp system to access the north side of Quill Rotary and the parcels of land along Main Street.

Introduction

This 15% Preliminary Design Report describes the proposed development of a total renovation to the Winchester Center Commuter Rail Station in Winchester, Massachusetts.

Winchester Center Station is located on the MBTA's Lowell Line in downtown Winchester, approximately 7.8 miles from North Station in Boston. It is situated between Waterfield Road and Main Street, in a vibrant urban center with nearby residential neighborhoods.
See Figure 1: Locus Map on Page 7.

Up to the mid-1950's, the station and rail line ran generally on the same alignment, but at grade, and formed at-grade intersections with local roadways including Main Street and Waterfield Road. Due to traffic issues and safety concerns, the Railroad and Station were reconstructed on elevated structures, including new bridges over both Main Street and Waterfield Road. Through an agreement with the B&M Railroad, the MBTA and the Town of Winchester, the maintenance of the Station, including the adjacent parking lots, is the responsibility of the Town of Winchester.

Existing Conditions

The existing Station, built in the 1950's, consists of approximately 600-foot long, low-level asphalt platforms accessed by four concrete ramp structures.

Existing Low Level Platform - Outbound

Two of the ramp structures connect directly to Main Street (one to the inbound platform and one to the outbound platform). A second set of ramps connect the inbound and outbound platforms directly to both the Waterfield Road and Aberjona Parking Lots, respectively, located just south of Waterfield Road. See Figure 2: Aerial Map of Existing Station on Page 8.

Ashlar faced concrete retaining walls support the elevated sections of platform and track throughout most of the station. A portion of the passenger platforms and rail are supported on a 50-foot long, single span, steel bridge spanning over Waterfield Road. A two-story red brick clad building occupies the southwest corner of the station site, which is the current location of the Winchester Chamber of Commerce.

The concrete ramps and platforms vary in how they are constructed. At the south end of the station, the ramp construction consists of a framed system with 18-inch reinforced concrete edge beams supported by 14-inch square reinforced columns spaced at approximately 20 feet on center. The reinforced concrete ramp slab is approximately 6 to 7 inches thick and is covered with approximately 1½ inches of bituminous concrete pavement. The total lengths of the southeast and southwest ramps are approximately 260 feet and 270 feet long, respectively.

At the north end of the station, the ramps are constructed with reinforced concrete cantilever slabs. The cantilever sections of the platform are approximately 90 feet long and the ramps are approximately 240 feet long. The cantilever slabs are approximately 9 to 10 inches thick at the outer edge and increase in thickness toward the supporting retaining walls.

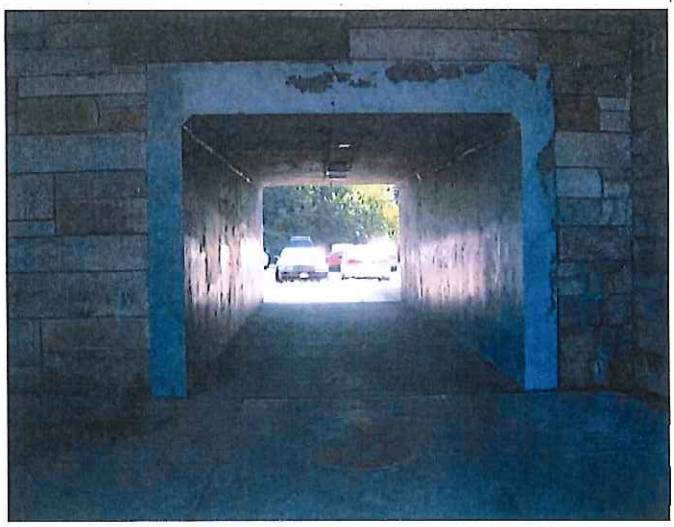
At the southerly end of the station, the inbound and outbound access ramps to the Waterfield and Aberjona Parking Lots are connected by a pedestrian tunnel passing under the railroad tracks and platforms, allowing relatively easy passage from one side of the tracks to the other.

The structural integrity of the concrete ramps and platforms had originally come into question in 2009 when sections of concrete fell onto the ramps. The MBTA performed emergency repairs to many of the sections of the station in 2010, but these repairs were temporary in nature, until a full renovation could be performed. Further deterioration has taken place since those repairs were made. Earlier this year a hole opened up on the platform above Waterfield Road.

The station is currently unsightly and in disrepair. The station does not meet any of the MBTA Commuter Rail Design Standards for Commuter Rail Stations, nor does it meet any of the current ADA or MAAB requirements for accessibility.

Pedestrian Structure

A 10-foot wide by 8-foot high pedestrian tunnel (Br. No. W-40-020, BIN 8E1) used for access between Waterfield and Aberjona Parking Lots supports the railroad tracks and platforms. The cement concrete pedestrian tunnel built in 1955 is in generally satisfactory condition with some minor deficiencies as reported in a January, 2015 MBTA Inspection Report.



Existing Pedestrian Tunnel between Aberjona and Waterfield Parking Areas

Bridge Structures

The Winchester Center Station area encompasses two railroad bridges which carry the rail line over Waterfield Road and Main Street. These bridges were constructed in 1956 as part of the overall grade separation project for the rail line.

The railroad bridge over Waterfield Road (Bridge No. W-40-035, BIN A9V) is a simple span, built-up riveted steel plate through girder bridge with floorbeams. In addition to the railroad tracks, the bridge substructure supports the existing low level station platforms. The bridge superstructure does not support the pedestrian platform. The bridge is 59'-6" long with an out to out width of 50'-9" (including the platforms). The bridge is in satisfactory condition with some minor deficiencies as reported in an April, 2015 MBTA Inspection Report.

The railroad bridge over Main Street (Bridge No. W-40-036. BIN A9W) is a four-span, built-up riveted steel plate through girder bridge with floorbeams. The four simple spans range in length from 35'-3" to 60'-0" and has a total length of 231'-5¼". The existing low level station platforms do not extend over the Main Street Bridge, but the bridge does support the existing maintenance walkways in addition to the rail line. The bridge has an out to out width of 37'-0¾". The bridge is in satisfactory condition with some minor deficiencies as reported in an April, 2015 MBTA Inspection Report.

Right-of-Way

The existing railroad right-of-way within the project area ranges from 60 feet wide to 80 feet wide. The MBTA currently owns all of the land within the right-of-way. However, all of the properties outside of the Right-of-Way are owned by the Town of Winchester and a variety of private parties.

Figure 3: Existing Conditions Plan on Page 9 represents the existing conditions survey of the station, with the abutting property owners.

Historic Properties

A review of Massachusetts Historical Commission (MHC) files indicates that the existing Winchester Center Station, including the Waterfield Road and Main Street bridges, are located within and adjacent to the Winchester Center Historic District, which is listed in the State and National Registers of Historic Places. The historic district nomination form and district date sheet specifically list the MBTA (station and overpasses) as "noncontributing" to the significance of the district.

The Winchester Center Historic District is characterized as a mid-nineteenth to mid-twentieth century suburban town center graced by fine commercial and residential structures, and imposing civic and ecclesiastical buildings on large lots, all complemented by several town parks. The nomination notes that the elevation of the Boston and Lowell (now Boston and Maine) Railroad tracks around 1950 visually bisected the district, but did not obscure the district's architectural and historical significance. The district was listed on the State and National Registers in 1986 and encompasses 82 properties.

It is noted that the existing Winchester Chamber of Commerce Building is outside the boundaries of the Historic District and is not included in the Inventory of Historic and Archaeological Assets of the Commonwealth.

Commuter Rail Operations

The MBTA currently runs 31 inbound and 27 outbound (to and from North Station, respectively) commuter rail trains on the Line on a typical weekday. Of these, 26 inbound and 23 outbound trains serve Winchester Center Station. On weekends and holidays, a total of 8 inbound and 8 outbound commuter rail trains operate on the Line, all of which serve the station.

The Line also serves Amtrak intercity trains with approximately 5 northbound and 5 southbound trains on a typical weekday as well as on weekends and holidays. This train service is generally referred to as the "Amtrak Down-easter" which runs between North Station in Boston and Portland Maine. However, none of the Amtrak trains stop at the Winchester Center Station.

In addition to MBTA Commuter Rail and Amtrak Down-Easter, Pan AM Railways (formerly known as Guilford Rail System) operates freight trains on the Line. The freight trains are generally unscheduled moves that vary day to day.

Ridership

Based on a 2014 MBTA Report entitled: "Ridership and Service Statistics – Fourteenth Edition", ridership at the Winchester Center Station was measured at 789 inbound boardings (on a typical weekday). The report also indicated a slow but steady increase in ridership over the past several years. It is expected that the Station Renovation Project, which will significantly improve access and visibility, will result in an increase in ridership.

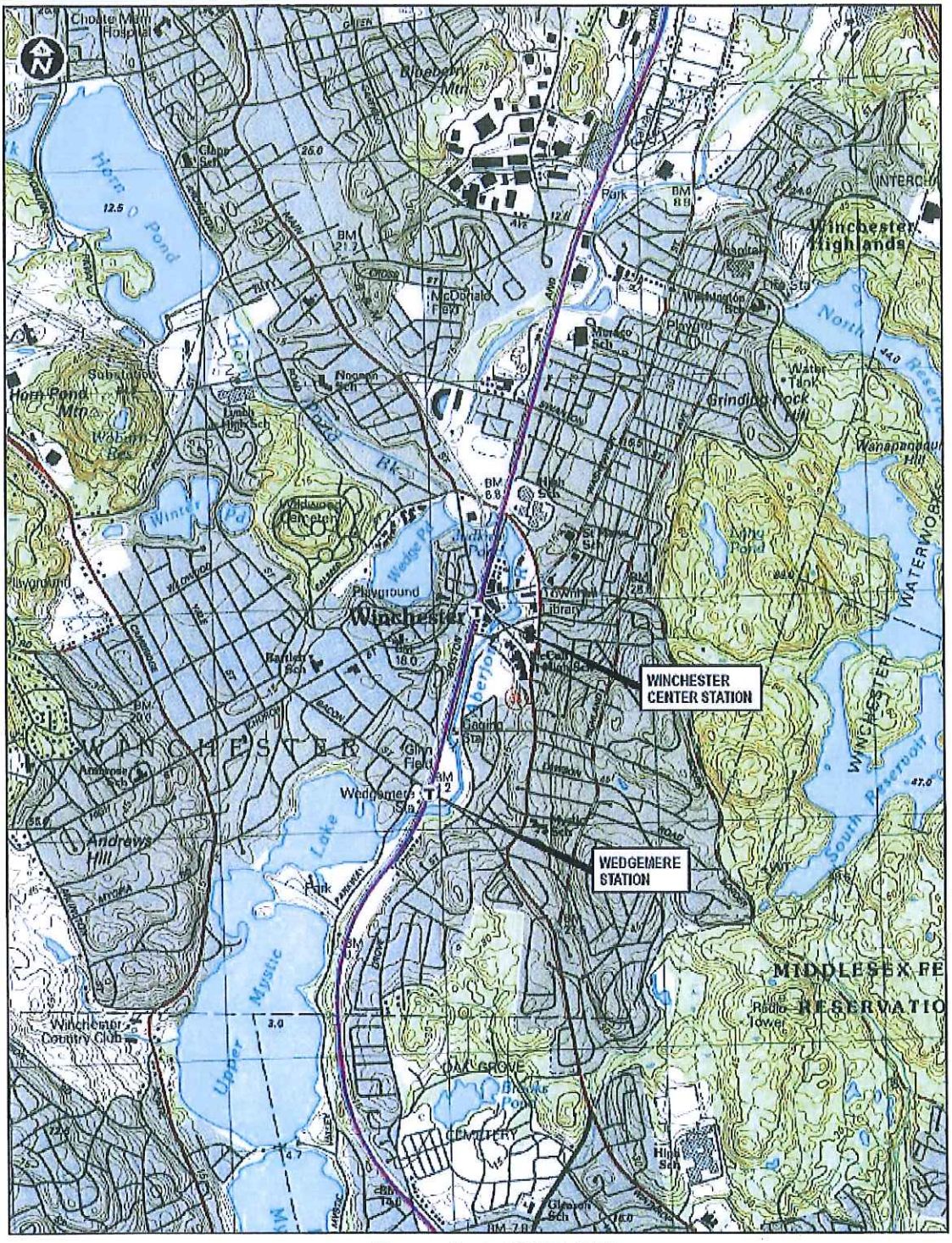


Figure 1: LOCUS MAP

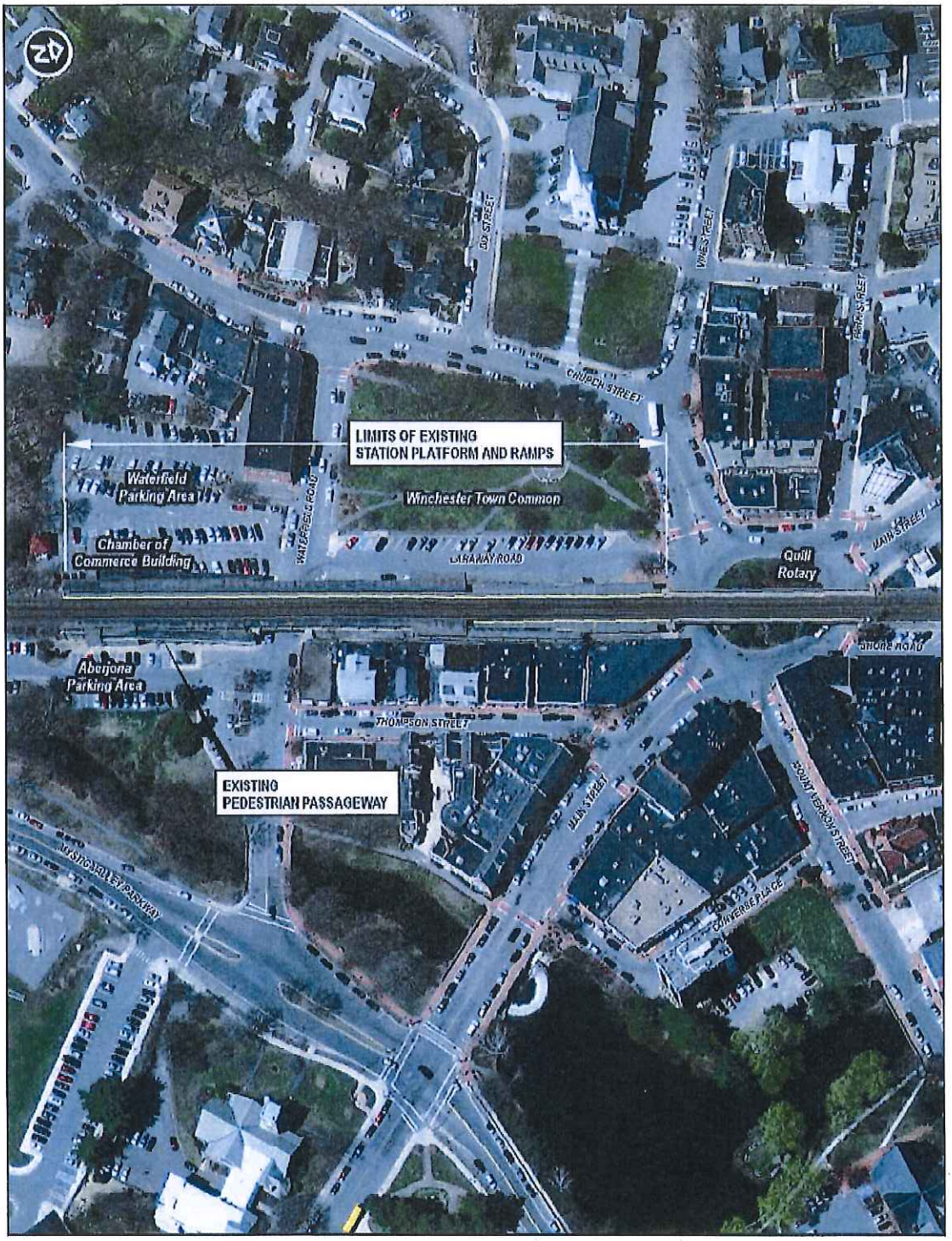


Figure 2: AERIAL MAP OF EXISTING STATION

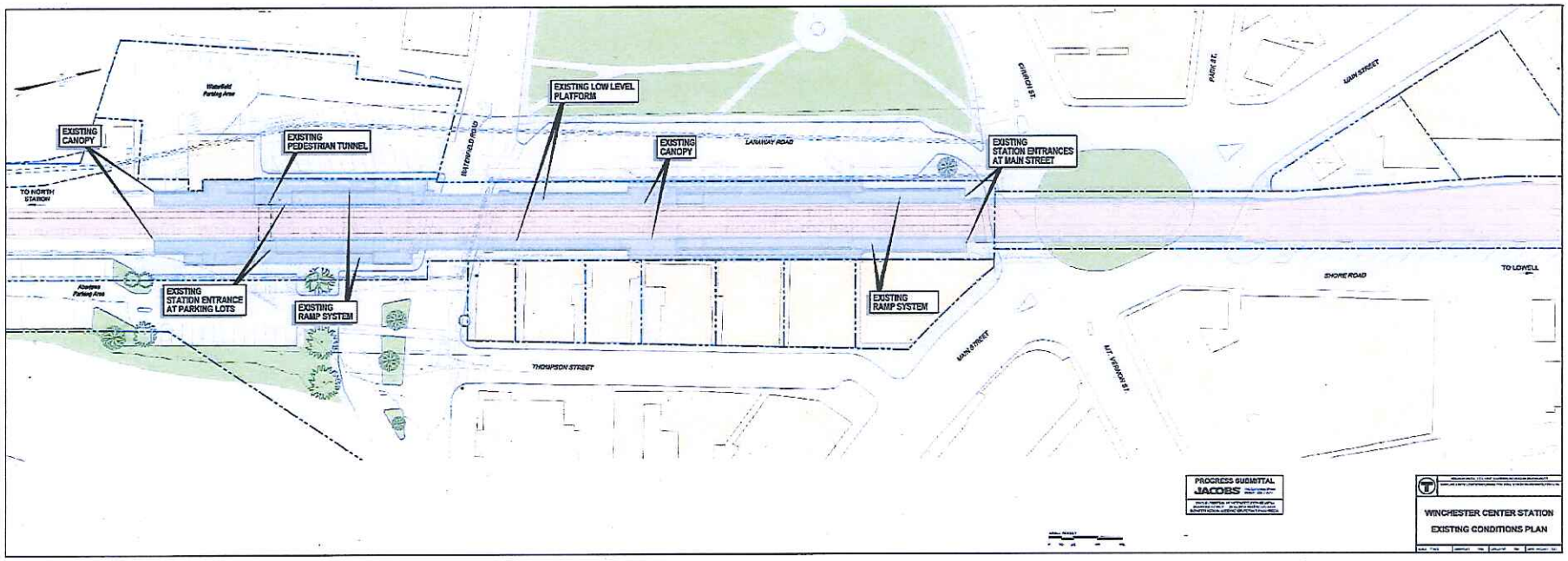


Figure 3: EXISTING CONDITIONS PLAN

Environmental Design and Permitting

The MBTA Winchester Center Station Renovation Project is potentially subject to compliance with the National Environmental Policy Act (NEPA), Section 106 of the National Historic Preservation Act, the Massachusetts Environmental Policy Act (MEPA), Chapter 91, and Chapter 254. Activities proposed in or within the buffer zone to wetland resource areas may also be subject to jurisdiction under the U.S. Clean Water Act, the Massachusetts Wetlands Protection Act, and Winchester Wetlands Bylaw.

National Environmental Policy Act

The primary law governing federal environmental protection process is the National Environmental Policy Act (NEPA) of 1969. The process for complying with NEPA and related federal surface transportation statutes is defined in the joint Federal Highway Administration/Federal Transit Administration Environmental Impact and Related Procedures (23 CFR 771). The regulation sets forth the agencies' policy of combining all environmental analyses and reviews into a single process.

For the Winchester Center Station project, the federal agency in consultation with the applicant will advise which of the following levels of action the proposed undertaking would require:

1. Categorical Exclusion (CE): may be granted for actions that do not individually or cumulatively involve significant social, economic, or environmental impacts.
2. Environmental Assessment (EA): may be required when the significance of the environmental impact is not clearly established. An EA can result in either a "Finding of No Significant Impact" requiring no further environmental evaluation, or identify potentially significant impacts requiring an EIS.
3. Environmental Impact Statement (EIS): Depending on the outcome of an EA, the federal agency may require applicants to develop an EIS.

The proposed Winchester Center Station Renovation project may require the preparation of an EA, though consultation with the federal agency could result in a determination that the proposed project meets specific conditions or criteria that qualify it for the preparation of a CE. Consultation with the federal agency would be initiated following completion of the preliminary design.

Massachusetts Environmental Policy Act (MEPA)

MEPA review is required of projects that require state agency action, (such as funding or permits), and that exceed review thresholds. The project, as currently proposed, does not appear to meet or exceed MEPA review thresholds. When the project proceeds to the 30% design level, MEPA requirements should be revisited to confirm that they do not meet or exceed established thresholds.

Massachusetts Wetland Protection Act

Based on initial assessments, the adjacent Aberjona River is comprised of the following state-jurisdictional wetland resource areas: Inland Bank, Land Under Water Ways and Waterbodies, Bordering Vegetated Wetlands, Bordering Land Subject to Flooding and 200-ft Riverfront Area. A 100-foot Buffer Zone extends from Inland Bank, Land Under Water Ways and Waterbodies and Bordering Vegetated Wetlands.

Project activities that are located within any of these wetland resource areas or the 100-foot buffer zone thereto may be subject to jurisdiction under the Massachusetts Wetlands Protection Act and Regulations. Activities resulting in a discharge of fill material below the ordinary high water mark of certain waters of the U.S. (e.g., Aberjona River and adjacent vegetated wetlands) are also potentially subject to jurisdiction under Section 404 of the U.S. Clean Water Act.

At the 30% design level, wetland resource areas associated with the River would be delineated by a qualified wetland scientist. Activities located within these areas or the 100-foot buffer zone will require a filing with the Winchester Conservation Commission. Proposed activities within these areas will need to be designed to comply with the applicable general performance standards. With regard to activities proposed in the 200-foot Riverfront Area, said work would likely need to comply with the performance standards for previously developed and degraded areas, and comply with the Massachusetts Department of Environmental Protection (DEP) Stormwater Management Standards.

Natural Heritage and Endangered Species

According to the current Natural Heritage and Endangered Species Atlas (NHESP, 2008), the project site is not located within mapped Estimated or Priority Habitat or within proximity to certified or potential vernal pools.

Section 106 of the National Historic Preservation Act

Section 106 of the National Historic Preservation Act (generally referred to as "Section 106") requires that federal agencies consider what effects their actions may have on historic properties. If a project utilizes federal funding, it would be subject to review by the MHC under Section 106 in its federal role as the Massachusetts State Historic Preservation Office (SHPO). In this case, the MHC would consider project impacts to the Winchester Center Historic District and may require the project proponent to consider alternatives that would eliminate, minimize, or mitigate any potential adverse project impacts to affected historic resources.

The MHC could also require an archaeological survey to determine if any significant prehistoric or historic archaeological resources are within the project's area of potential effect. However, the project area appears to be previously developed suburban parcels. A review of the Inventory indicates there are no previously identified archaeological resources within the project area. Therefore, due to previous development activities and disturbance, it is anticipated that the project area is unlikely to contain significant archaeological remains.

MHC State Register Review, Chapter 254

Under M.G.L. Chapter 9, sections 26-27c, as amended by Chapter 254 of the Acts of 1988, the Massachusetts Historical Commission (MHC) has review authority of certain projects to determine whether such project would have any adverse effect on properties listed in the State Register of Historic Places. The review process mirrors the Section 106 process (see above) with the exception that projects that involve only inventoried properties and in the absence of any State Register properties, are not subject to Chapter 254 review. The Winchester Center Station is located within a historic district that is listed in the State Register of Historic Places and therefore, the proposed improvements are subject to review by the MHC in compliance with Chapter 254.

Environmental Permitting Summary

Based on the analysis above, it appears that the project's permitting process may entail review under NEPA (either a Categorical Exclusion or Environmental Assessment), Section 106, Chapter 254, and the Massachusetts Wetland Protection Act. Because the project area is previously developed suburban locations, NEPA review is not expected to be onerous, and archaeological impacts are not anticipated. Any impacts to historic resources will require both federal and state review. Activities proposed in wetland resource areas will require an Order of Conditions or Determination of Applicability from the Winchester Conservation Commission.

Design Criteria and Station Elements

Due to the disrepair of the station, and its lack of meeting current ADA and MAAB requirements for accessibility, the MBTA is proposing a total renovation of the existing station. The station will be designed and constructed to meet current versions of the MBTA Commuter Rail Design Standards, ADA Accessibility Guidelines (ADAAG), Building Code as well as the National Fire Protection Association (NFPA) standards. In addition, the MBTA is partnering with the Town of Winchester to address various objectives and recommendations for the renovated station.

The Proposed Station Renovation Project will be designed to include the following elements:

Platforms

New MBTA commuter rail station passenger platforms are typically 800-foot long high level platforms consisting of 10-foot wide precast concrete panels with 24-inch tactile warning strips and a 3" x 8" timber edge. The edge of the MBTA's standard high level platform is set 4-feet above the top of railroad tracks and a distance of 5'-7" from the centerline of tracks. This standard provides level boarding from the platforms to the train coaches.

Due to various code issues, including accessibility and fire codes, the proposed passenger platform length is to be shortened from 800 feet to approximately 724 feet. This would be typical on both the inbound and outbound sides of the station. The typical 800 foot MBTA standard platform is designed to accommodate a 9 car train set with some overrun distance. The proposed platform length of 724 feet will still accommodate a 9-car train set with only the passenger coach door closest to the locomotive unavailable for egress directly to the platform (See Figure 4).

The passenger platforms are typically constructed of cement concrete which when subjected to large applications of deicing salts, have shown some durability problems. The platform panels proposed for Winchester Station will consist of a precast High Performance Concrete (HPC), which includes additives to the cement concrete to make the panels more resistance to deicing salts. An alternative to the typical cement platform construction materials would be the use of fiberglass platform panels. The fiberglass panels would be more resistant to deicing salts therefore would be more durable and require less maintenance. The entire platform panel would be constructed of fiberglass including the panel walk surface. This construction method has been used in other states with similar climates to Massachusetts where high levels of deicing salts would be used for pedestrian safety. Before this material can be used in MBTA commuter rail stations it must conform to the Massachusetts Building Code and the National Fire Protection Association (NFPA) Code and also require the approval of the Massachusetts Department of Public Safety. An added benefit to the use of fiberglass platform panels for this project is that it would improve constructability of the station. The fiberglass panels are much lighter and would be easier to manipulate during construction than precast concrete panels.

Canopies

New steel canopies will be constructed along both platforms. Although the canopy lengths are generally a function of the ridership, the renovated station will include a minimum of 200 linear feet of canopies on both the inbound and outbound platforms. Commuter Rail station canopies typically consist of galvanized steel members with wide-flange sections and roof systems consisting of inverted gable form with metal standing seam roofing. These design features are intended to minimize maintenance issues as well as bird roosting. Roof colors will be chosen to be compatible with the station elements and the surrounding neighborhood. The final

determination of canopy lengths and design features would be closely coordinated with Town of Winchester/DRC members during the next phase of design.

Safety Railings

In areas where the back of the platform will be more than 30 inches above grade, 42-inch high guardrails will be required. Where the platforms extend or bridge over Waterfield Road or Main Street/Quill Rotary, missile barrier will be installed in addition to the guardrails. Safety railings will also be installed along applicable portions of the reconstructed ramps.

Lighting

The proposed project will included a total renovation of the station lighting elements. The emphasis will be on improving lighting at the station, including providing security, visual comfort and visibility. Lighting along the platforms will be designed to minimize glare, and will include "cut-off" type fixtures to minimize spill over of lighting onto adjacent properties.

Signing

The station will include all new porcelain enamel signing along the platforms and walkway/ramps. In addition to the station signs, the MBTA will work with the Winchester Historical Commission regarding the feasibility of incorporating interpretive signs into the station.

Amenities

The station will include the following amenities: benches, schedule cases, trash receptacles, bicycle racks, maintenance shed, variable message signs, a public address system, emergency police call back system, and landscaping. The station will also include provisions for future fare vending machines and closed circuit television cameras.

Access Ramps and Elevators

The existing access ramps provide direct access to the station from both Main Street and the Waterfield and Aberjona parking areas. However, the ramps do not meet current ADA Accessibility Guidelines. The renovated station will include total reconstruction of the ramp systems at the north end of the station, which will be designed and constructed to meet current ADA Accessibility Guidelines. In addition, at the south end of the station adjacent to the Waterfield and Aberjona Parking Areas, elevators and stairways will be constructed. The elevator system will include two sets of elevators on both inbound and outbound platforms to provide redundancy in case of malfunction of one of the elevators.

Civil / Site Improvements

There will be site improvements on the lower (easterly) portion of the Waterfield parking area, the northernmost portion of the Aberjona parking area and Laraway Road. Included in these improvements will be; resetting granite curbing, milling and overlay of the bituminous pavement parking areas, reconstruction of concrete sidewalks, bicycle racks, benches and other site amenities. Portions of the newly constructed elevators, the Laraway Road ramp structure and the Shore Road ramp structure will be outside of the MBTA's right-of-way. The Town has indicated that it will provide the necessary land to the MBTA in order to construct these new structures.

Structural Design

The existing station includes an extensive wall system to support the railroad tracks and platforms. The walls consist of both concrete gravity and cantilever walls with spread footings. Through much of the station, the easterly and westerly walls are connected by counterfort walls providing additional support. Initial review of the wall system indicates that they are in relatively good condition, and should be used as an integral part of the station renovations. Use of the existing walls will facilitate construction staging of the renovated station, and allow the station to remain operational during construction.

Due to the limitations of right-of-way and site access, additional retaining wall systems at the station could also be constructed of soldier piles and lagging. These walls will consist of steel H-piles, drilled in place. Timber lagging would be installed between the webs of the steel piles as earth is removed. Once the pile and lagging wall is complete, and all materials excavated, a cast-in-place concrete face would be cast along the face of the walls.

Track Design

The Lowell line also serves freight rail operator Pan Am Railways, and coordination will be required to ensure that freight trains can safely pass through the station. Specifically, a high and wide freight car (including any car with wide cargo) may encroach upon the limited five foot seven inch (5'-7") horizontal clearance envelope, measured from track centerline to the front edge of a high level platform. Passage of a high and wide freight train poses serious safety concerns, including the potential to cause significant damage to the platform and other station amenities and to the freight cars, with derailment of the train possible resulting in serious injury or loss of life. Even though these wide freights are infrequent and typically are scheduled to pass through the station site during off peak hours concessions need to be made to accommodate these wide freights.

Several options exist to safely run these wide trains through a restricted width high level platform area. A common solution is to install a section of "gauntlet" track. The proposed gauntlet track would replace a typical track section with a track constructed with longer cross ties supporting two sets of parallel running rails typically spaced about one foot apart. Switches at each end would allow a train to bypass or 'runaround' the clearance obstruction at the station. This scenario avoids any potential contact with station structures or its patrons and permits the freight train service to run its normal schedule. The gauntlet track switches at each end of the station would be hand thrown with electric locks.

Further consideration will be made in upcoming design phases to consider the installation of a switch/interlocking south of the station to help with phased construction of the station platform and to eventually retire an aging interlocking just north of the proposed station.

Sustainability

As part of the new initiative on sustainability, the proposed Winchester Center Station Renovation project will consider a number of "green" design elements. These will include, but not limited to, providing solar panels for lighting the station canopies, charging stations for electric or hybrid automobiles, use of recycled materials, etc.

Winchester Center Station – Alternatives/Concepts

As noted earlier in the Executive Summary, numerous alternatives for locating the station were generated, reviewed and selected by the Town of Winchester Working Group in 2011. Due to changes in the Town of Winchester's proposed Master Plan, accessibility requirements and code changes, the 15% Design from 2011 was scrapped and new concepts were generated. The town was presented five concepts and the DRC accepted what was known as Concept 5. This concept has since been slightly modified to reflect changes to the configuration of the access ramp on the northwest corner of the proposed station. This latest configuration has been accepted by the DRC.

The normal procedure for a 15% Design Report would be to compare station alternatives, their pro's/con's and the cost estimate of each. This 15% design report addresses only Concept 5 because it was the only concept that is acceptable with the DRC. The DRC has fully discussed Concept 5 internally and has met with the MBTA project team several times to work out the details. The following is a description of the proposed station layout.

Proposed Station Layout

As shown on Figure 4 – Site Plan, the proposed station platforms are placed near the existing platform locations beginning at a point extending approximately 60 feet onto the Main Street Bridge and then extending 724 feet south. Access to these platforms will be generally near the existing station entrances at Waterfield Road (near the existing parking lots) and Main Street near Laraway Road. The south entrance/access to the passenger platform will be via two banks of elevators, one bank located on the east side of the station (inbound) and another bank of elevators on the west side (outbound). Both the east and west sides of the platform will also be able to be accessed by stairways. The north end of the station will be accessible by a ramp on the west side of the station that is situated in the same general area as the existing ramp alongside Laraway Road. The northeast access has been completely moved from its existing location behind the Thompson Street shops to a location along Shore Road on the north side of the Quill Rotary. This ramp system along Shore Road is accessed by a pedestrian bridge from the northernmost end of the outbound platform. This pedestrian bridge spans the Quill Rotary to a spot above the existing sidewalk on the north side of the rotary where a proposed ramp system brings passengers down to the sidewalk level at Shore Road.

Throughout the station length, most of the existing stone faced retaining walls currently supporting the railroad track structures would remain. However, all of the existing ramp supporting structures and canopies would be removed and be reconstructed in their proposed locations to meet ADA Accessibility Guidelines. The new platform and ramp structures will require removal of the existing elevator structures, and the demolition of the present day Chamber of Commerce Building.

Discussion Points on the Proposed Station Layout:

- Maintains general current access points from Main Street, Waterfield Road and parking lots but adds a new north point of entrance per Town of Winchester request.
- Adds two banks of elevators (four elevators in all).
- Accessible paths to the new platforms will be longer than the existing ramps. This is due to the requirement to meet Accessibility standards as well as the high level platforms.
- The ramp from Main Street to the outbound platform immediately adjacent to (and in some cases within 3 feet of) the backs of existing buildings along Thompson Street will be removed.
- Requires constructing portions of the new platform over the Quill Rotary (next to bridge)
- Little to no additional impervious surfaces created. Existing hydrology maintained.
- Requires constructing portions of the platforms over the Main Street bridge.
- Requires construction of piers and abutments for pedestrian bridge.
- Requires construction of pedestrian bridge over Quill Rotary.
- Requires modifications (narrowing) to Shore Road.
- Proposed Northeast Ramp would eliminate 25 to 30 parking spaces along Shore Road.
- Does not preclude the Town of Winchester from developing areas around Station.
- Does not preclude the Town of Winchester from constructing a tunnel beneath the RR ROW per the Town Master Plan.

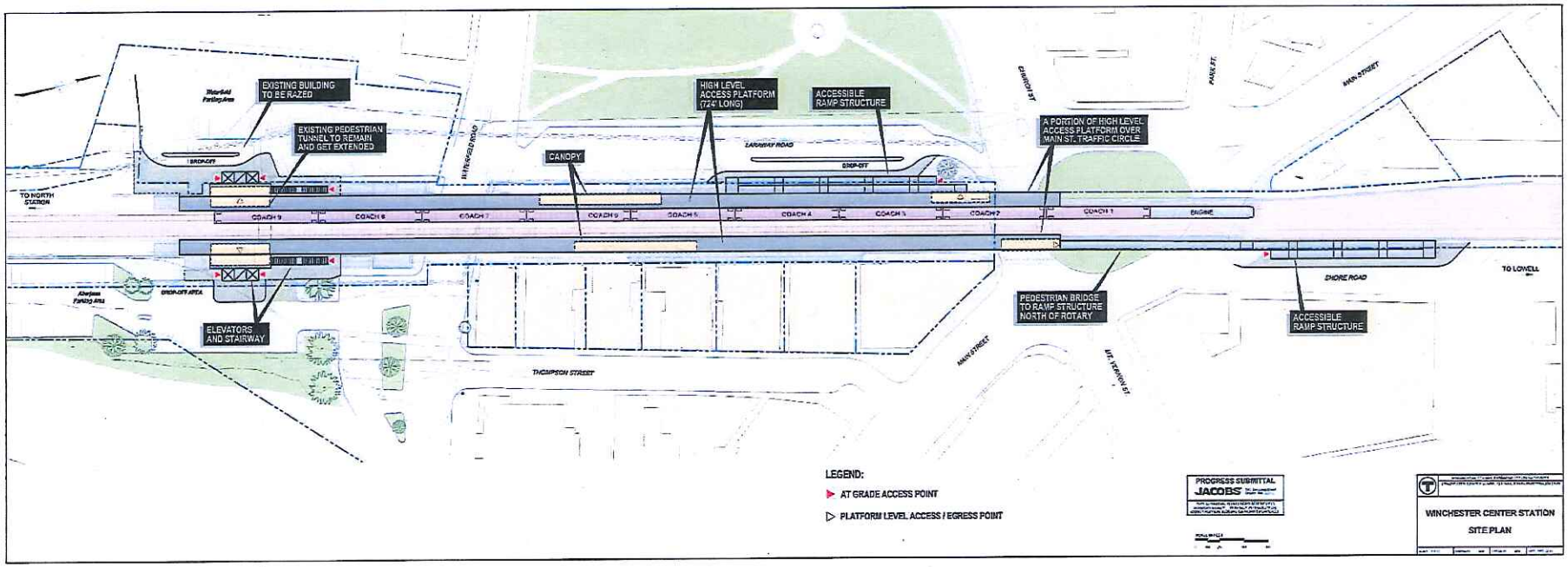


Figure 4: SITE PLAN

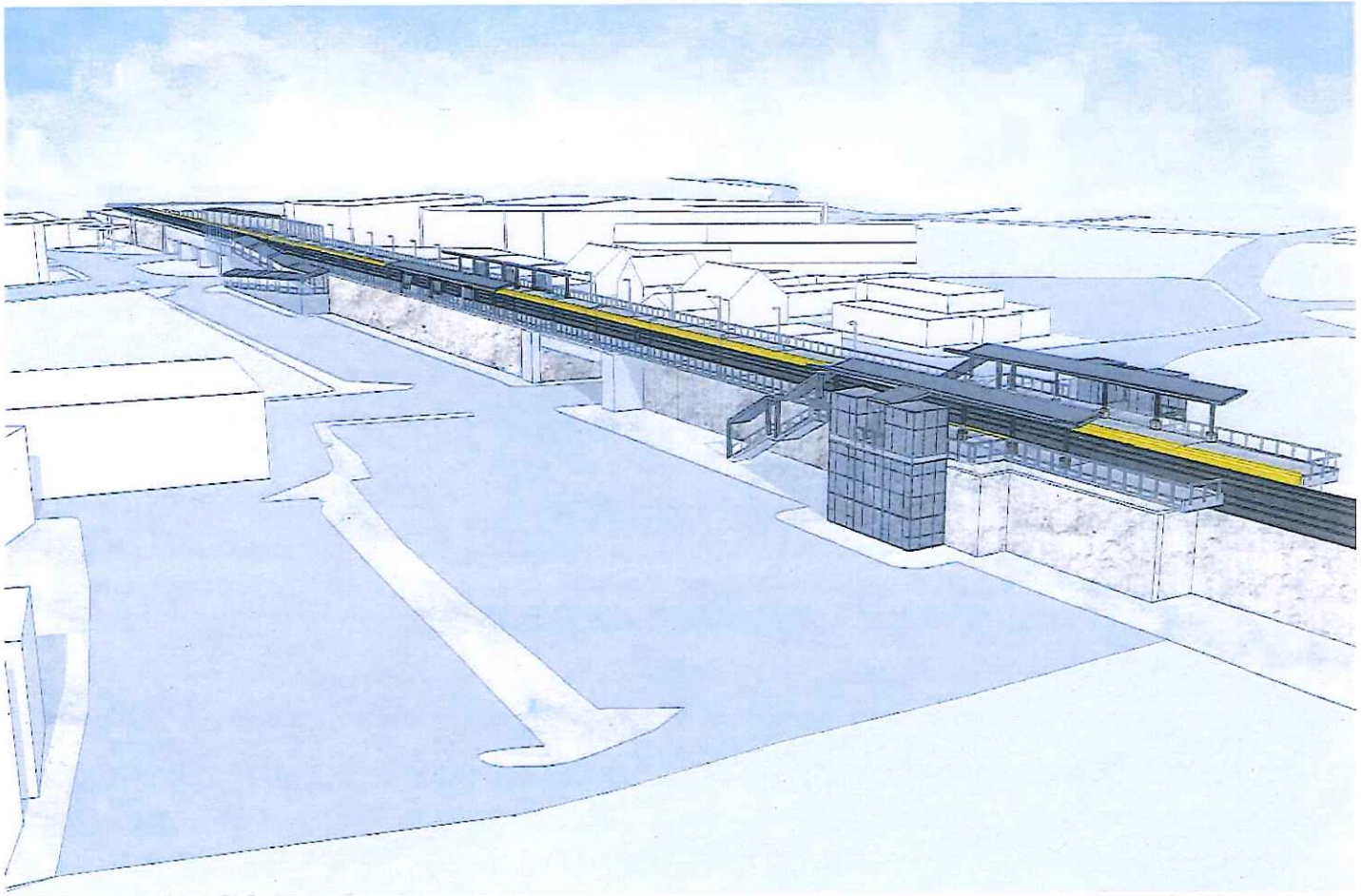


Figure 5: ARCHITECTURAL RENDERING
OVERALL STATION

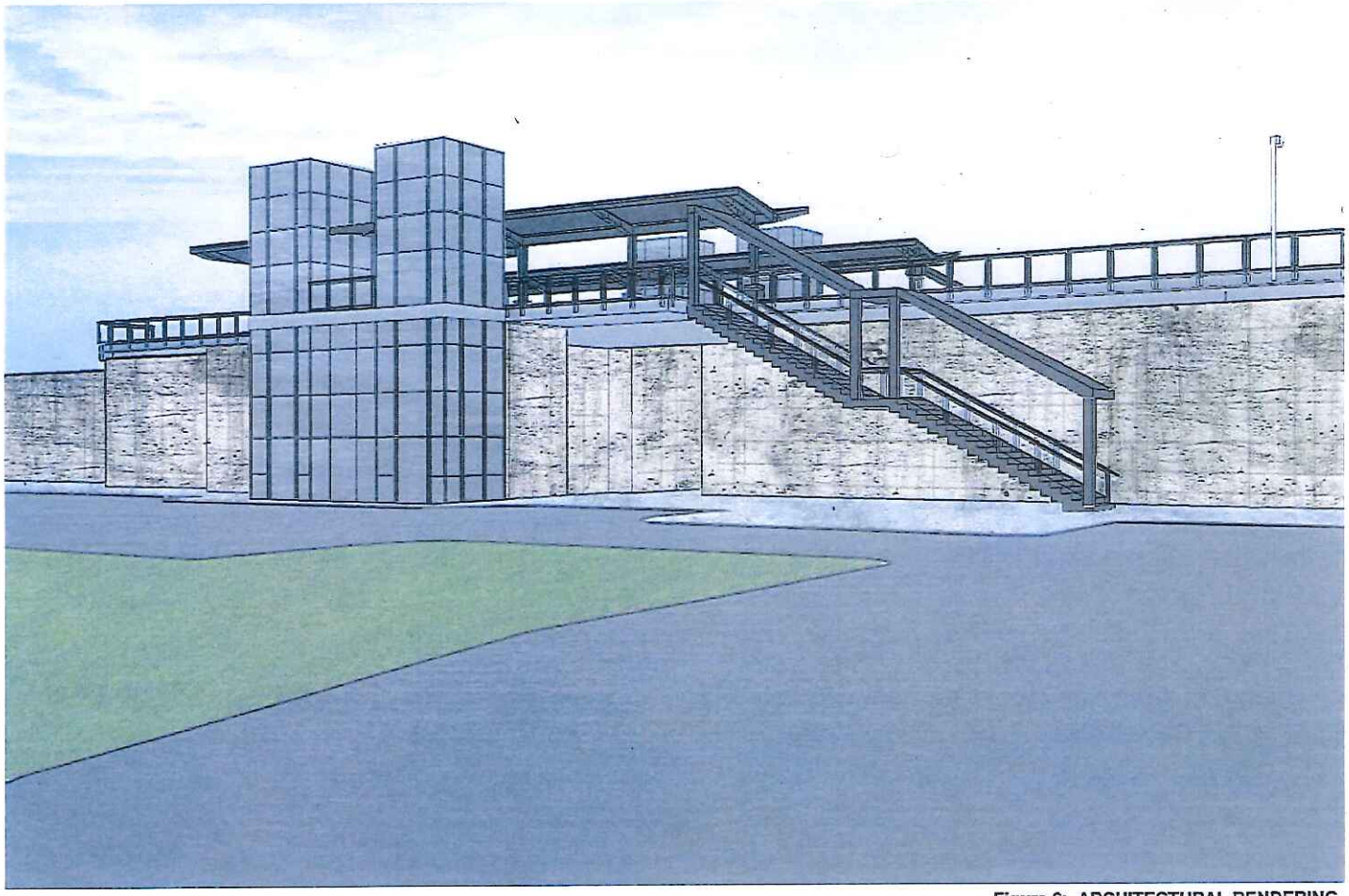


Figure 6: ARCHITECTURAL RENDERING
ELEVATOR SHAFTS

Figure 7: ARCHITECTURAL RENDERING
PEDESTRIAN BRIDGE

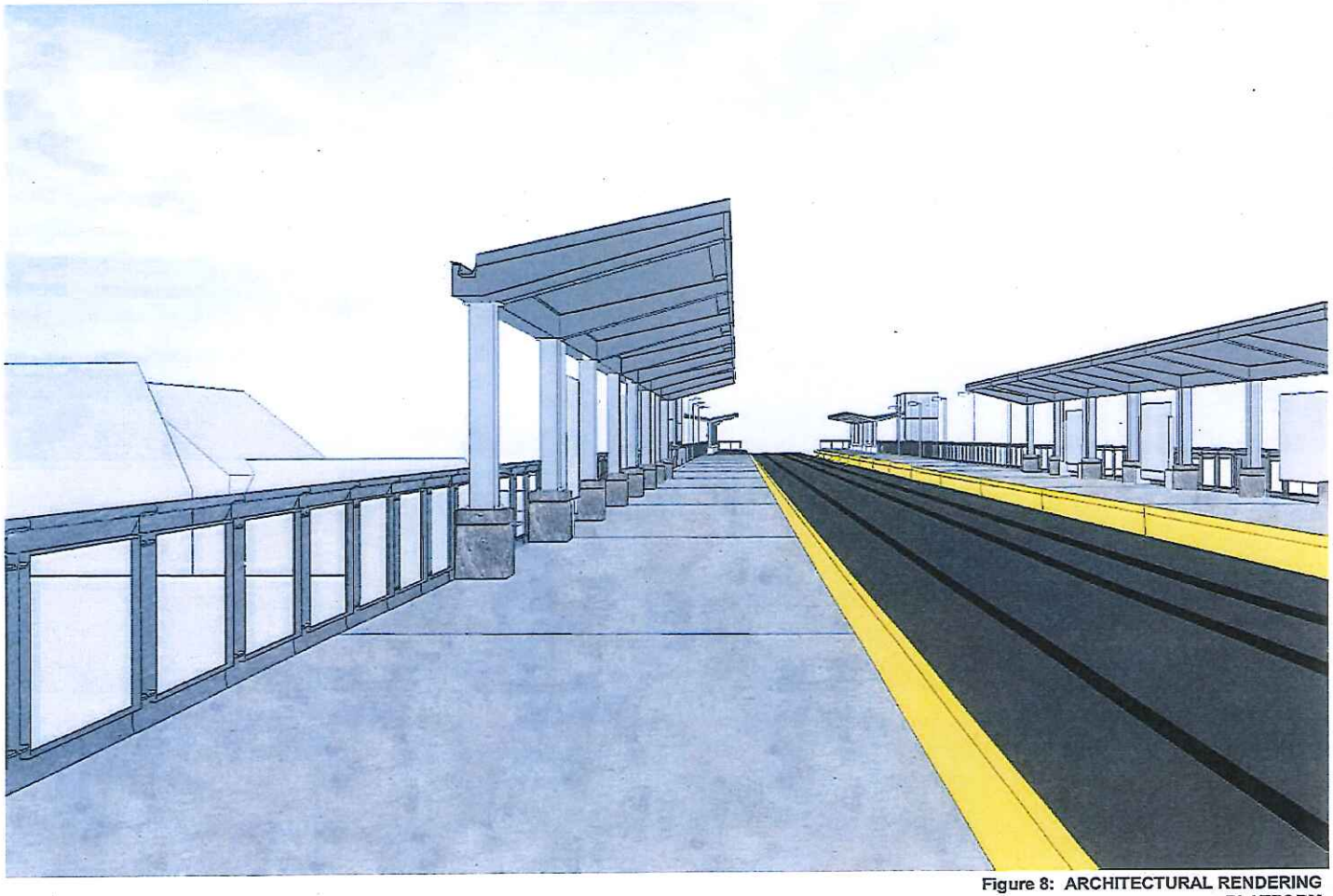
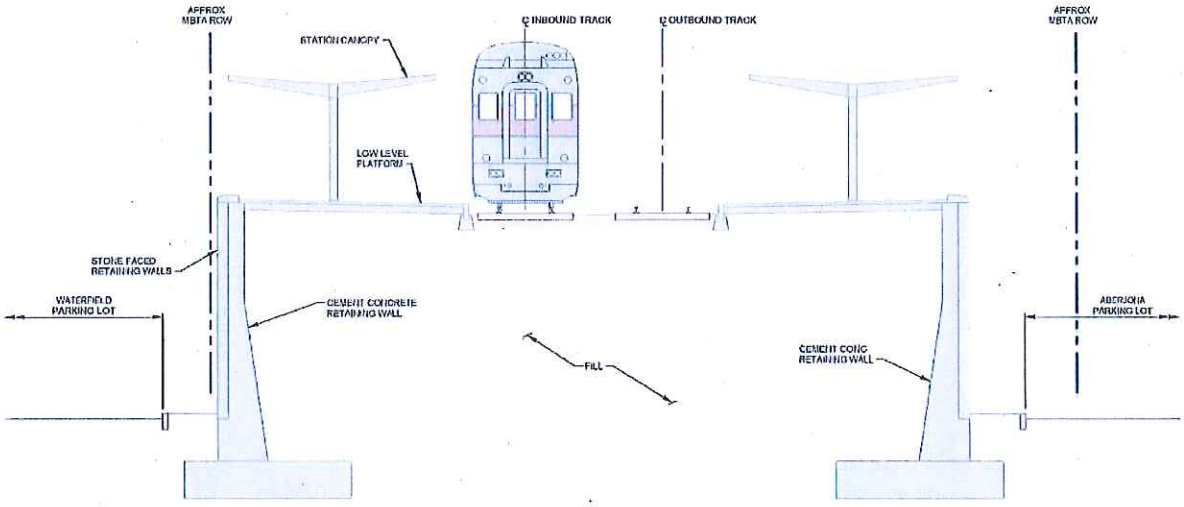
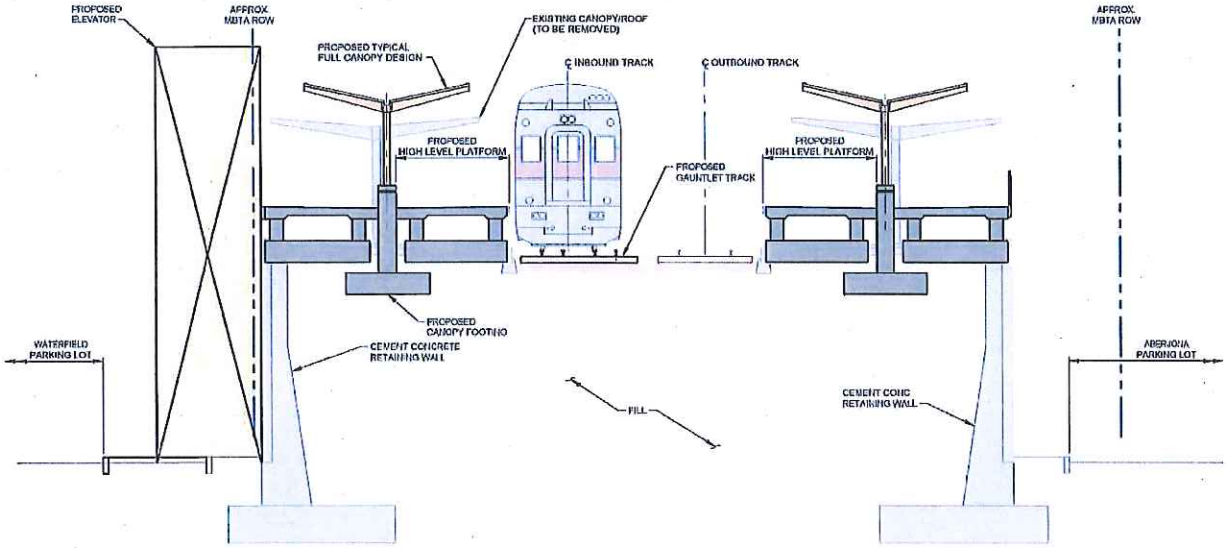


Figure 8: ARCHITECTURAL RENDERING PLATFORM

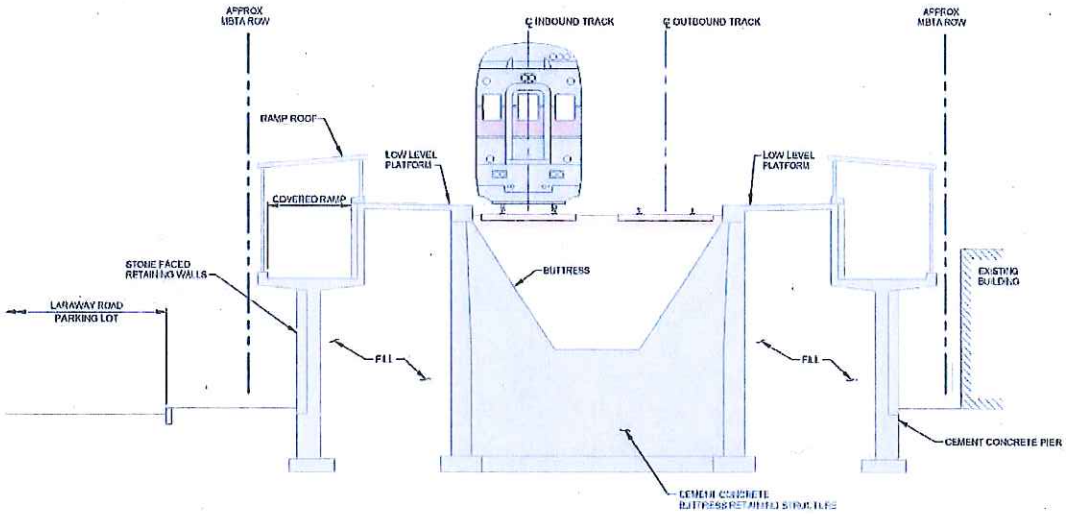


EXISTING CROSS SECTION LOOKING NORTH
(NEAR CHAMBER OF COMMERCE BUILDING)
NOT TO SCALE

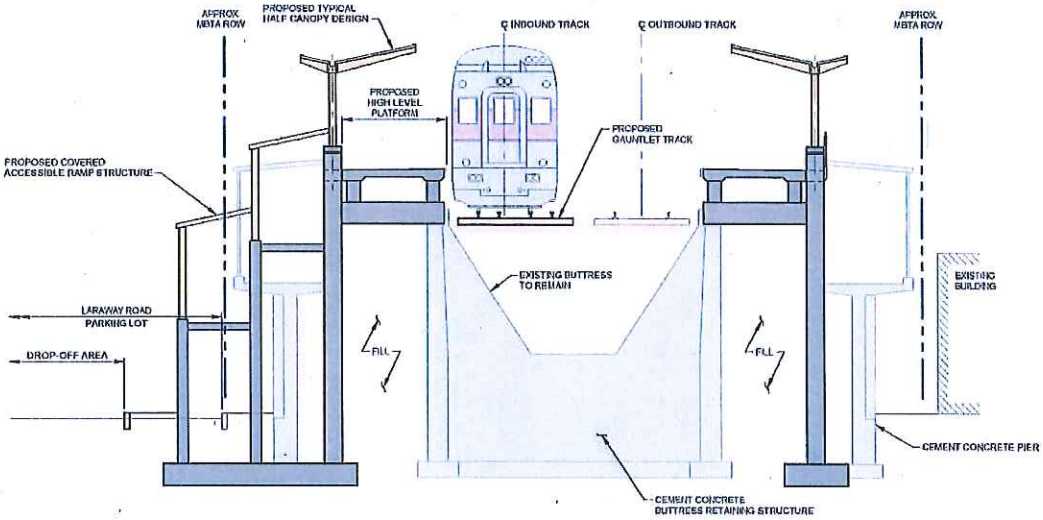


PROPOSED CROSS SECTION LOOKING NORTH
(NEAR CHAMBER OF COMMERCE BUILDING)
NOT TO SCALE

Figure 9: CROSS SECTIONS



EXISTING CROSS SECTION LOOKING NORTH
(NEAR LARAWAY ROAD PARKING AREA)
NOT TO SCALE



PROPOSED CROSS SECTION LOOKING NORTH
(NEAR LARAWAY ROAD PARKING AREA)
NOT TO SCALE

Figure 10: CROSS SECTIONS

Cost Estimates

Included with this Preliminary Design Report is a 15% Engineer's Estimate.

Because of the narrow right-of-way, limited access, site topography and active rail traffic, construction costs for the Winchester Center Station will be significantly higher than for a conventional commuter rail station.

The Estimate Cost for the Winchester Center Station Renovation is **$25,800,000.00**. This estimate was performed using pricing relevant to 2015 dollars, no escalation pricing was used. Costs of any land takings/ROW are not included in the estimate. Preliminary discussions with Winchester Town officials suggested that town land required for construction of the station would be transferred to the Authority. Also no costs were included to repair/upgrade the bridge structures at Waterfield Road and at Main Street. A summary of the individual station construction items, quantities and unit costs are indicated on the following page.

Constructability Elements Affecting Costs

There are several elements associated with the constructability of the Station Renovation project that will have a significant impact on the construction costs. Most notably will be the requirement to construct the station under active rail operations. It is assumed that the line must remain operational during construction. This will limit the amount of time the contractor has to perform work.

It is also assumed that the existing station must remain open during most of the construction. However, the work may be staged such that half of the station could be closed and passengers directed to access the open portions (e.g. close the southerly portions of the station and direct passengers to enter/exit the station from the Main Street access ramps).

As indicated, the existing station is comprised of concrete retaining wall systems that support the railroad tracks. It is the intention to maintain these wall systems and construct supplemental support systems for the renovated station. This is best shown on the existing and proposed Cross Sections of the station indicated on Pages 23 and 24.

One of the other major elements constricting work on the renovated station is the portion of the station situated on the east side of the Line, between Waterfield Road and Main Street. In this area, existing 2-story brick buildings are in some cases within 3 feet of the retaining wall systems supporting the station platforms and access ramps. In this extremely tight area, the contractor will need to remove the existing ramp system and construct the new ramp systems, roof structures, platforms, canopies and other station elements without impacting the existing buildings.

15% Engineers Estimate

ITEM NO.	QTY.	DESCRIPTION	UNIT	UNIT PRICE	AMOUNT
110.002	1	CPM Scheduling	FP	$120,000.00	$120,000.00
120.459	1	Building Condition Survey	LS	$50,000.00	$50,000.00
130.100	1	Field Office - Trailer	LS	$120,000.00	$120,000.00
130.250	1	Maint. and Protection of RR Traffic	AL	$1,250,000.00	$1,250,000.00
130.430	1	Traffic Officers Services	AL	$300,000.00	$300,000.00
210.201	1	Demolition of Existing Building	LS	$200,000.00	$200,000.00
210.211	1	Demolition of Existing Station	LS	$900,000.00	$900,000.00
211.491	1	Site Utilities	AL	$200,000.00	$200,000.00
211.612	1	Pedestrian Bridge	LS	$700,000.00	$700,000.00
220.098	1	Site Preparation	LS	$500,000.00	$500,000.00
221.345	3400	Disposal of Contaminated Soils	TN	$125.00	$425,000.00
221.418	1	Support of Excavation	LS	$750,000.00	$750,000.00
222.003	2900	Unclassified Excavation	CY	$35.00	$101,500.00
222.104	225	Rock Excavation - Class B	CY	$100.00	$22,500.00
222.124	5,300	Bituminous Concrete Excavation	SY	$15.00	$79,500.00
222.504	1,900	Gravel Borrow	CY	$35.00	$66,500.00
222.522	1	Site Drainage (CB, DMH, RCP, etc.)	LS	$125,000.00	$125,000.00
222.628	700	Crushed Stone	CY	$50.00	$35,000.00
230.120	280	Drilled Piles	EA	$4,000.00	$1,120,000.00
242.131	1	Ramp Structure - Laraway Rd	LS	$975,000.00	$975,000.00
242.132	1	Ramp Structure - Shore Road	LS	$750,000.00	$750,000.00
261.151	1,350	Bituminous Concrete Pavement	TN	$200.00	$270,000.00
262.200	1,400	Granite Curbing	LF	$35.00	$49,000.00
262.702	1,400	Curbing - Remove and Stack	LF	$15.00	$21,000.00
263.150	2,050	Concrete Sidewalks	SY	$55.00	$112,750.00
270.000	1	Site Improvements	LS	$100,000.00	$100,000.00
271.000	1	Fences	LS	$100,000.00	$100,000.00
276.000	1	Landscaping	LS	$150,000.00	$150,000.00
291.000	1	Gauntlet Track	LS	$825,000.00	$825,000.00
329.950	1	Concrete - Platform Foundations	LS	$725,000.00	$725,000.00
330.040	1	Concrete - Stairways	LS	$140,000.00	$140,000.00
450.105	18,500	Masonry Restoration	SF	$75.00	$1,387,500.00
547.060	800	Steel Handrail	LF	$175.00	$140,000.00
548.248	1,900	Railings	LF	$350.00	$665,000.00
613.019	1	Access Platform	LS	$875,000.00	$875,000.00
613.033	1	Access Platform Canopy	LS	$600,000.00	$600,000.00
746.005	1	Roofing System - Type A	LS	$475,000.00	$475,000.00
1041.550	1	Station Sign	LS	$420,000.00	$420,000.00
1365.000	1	Prefabricated Structures	LS	$100,000.00	$100,000.00
1420.000	4	Elevator	EA	$1,000,000.00	$4,000,000.00
1643.000	1	Lighting System	LS	$725,000.00	$725,000.00
1650.000	1	Communication System	LS	$405,000.00	$405,000.00
1659.001	1	Closed Circuit Television System	LS	$375,000.00	$375,000.00
				Subtotal	$21,450,250.00
				Add 20% Contingencies	$4,290,050.00
				Total Cost	$25,740,300.00
				SAY	**$25,800,000.00**

Town of Winchester

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Winchester, MA 01890
Phone: 781-721-7133
Fax: 781-756-0505
townmanager@winchester.us

Board of Selectmen Meeting
Monday, January 25, 2016

BUSINESS

Docket Item **G-3:** 416 Cambridge Street – Winchester North 40B Proposal

Supporting Documents:

- Housing Partnership Board Comments re: project

Action Required:

Docket Item:
G - 3
January 25, 2016

Mawn, Patti

From: John H. Suhrbier <jnsuhr@verizon.net>
Sent: Saturday, January 16, 2016 1:37 PM
To: Grenzeback Lance; Howard, Richard
Cc: Mawn, Patti
Subject: 416 Cambridge Street Proposed Housing
Attachments: ZBA_ WHPB 1292015 Speaker Notes.pdf; ATT00002.htm

For consideration in the Board of Selectmen's January 25 discussion of the 416 Cambridge Street housing proposal, attached are the remarks i presented on behalf of the Housing Partnership Board at the December 9 hearing on this proposal conducted by the Zoning Board of Appeals.

I would be pleased to answer any questions you may have either before the scheduled January 25 discussion or as part of the meeting itself.

December 9, 2015

WHPB Comments for ZBA's 416 Cambridge Street Hearing

John Suhrbier - Chair, Winchester Housing Partnership Board (WHPB)

Introduction of myself and the WHPB - Town Meeting created; Advisory; Membership composition

Members are familiar with the provisions and underlying objectives of the Chapter 40B legislation, and specifically how 40B procedures differ from those that otherwise would apply.

Our overall conclusion is that the need for the mix of housing being proposed outweighs any of the potential problems that have been identified to date, many of which are pre-existing.

Members of the WHPB met with the developer last April, attended the presentations made to the Board of Selectmen, have met with neighbors, have attended this series of hearings conducted by the ZBA, and have studied the information submitted in association with this project. The written comments submitted both to this Board and to MassHousing reflect our findings.

In my remarks this evening, I will briefly comment on five characteristics of the proposed housing, and conclude with a comment on the relevance of the June 2015 U.S. Supreme Court's "Disparate Impacts" ruling.

1. The proposed project meets important Winchester housing needs, especially in terms of providing rental rather than home ownership. At a time when we are experiencing an increase in demand for rental housing, including housing that would serve down sizing seniors, Bureau of the Census data indicate that Winchester's rental housing has declined by 21% in recent years, in large part as a result of the conversion of rental housing to condominium units. It is important that the town replenish the supply of rental housing.

   This project is consistent with Winchester housing policy in that it provides a mix of studios and 1, 2, and 3 BR units with five of the units handicapped accessible, and is priced to serve households over a range of incomes.

   One quarter of the units will be rented by households having an annual income that corresponds to 80% of the Boston area median, or roughly $65,000 for a family of three, with a preference given to people either living or working in Winchester. These are moderate income households and may include seniors living on a limited income, young adults, a single mother or woman, town employees, or an auto mechanic working in a local garage.

   The suggestion we would make, though, is that the period of housing affordability be in perpetuity rather than just the initial 30 years specified in the Application. Winchester's 1.9% affordability is roughly half that of surrounding and similar communities, and so low that this should not be what is referred to as an expiring use project.

2. One of the first things we did when we learned of this proposal was to improve our familiarity with the site, the residential areas further up Wainwright Road, and to closely examine the Cambridge Street corridor adjoining this site.
   Our conclusion is the same as MassHousing's, the location is appropriate for the development as proposed. The location is served by the MBTA's 350 bus line and has convenient access to a variety of services.

   While the area located further uphill on Wainwright Road is single family residential, this portion of the Cambridge Street corridor really has become primarily a combination of commercial and multi-family housing. In addition to the Mahoney's and Bonnell Ford complexes, this includes the Horn Pond Shopping Plaza, two large gas stations and a third that recently has been converted to a vehicle repair center, the Elks Club, an office building, and four larger multi-unit housing developments varying in size from 107 to 132 units. The proposed development is very consistent with this existing corridor.

3. One of the questions that has been raised is whether the height of the proposed development can be lowered. We note that there are four other buildings along the Cambridge Street corridor that vary in height from four to seven stories, three of which are residential. Consequently, we feel the proposed height is acceptable.

4. Questions also have been raised concerning the proposed density of this development. We feel the Floor Area Ratio, or FAR, of 0.75 as proposed is very reasonable.

   With respect to a density expressed in terms of the number of units per acre, along with most planners and architects we don't particularly like this measure since it does not take into consideration the actual size of the building. But still using this measure, we examined 16 other multi-family housing developments existing in Winchester and found the proposed 33.4 housing units per acre to be in the mid-range of these other existing developments, with six buildings having units per acre density figures ranging from 39 to 120.

5. Regarding the site layout and the architectural design, the building is designed so as to fit onto the land and minimize visual impacts from neighboring locations. The majority of the parking is provided within the structure rather than in visible and impervious surface lots outside the building. Members of the WHPB are very impressed by the quality of the design.

I want to conclude by referencing the June 25 "Disparate Impact" Fair Housing Act decision by the U.S. Supreme Court for the case between the Texas Department of Housing and Community Affairs and The Inclusive Communities Project; and also the July *Affirmatively Furthering Fair Housing* rule issued by the U.S. Department of Housing and Urban Development (HUD).

Both of these are being interpreted as a "Both/And" in that they require communities to provide "access to opportunity", which is more than simply not directly discriminating.

The applicability to Winchester and other suburban communities is that town zoning and decisions that do not enable the construction of multi-family housing is viewed as exclusionary with respect to reducing existing disparities in meeting housing needs and providing increased access to opportunity.

This proposal for 416 Cambridge Street helps Winchester achieve the housing objectives defined by the Supreme Court and HUD in that it is a multi-family rental development that will be marketed over a range of incomes and five handicapped accessible units will be included.

Thank you. I look forward to a continuation of this discussion as part of the next hearing. and would be pleased to answer any questions the Board may have.

Town of Winchester

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71 Mt. Vernon Street
Winchester, MA 01890
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Fax: 781-756-0505
townmanager@winchester.us

Board of Selectmen Meeting
Monday, January 25, 2016

BUSINESS

Docket Item **G-4:** Harvard Pilgrim Health Care Renewal Presentation

Supporting Documents:

Action Required: VOTE to authorize Town Manager to sign contract

Confidential

January 25, 2016

Town of Winchester: Health Care FY17

Board of Selectmen Meeting

Presented By: Bryan Adams

EXECUTIVE SUMMARY

- Active Employees & Non-Medicare Retiree Health Plans
  - Current Insurance Carrier is HPHC (since 2012)
  - Annual renewal date is July 1st
  - Plan Options Include:
    - HPHC HMO - 300 Individual Contracts / 8 Dual Contracts / 326 Family Contracts
    - HPHC PPO - 12 Individual Contracts / 0 Dual Contracts / 5 Family Contracts
    - Enrollment information current as of December 2015 (651 subscribers)

- Senior Plans (Medicare Retirees) Renewed as of 1/1/2016
  - Current Insurance Carriers include HPHC & THP
  - HPHC Medicare Enhanced Plan for Medical + Aetna Rx program (445 subscribers)
  - THP Medicare Preferred HMO Prime (9 subscribers)

- Health Reimbursement Account – Self Administered
  - Manages mitigation funds (resulting from legislative plan change action)

THE TOWN'S HEALTH CARE PLAN

- Major plan activity
  - FY2008 RFP
    - Carrier consolidation to MIIA (BCBS & HPHC term. 1/2008)
  - FY2010
    - Medex 2 plan change implemented (Rx change)
  - FY2011 Plan changes implemented
    - HRA set up for facility co-pays
  - FY2013 RFP
    - MIIA term, HPHC became carrier
  - **FY2014 Plan changes implemented**
    - **Moved to "benchmark" plan design**
  - FY2015 Renewal negotiation
    - "Delayed" to allow impact of plan change on renewal negotiations!
  - FY2016 Renewal negotiations
    - "Early" action produced favorable results
  - FY2017 Renewal negotiations underway

HPHC Claims Analysis

- Includes HMO & PPO Claims vs. Premium Loss ratio
- FY13 – Claims incurred from July 1, 2012 thru June 30, 2013 and paid through September 30, 2013 was 96% when adjusted by Section 22 changes (-6%)
- FY14 loss ratio improved as result of plan changes to cost sharing features, claims vs. premium = 74%
- HPHC was asked to release early FY16 renewal using claims through July 2015
  - 24 Months loss ratio thru July 2015 was 75%
- Carriers normally evaluate 24 months of claims data when setting premium rates
- Value of "Navigator Style" on previous plan claims impact
- NFP suggests favorable loss ratio (trends) over past 24 months as basis for rate hold
- Risk Issues under review
  - Large ongoing claims
  - By Cost
  - By diagnosis
  - Compound trend

BUDGET IMPACT

- Carrier trends – renewal pricing
  - 7% to 9%
  - HPHC currently using 7.9% to 8.5% depending on whether HMO or PPO melded with rx
  - BCBS currently using 7.5% to 7.8% for medical and 14.64% to 18.1% for rx (separated out)
  - THP is using 7% - 9% melded
  - ACA Fees add 1.5% - 2.5%
- Budget impacts to Town at: (based on est 72%/18% melded splits)
  - 7% = +$631,000
  - 9% = +$812,000
- Target MLR impact
  - Carrier rate structure targets 88%-90% breakeven
  - Reasonable and appropriate increase would be 7% to 9% at these levels

Non-Medicare Retirees Plan Design: Core co-pays

Covered Service	Prior HPHC HMO	HPHC Municipal Choice Net HMO eff. 7/1/2013
PCP office visit	$15 co-pay ($0 well)	$20 co-pay ($0 well)
Specialist office visit	$15 co-pay	$25,35,$45 co-pay
In-pat hosp	$250	$300/$700 co-pay after ded*
Out-pat surg	$150 ($0 well)	$150 co-pay ($0 well) after ded*
Emergency room	$50 co-pay	$100 co-pay after ded*
Diag tests, x-rays, labs	$0	no co-pay after ded*
CT's, MRI's, PET's	$0	$100 co-pay after ded*
Rx: Generic Preferred Brand Non-Preferred Brand	30 day/90 day $10/$10 co-pay $20/$20 co-pay $35/$35 co-pay	30 day/90 day $10/$20 co-pay $25/$50 co-pay $50/$110 co-pay

*The deductible under the new plan is $250 per member, not to exceed $750 per family per plan year. PPO plan has similar in-network co-pays.

MEDICARE RETIREES SUPPLEMENT PLAN DESIGN: CORE CO-PAYS

Covered Service	Prior Medicare Enhance Supplement Plans Hi Option	Lo Option	Enhance Option Eff. 7/1/2013
PCP office visit	$0 co-pay	$10 co-pay ($0 well)	$35 calendar year ded, then covered at 100%
Specialist office visit	$0 co-pay	$10 co-pay	
In-pat hosp	$0	$0	$100 calendar year ded then covered at 100%
Out-pat surg	$0	$0	
Emergency room	$0	$100 co-pay	$25 co-pay
Diag tests, x-rays, labs	$0	$0	$0
CT's, MRI's, PET's	$0	$0	$0
Rx: Generic Preferred Brand Non-Preferred Brand	30 day/90 day $10/$20 co-pay $20/$40 co-pay $35/$70 co-pay	30 day/90 day $10/$20 co-pay $20/$40 co-pay $35/$70 co-pay	30 day/90 day $10/$20 co-pay $25/$50 co-pay $50/$110 co-pay

RENEWAL SUMMARY

Rate and Premium Summary			
HMO	**Current Rates**	**Renewal Rates**	**Rate Impact**
Individual	$716.37	$716.37	0.00%
E/K	$0.00	$0.00	
Dual	$0.00	$0.00	
Family	$1,934.25	$1,934.25	0.00%
Total Monthly Premium	$848,127.12	$848,127.12	
Total Annual Premium	$10,177,525.44	$10,177,525.44	
PPO	**Current Rates**	**Renewal Rates**	**Rate Impact**
Individual	$904.20	$904.20	0.00%
E/K	$0.00	$0.00	
Dual	$0.00	$0.00	
Family	$2,441.30	$2,441.30	0.00%
Total Monthly Premium	$23,056.90	$23,056.90	
Total Annual Premium	$276,682.80	$276,682.80	

PLAN DESIGN SUMMARY & CHANGES FOR FY16

Harvard Pilgrim Health Care		ChoiceNet HMO		ChoiceNet PPO	
Product		**HMO**		**PPO**	
	Tier Level	**Current**	**Renewal Changes**	**Current**	**Renewal Changes**
Deductible	Tier I	$250 / $750		$250 / $750	
	Tier 2	$250 / $750		$250 / $750	
	Tier 3	$250 / $750		$250 / $750	
Out of Pocket		$6,600 / $13,200	Med: $2,000 / $4,000 Rx: $3,000 / $6,000	$6,600 / $13,200	Med: $2,000 / $4,000 Rx: $3,000 / $6,000
Out of Network Member Cost Sharing		NA		20% after Ded	
Emergency Room		$100 Copayment after Tier 1 Deductible		$100 Copayment after Tier 1 Deductible	
In-Patient	Tier I	$300 after Ded		$300 after Ded	
	Tier 2	$300 after Ded		$300 after Ded	
	Tier 3	$700 after Ded		$700 after Ded	
Out-Patient		$150 after Ded		$150 after Ded	
Lab / Radiology Services		Tier 1 Deductible		Tier 1 Deductible	
High-Tech Imaging		$100 after Ded		$100 after Ded	
Prescription - 30 Days		$10 / $25 / $50		$10 / $25 / $50	
Prescription - Mail Order		$20 / $50 / $110		$20 / $50 / $110	
Prescription Deductible		NA		NA	

HMO Plan Design: Core copay structure

Covered Service	Winchester HMO	2016 GIC Plan	2016 HPHC GIC Benchmark
Deductible	$250 Ind /$750 family	$300 Ind/ $900 family	$300Ind /$900 Family
PCP Office Visit	$20	$20	$20
Specialist Office Visit	Tier 1 $25 Tier 2 $35 Tier 3 $45	Tier 1 $30 Tier 2 $60 Tier 3 $90	Tier 1 $30 Tier 2 $60 Tier 3 $75
In-Patient copay	Tier 1 $300 then ded Tier 2 $300 then ded Tier 3 $750 then ded	Tier 1 $250 then ded Tier 2 $500 then ded Tier 3 $1500 then ded	Tier 1 $250 then ded Tier 2 $500 then ded Tier 3 $1000 then ded
Day Surgery	$150.00 then ded	$250 then ded	$250 then ded
Emergency Room	$100 then ded	$100 then ded	$100 then ded
Diag test, x-ray, labs	Covered in full after the deductible has been meet	Covered in full after the deductible has been meet	Covered in full after the deductible has been meet
High Tech Imaging	$100 per scan then ded	$100 per scan then ded	$100 per scan then ded
RX 30 day supply	$10/$25/$50	$10/$30/$65	$10/$30/$65
RX 90 day supply	$20/$50/$110	$25/$75/$165	$25/$75/$165

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Town of Winchester

Town Manager's Office
71 Mt. Vernon Street
Winchester, MA 01890
Phone: 781-721-7133
Fax: 781-756-0505
townmanager@winchester.us

Board of Selectmen Meeting
Monday, January 25, 2016

BUSINESS

Docket Item **H-1:** Authorization to use funds from the Agawam Road Gift Account in the amount of $2,225 for consulting services re: Skillings Field Synthetic Turf and Public Safety Building;

H – 2: Authorization to use funds from the Agawam Road Gift Account to complete an appraisal for parcels of land on Main Street;

Supporting Documents:

H – 1: Memo from Project Manager Meg White

Action Required: VOTE to approve.

Docket Item:
H - 1
January 25, 2016

MEMORANDUM

TO: Mark Twogood, Assistant Town Manager
FROM: Margaret T. White, Project Manager
DATE: January 15, 2016

SUBJECT: GALE PAYMENT FOR ADDITIONAL WORK ON THE SKILLINGS BALLFIELD OVERRIDE QUESTION

The attached invoice was mistakenly charged to the wrong account. The work performed was for additional meetings and presentations related to the Skillings Field Synthetic Baseball Field Override. It was recently brought to my attention that the invoice was charged to the Public Safety Building Project, another project Gale Associates was working on. I need to perform a journal entry and move the charge to the correct account. The original contract work performed by Gale Associates on the Skillings Override project was charged to the Selectmen's Gift Account – Agawam Road. (8791-56001) I would like to charge that account $2,225, which is where it should have been charged originally. Please let me know how you would like me to proceed. Thank you and please do not hesitate to contact me with any additional questions.

Attachment

16 JAN 19 PM 12:15

Invoice

GALE ASSOCIATES, INC.
163 LIBBEY PARKWAY
P.O. BOX 890189
WEYMOUTH, MA 02189
Phone: (781) 335-6465 Fax: (781) 335-6467

GALE

April 09, 2015
Project No: 716750
Invoice #: 1503390

TOWN OF WINCHESTER
OFFICE OF THE TOWN ENGINEER
ATTN: MARGARET T. WHITE, PROJECT MGMT. CONSULTANT
71 MOUNT VERNON STREET
WINCHESTER, MA 01890

changed to PIS bldg - pd 5/1/15

Project 716750 SKILLINGS FIELD EVALUATION

CONSULTING SERVICES - SKILLINGS FIELD EVALUATION, SCHEMATIC DESIGN & COST ESTIMATE
PURCHASE ORDER #20151589-00
Professional Services from March 01, 2015 to March 28, 2015

Phase 03 CO#2: ADDITIONAL MEETINGS

Professional Personnel		**Hours**	**Rate**	**Amount**	
PROJECT MANAGER/STRUCTURAL ENGINEER					
SPANOS, PETER	3/4/2015	6.00	150.00	900.00	
SPANOS, PETER	3/6/2015	1.00	150.00	150.00	
SPANOS, PETER	3/11/2015	1.00	150.00	150.00	
SPANOS, PETER	3/13/2015	2.00	150.00	300.00	
SPANOS, PETER	3/16/2015	5.00	150.00	750.00	
ADMINISTRATIVE PROFESSIONAL					
HOGAN, CHRISTINE	3/2/2015	.50	100.00	50.00	
Totals		15.50		2,300.00	
Total Labor					**2,300.00**

PAID MAY - 1 2015

Reimbursable Expenses

Mileage				
3/4/2015	SPANOS, PETER	Meeting w/ Town, VHB, SMMA	25.00	
3/16/2015	SPANOS, PETER	BOS Meeting	25.00	
	Total Reimbursables		**50.00**	**50.00**

Total this Phase **$2,350.00**

Total this Invoice **$2,350.00**

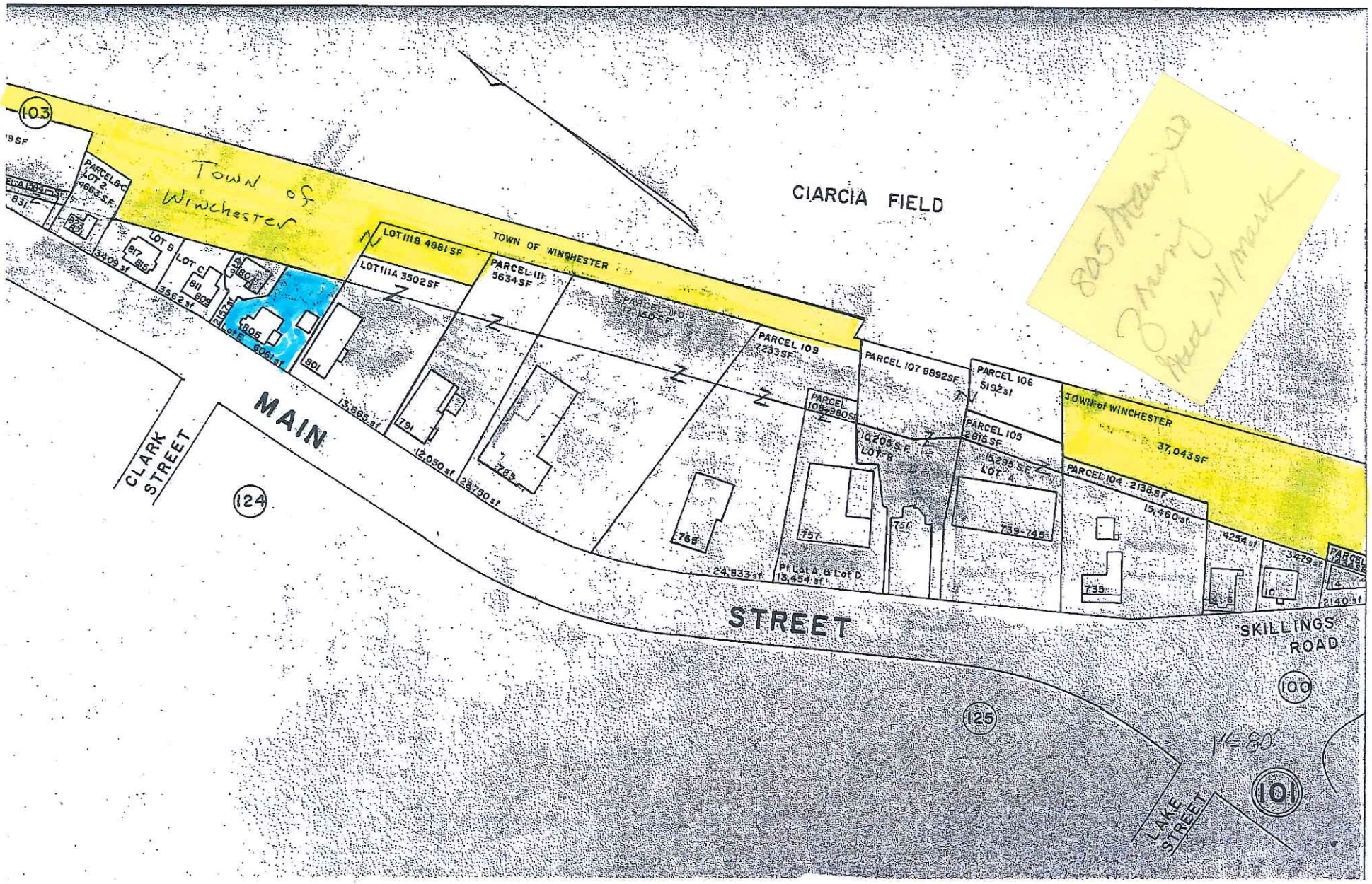
Approved By: Bruce B. White

OK VOH

ORIGINAL

RECEIVED
WINCHESTER ENG DEPT.
2015 APR 16 AM 10: 30

H-2
1-25-16


Town of Winchester
CIARCIA FIELD
TOWN OF WINCHESTER
LOT IIIB 4681 SF
LOT IIIA 3502 SF
PARCEL III 5634 SF
PARCEL 110 12,150 SF
PARCEL 109 7233 SF
PARCEL 107 8892 SF
PARCEL 108 5192 sf
PARCEL 105 2816 SF
PARCEL 106 980 SF
TOWN of WINCHESTER
37,043 SF
PARCEL 104 2138 SF
LOT B
LOT C
LOT E
LOT A
LOT D
Pt LOT A & Lot D 13,454 sf
MAIN STREET
CLARK STREET
SKILLINGS ROAD
LAKE STREET
103
124
125
100
101
1"=80'
805 Hearing
Hearing
Need w/ mark

Docket Item:
I - 1
January 25, 2016

TOWN OF WINCHESTER PLANNING BOARD MEETING

TUESDAY, JANUARY 19, 2016 – 7:30PM - BOARD OF SELECTMEN ROOM

7:30PM	Chairman's Comments
	ZBA Petitions: #3755 – 91 MysticValley Parkway #3756 – 88-90 Sylvester Ave.
	Approve/correct minutes of November 10, 16 & 24, 2015

	CORRESPONDENCE
1.	Town of Stoneham – Public Hearing Notice (RED BOOK)
2.	Historical Commission – Issue Demolition Permit: 56 Winford Way and 815-817 Main Street (RED BOOK)

	2016 MEETINGS
Tuesday, Jan. 26	Regular Planning Board Meeting; 7:30PM; Board of Selectmen's Room
Tuesday, Feb. 2	Regular Planning Board Meeting; 7:30PM; Board of Selectmen's Room
Tuesday, Feb. 9	Regular Planning Board Meeting; 7:30PM; Board of Selectmen's Room
Tuesday, Feb. 16	Regular Planning Board Meeting; 7:30PM; Board of Selectmen's Room
Tuesday, Feb. 23	Regular Planning Board Meeting; 7:30PM; Board of Selectmen's Room
Tuesday, March 8	Regular Planning Board Meeting; 7:30PM; Board of Selectmen's Room

Tuesday, March 15	Regular Planning Board Meeting; 7:30PM; Board of Selectmen's Room

ADDITIONAL BUSINESS ITEMS/CORRESPONDENCE RECEIVED

TUESDAY, JANUARY 19, 2016 – 7:30PM – BOARD OF SELECTMEN'S MEETING ROOM

I. BUSINESS

	416 Cambridge Street/40B	
9:00PM	Denis Carlone – CBD Guidelines	

II. CORRESPONDENCE

	None	

	2016 MEETINGS
Tuesday, Feb. 2	Regular Planning Board Meeting; 7:30PM; Board of Selectmen's Room
Tuesday, Feb. 9	Regular Planning Board Meeting; 7:30PM; Board of Selectmen's Room
Tuesday, Feb. 16	Regular Planning Board Meeting; 7:30PM; Board of Selectmen's Room
Tuesday, Feb. 23	Regular Planning Board Meeting; 7:30PM; Board of Selectmen's Room
Tuesday, March 8	Regular Planning Board Meeting; 7:30PM; Board of Selectmen's Room
Tuesday, March 15	Regular Planning Board Meeting; 7:30PM; Board of Selectmen's Room
Tuesday, March 22	Regular Planning Board Meeting; 7:30PM; Board of Selectmen's Room

Docket Item:
I - 2
January 25, 2016

Mawn, Patti

From: Shea, Robert J. (DPU) <Robert.J.Shea@MassMail.State.MA.US>
Sent: Wednesday, January 20, 2016 1:48 PM
To: Casey Bauer; lance.grenzeback@gmail.com; jmsjfo@yahoo.com; slpowers@bonnellford.com; Bettencourt, Michael; Whitehead, Jim; Town Manager; jason.lewis@masenate.gov; michael.day@mahouse.gov; Efiling, DPU (DPU); Bartley, Geneen (DPU); Young, John (DPU); Greene, Andrew (DPU); Buckley, James A. (DPU); Shapiro, Barbara (DPU); Kumin, Enid (DPU); Ferrer, Ashley M. (DPU); Dererie, Samrawit (DPU); David Rosenzweig; Mike Koehler; 'Bess.Gorman@nationalgrid.com'; Peloquin, Lauren; 'Mark.Rielly@nationalgrid.com'; mctrstewart@hotmail.com; attywhs@comcast.net; thecurleys@gmail.com; tparadise@iso-ne.com; akahn@foleyhoag.com; amie.jamieson@nee.com; bl@noblewickersham.com
Subject: RE: Eversource project in Winchester: questions and concerns
Attachments: Public Notice.pdf; Please Read Document.pdf; 980 CMR 1.05.pdf; Ruling on Motion of ISO NE to Intevene Late.pdf

Dear Ms. Bauer:

Thank you for your email. I am the Presiding Officer in the matter to which you refer: the petition filed by NSTAR Electric Company for permission to construct an underground transmission line that would link a Woburn substation to a substation in Wakefield. This case has been assigned the following docket numbers: EFSB 15-04/DPU 15-140/141. Both the preferred route for the proposed transmission line and the alternative route would pass through Winchester.

In your email, you ask about the notice given to local residents. A copy of the notice issued in that case ("Notice"), and a one-page summary of the Notice entitled "Please Read," are attached. The Notice was published twice, in two successive weeks, in the Boston Globe, the Daily Times Chronicle, and the Stoneham Independent, and was also posted in the town and city clerks' offices and in local libraries. In addition, the Notice along with the Please Read document was sent by mail to owners of all property abutting the proposed right-of-way for the applicant's preferred route and its alternative route, including all noticed variants to those routes, and to all owners of land directly opposite said routes on any public or private street or way, and to all abutters to the abutters within 300 feet as they appeared on the most recent applicable tax list. Finally, the petition itself was made available to the public at libraries and the offices of Town Clerks and City Clerks. The Notice was posted, published, and mailed at least two weeks before the public comment hearing on the evening of November 18.

In your email, you ask a number of questions about matters within the Company's knowledge. In order to ask questions of the Company in this proceeding, you would need to be an intervenor. In the alternative, you could send your questions directly to the Company's counsel at mkoehler@keeganwerlin.com. But you should know that the Company is under no obligation to answer your questions unless they are posed by you as an intervenor in these proceedings.

Pursuant to the Notice, the deadline for filing a motion to intervene was December 2, 2015. You may move to intervene late. Attached hereto is a document containing the text of the regulation governing intervention, 980 CMR 1.05. Also enclosed is a ruling previously issued in this case on a motion to intervene late. This document – Ruling on Motion of ISO NE to Intervene Late – contains the standard of review for intervention and for late-filed intervention.

Please call me at 617-305-3514 if you have any questions.

Sincerely,

Robert Shea, Presiding Officer

From: Casey Bauer [mailto:casey_bauer@yahoo.com]
Sent: Tuesday, January 19, 2016 9:19 PM
To: lance.grenzeback@gmail.com; jmsjfo@yahoo.com; slpowers@bonnellford.com; mbettencourt@winchester.us; jwhitehead@winchester.us; townmanager@winchester.us; jason.lewis@masenate.gov; michael.day@mahouse.gov; Shea, Robert J. (DPU)
Cc: Casey Bauer
Subject: Eversource project in Winchester: questions and concerns

Greetings, gentlemen.

I live at 20 Border Street in Winchester, and attended the Selectmen's meeting last week. I have the following questions for the regarding the proposed Eversource project, to put a 345kV line through Winchester, MA - particularly, down the very narrow street from which I live less than 10 feet. I am opposed to this high voltage line being buried right in front of my house, and will continue to attend meetings and make sure that my and my neighbors' concerns are heard.

- What authority does ISO-New England have in relation to state and municipal governments?
- What notices did Eversource send to abutters, and when? (I did not see anything.)
- What was the "competing project" mentioned by Eversource over which the current proposed project won? (Not referring to alternate routes.)
- How does this project generate tax revenue for Winchester? How much revenue over what period projected? How certain are these projections?
- Why do all the proposed routes go up Border and Pickering streets, which are quite narrow, with a sharp corner, and with residents parking along both sides of Border St.? Why not Lake street, which is wider and does not have residents parking along it? Or why not come down along Horn Pond on Arlington St.?
- How many manholes are slated to be installed in Winchester along each route, and where? (I would like a map.)
- Is 345 Kv the constant, average or maximum voltage of the Woburn to Wakefield line?
- Explain in detail (with diagrams) how the magnetic field created by the 345kV line would decrease in magnitude with distance from the source. How much does the field decrease, at what distances? Particularly, where the line would go down Border Street, just how far would it be from my house, which is 9 or 10 feet--not including front porch--from the (not very wide) sidewalk? And from myself and my children when we are in the kitchen and children's bedroom, which are in the front of the house? Specifically, how strong would the field be at those points just in front, and inside, of my house? How about if my kids were playing in the street, right on top of the line?

Thank you so much for your time and attention to this important matter.

Sincerely,
Catherine ("Casey") Bauer

NOTICE OF PUBLIC COMMENT HEARING
PLEASE READ

NSTAR Electric Company d/b/a Eversource Energy ("Eversource") and New England Power Company d/b/a National Grid ("National Grid" and together with Eversource, the "Companies") have filed a petition ("Petition to Construct") with the Energy Facilities Siting Board ("Siting Board") requesting approval to construct and operate a new 8.53-mile, 345-kilovolt ("kV") underground transmission line in Woburn, Winchester, Stoneham, and Wakefield (the "New Line") and to modify two existing substations (Eversource's Woburn Substation and National Grid's Wakefield Junction Substation) to interconnect the New Line. The Company also filed a petition seeking individual zoning exemptions and a comprehensive zoning exemption for the Project ("Zoning Petition"), and a petition to operate the transmission lines ("Section 72 Petition"). The hearings on the Zoning Petition and the Section 72 Petition have been consolidated with the hearings on the Petition to Construct. The Company's petitions include an alternative route for the New Line, which would also be located in Woburn, Winchester, Stoneham, and Wakefield, and would be 8.01 miles long ("Alternative Route"). Both the preferred route for the New Line and the Alternative Route are depicted in map included in the attached legal notice.

The attached legal notice describes the proposed transmission line, its proposed locations in more detail, and explains the opportunities for public participation in the review process. **Please read this notice carefully**. The Siting Board is a state agency that will determine whether the transmission facilities can be constructed and whether the Zoning Petition and Section 72 Petition will be approved. There will be an opportunity for the public to comment at a Siting Board public comment hearing on **Wednesday, November 18, 2015, at the Stoneham Town Hall Auditorium, 35 Central Street, Stoneham, Massachusetts 02180 at 7:00 p.m.** At the public comment hearing, the Company will provide information on the proposed transmission facilities, and the Siting Board will present information on its review process and receive comments and questions from members of the community. The public comment hearing is an important opportunity for the community to learn about the proposed transmission facilities and the Siting Board review process, and for the Siting Board to hear questions and concerns from the community. All comments are important to the Siting Board; anyone with an interest in the project is encouraged to attend.

Individuals and groups affected by the Company's petition who wish to be involved in the Siting Board review process may request to participate as either intervenors or limited participants. Such requests must meet the criteria outlined in the attached legal notice. **The deadline to make such a request is 5:00 p.m. on Wednesday, December 2, 2015.** The process for making a request to participate is explained in the legal notice. Questions concerning participation also will be answered at the public comment hearing.

Copies of the Company's petition are available for public inspection at the locations listed on the enclosed notice. If you have any questions about the Siting Board's review process, please feel free to call the Presiding Officer, Robert J. Shea, at (617) 305-3514. The Siting Board's address is: Energy Facilities Siting Board, One South Station, Boston, MA 02110.

COMMONWEALTH OF MASSACHUSETTS

ENERGY FACILITIES SITING BOARD
DEPARTMENT OF PUBLIC UTILITIES

NOTICE OF ADJUDICATION
NOTICE OF PUBLIC COMMENT HEARING

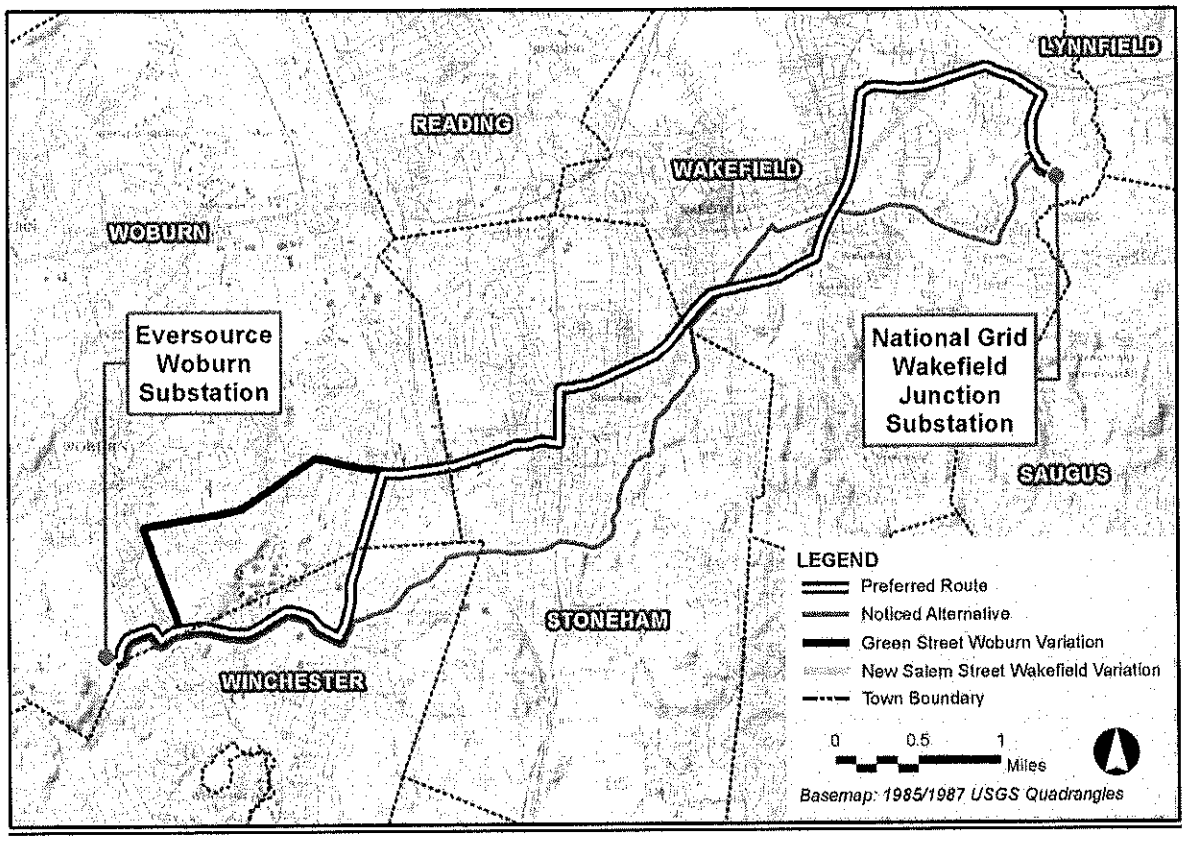
EFSB 15-04/D.P.U. 15-140/15-141
NSTAR Electric Company d/b/a Eversource Energy and
New England Power Company d/b/a National Grid

Notice is hereby given that, pursuant to G.L. c. 164, § 69J, G.L. c. 164, § 72, and G.L. c. 40A, § 3, NSTAR Electric Company d/b/a Eversource Energy ("Eversource") located at 1 NSTAR Way, Westwood, Massachusetts 02090, and New England Power Company d/b/a National Grid ("National Grid"; together with Eversource, the "Companies") located at 40 Sylvan Road, Waltham, Massachusetts, 02451, have filed with the Energy Facilities Siting Board (the "Siting Board") and the Department of Public Utilities (the "Department") three petitions in connection with the Companies' proposal to construct and operate a new 8.53-mile, 345-kilovolt ("kV") underground transmission line in Woburn, Winchester, Stoneham, and Wakefield (the "New Line") and to modify two existing substations (Eversource's Woburn Substation and National Grid's Wakefield Junction Substation) to interconnect the New Line. The New Line and proposed substation modifications are herein referred to as the "Woburn-Wakefield Transmission Line Project" or the "Project." The Companies propose the Project in order to reduce the potential for equipment overloads on the 345-kV electrical system under certain contingencies at peak load levels.

The Siting Board will conduct a public comment hearing to receive public comment on the Project at 7:00 p.m. on Wednesday, November 18, 2015, at the Stoneham Town Hall Auditorium, 35 Central Street, Stoneham, Massachusetts 02180 at 7 pm.

At the public comment hearing, Eversource and National Grid will present an overview of the proposed Project. Public officials and members of the public will then have an opportunity to ask questions and make comments about the proposed Project. The public comment hearing will be recorded by a court reporter. The public may also file written comments with the Presiding Officer. To file comments, please see the Section titled "Filing Instructions" towards the end of this Notice.

Pursuant to an Order issued by the Chairman of the Department, the Companies' three petitions relating to the Project have been consolidated for hearing before the Siting Board, with the docket numbers EFSB 15-04/D.P.U. 15-140/15-141. Under G.L. c. 164, § 69J, the Siting Board will review the Companies' filing to determine whether the proposed Project would provide a reliable energy supply with a minimum impact on the environment at the lowest possible cost. Under G.L. c. 164, § 72, the Siting Board will determine whether the proposed 345-kV transmission line is necessary, serves the public convenience, and is consistent with the public interest. Under G.L. c. 40A, § 3, the Siting Board will determine whether zoning exemptions are required for the Project and whether the present or proposed use of the land or structures is reasonably necessary for the convenience or welfare of the public.



The Companies' Preferred Transmission Line Route

The Companies' Preferred Route for the New Line exits the Woburn Substation and travels through Woburn, Winchester, Stoneham, and Wakefield for approximately 8.53 miles to Wakefield Junction Substation. Approximately 7.53 miles of the Preferred Route is under streets and approximately one mile is within an inactive right-of-way ("ROW") in Wakefield.

A more detailed description of the Preferred Route for the Project, by municipality, is provided below.

Woburn: The Preferred Route starts in Woburn at the Woburn Substation, crossing the northeastern extent of the substation property to enter Lake Avenue, heading generally northeast. The route then turns south onto Pickering Street for approximately 500 feet before turning generally east onto Border Street for another 500 feet where it crosses Main Street (Route 38) and enters Cross Street at the border of Woburn and Winchester. The Preferred Route continues on Cross Street (traversing under an elevated section of the MBTA Lowell Line) east into Winchester. After traveling along Cross Street and Washington Street in Winchester, the Preferred Route crosses into Woburn on Washington Street. The Preferred Route then travels east along Montvale Avenue, under Interstate Route 93 ("I-93"), into Stoneham.

Winchester: In Winchester, the Preferred Route travels east on Cross Street, passing beneath the elevated MBTA Lowell Line railroad tracks, to Washington Street, which it follows north into Woburn.

Stoneham: The Preferred Route in Stoneham begins on Montvale Avenue at the Woburn city line. The route continues east along Montvale Avenue to its intersection with Main Street. The route then continues north on Main Street until its intersection with Elm Street. The route then heads east on Elm Street to the Wakefield town line.

Wakefield: The Preferred Route follows Albion Street from the Stoneham town line, east/northeast to Broadway, following that roadway north, crossing the MBTA Haverhill Line railroad tracks at grade and continuing along Broadway to its intersection with an inactive railroad ROW owned by the MBTA in Wakefield (the "Wakefield Railroad ROW"). The route continues north on the Wakefield Railroad ROW for approximately one mile to its intersection with Salem Street. The route then turns east on Salem Street, then south onto Montrose Avenue, and southeast on the Wakefield Junction Substation driveway.

Potential Route Variation in Woburn

The Companies are proposing a potential variation to a portion of the Preferred Route in Woburn. The "Green Street Woburn Variation" of the Preferred Route begins at the intersection of Cross Street at the border between Woburn and Winchester and extends north along an inactive railroad ROW (the "Woburn Railroad ROW") before turning east onto Green Street and from Green Street continuing east on Montvale Avenue. The route follows Montvale Avenue over the MBTA's Lowell Line (via a bridge that is part of Montvale Avenue) to join the Preferred Route at the intersection in Woburn of Washington Street and Montvale Avenue. The Woburn Variation adds approximately 0.12 mile to the length of the Preferred Route.

Potential Route Variation in Wakefield

The Companies are proposing a potential variation to a portion of the Preferred Route in Wakefield. The "New Salem Street Wakefield Variation" would provide an in-street alternative to the Project segment along the northern portion of the Wakefield Railroad ROW. The route mirrors the Preferred Route to the point where the Wakefield Railroad ROW intersects with New Salem Street in Wakefield. Here, rather than follow the Wakefield Railroad ROW as does the Preferred Route, the variation heads northeast along New Salem Street to rejoin the Preferred Route on Salem Street. The Preferred Route uses the Wakefield Railroad ROW for approximately 1.0 mile. The variation follows the Wakefield Railroad ROW for approximately 0.5 mile and along New Salem Street for approximately 0.75 mile. The Wakefield Variation reduces the length of the Preferred Route by approximately 0.19 mile.

The Companies' Alternative Transmission Line Route

The Companies also identified an Alternative Route for the New Line. The Alternative Route travels entirely under streets for approximately 8.01 miles in the municipalities of Woburn, Winchester, Stoneham and Wakefield. A more detailed description of the Alternative Route for the Project, by municipality, is provided below.

Woburn: As with the Preferred Route, the Alternative Route starts in Woburn at the Woburn Substation, crossing the northeastern extent of the substation property to enter Lake Avenue, heading generally northeast. The route then turns south onto Pickering Street for approximately 500 feet before turning generally east onto Border Street for another 500 feet where it crosses Main Street (Route 38) and enters Cross Street at the border of Woburn and Winchester.

Winchester: The Alternative Route continues on Cross Street in Winchester, passing beneath the elevated MBTA Lowell Line railroad tracks, then continues along Cross Street until its intersection with Washington Street. The Alternative Route then turns north on Washington Street for several blocks. It then heads east/northeast on Forest Street and under I-93 and into Stoneham.

Stoneham: The Alternative Route continues along Marble Street in Stoneham, continuing straight across Main Street (Route 28). The route turns north on Summer Street, then follows Summer Street to Spring Street. At Spring Street, the route advances east for approximately 250 feet, thereafter turning north on Green Street. The Alternative Route follows Green Street to the intersection of Green Street with Elm Street and Albion Street at the Stoneham/Wakefield town line.

Wakefield: Once it crosses into Wakefield, the Alternative Route continues northeast on Albion Street, travels underneath the MBTA Haverhill Line, turns south on North Avenue for approximately 300 feet, then bears east along West Water Street and southeast along Water Street. The Noticed Alternative Route then turns north onto Montrose Avenue to reach the junction of Montrose Avenue and the driveway at the Wakefield Junction Substation entrance. The route subsequently continues along the driveway to the Wakefield Junction Substation.

Woburn Substation

The Woburn Substation is located on a split lot, 438,038 square feet of which is located in the City of Woburn and 40,448 square feet of which is located in the Town of Winchester (the "Woburn Substation Site"). Access to the Woburn Substation Site is via Pond Street in Winchester, while all the substation components, including those proposed in connection with the Project, are located on the portion of the Substation Site located in Woburn.

In order to accommodate the New Line, Eversource proposes work at the Woburn Substation, including installation of the following equipment: (a) four 345-kV gas-insulated circuit breakers; (b) one 70-to-160 MVAR variable shunt reactor to be surrounded by a wall on three sides; (c) surge arresters; (d) cable termination structures; (e) a 100-foot shielding mast; and (f) control and protection equipment in a new 345-kV control room. The proposed modifications at the Woburn Substation would also include related site work associated with the Project.

Wakefield Junction Substation

National Grid's Wakefield Junction Substation is at 123 Montrose Avenue in the eastern portion of the Town of Wakefield. Access to the property is from Montrose Avenue via a 0.17-mile-long driveway. To accommodate the New Line, National Grid proposes work at the existing Wakefield Junction Substation, including installation of the following equipment: (a) two 345-kV gas-insulated bus and circuit breakers with associated control and protection systems within existing buildings; (b) surge arresters; (c) voltage transformers (d) one 345-kV, 70-160 MVAR variable shunt reactor with oil containment, fire wall and associated support structures; (e) reconfiguration and expansion of an existing sound wall; and (f) one lightning mast approximately 55 feet in height. The proposed modifications at the Wakefield Junction Substation would also include related site work associated with the Project.

Public Review of the Companies' Petitions

The general location, layout, dimensions, and configuration of the Preferred Route, Preferred Route Variation and Alternative Route for the Project are shown on maps and plans included in the

Companies' petitions. Copies of the Companies' petitions are available for public inspection in hard-copy format at the following locations:

- Energy Facilities Siting Board, One South Station, Boston, MA 02110
- Woburn Public Library, 45 Pleasant Street, Woburn, MA 01801;
- Woburn City Clerk, Woburn City Hall, 10 Common Street, Woburn MA 01801;
- Winchester Public Library, 80 Washington Street, Winchester, MA 01890;
- Winchester Town Clerk, Town Hall, 71 Mt. Vernon St., 1st Floor, Winchester, MA 01890;
- Stoneham Public Library, 431 Main St., Stoneham, MA 02180
- Stoneham Town Clerk, Town Hall, 35 Central St., 1st Floor, Stoneham, MA 02180
- Lucius Beebe Memorial Library, 345 Main St., Wakefield, MA 01880
- Wakefield Town Clerk, William J. Lee Memorial Town Hall, 1 Lafayette St., Wakefield, MA 01880

In addition, the Company's petitions are electronically available via the Department's website at: http://web1.env.state.ma.us/DPU/FileRoom/dockets/bynumber. Enter "EFSB15-04" (with no spaces) into the search box.

Intervention and Participation

Persons or groups who wish to be involved in the Siting Board proceeding beyond providing public comments at the hearing may file written comments, and/or seek to intervene as a party or to participate as a limited participant. Intervention as a party allows the person or organization to participate in the evidentiary phase of this proceeding, including evidentiary hearings in Boston, and grants the right to appeal a final decision. A limited participant may receive many of the documents that will be submitted to the Siting Board and present written or oral argument to the Siting Board after evidentiary hearings conclude.

Any person who is interested in intervening as a party or participating as a limited participant in this proceeding must file a written petition with the Siting Board. A petition to intervene or a petition to participate as a limited participant must satisfy the timing and substantive requirements of 980 C.M.R. § 1.00, the Siting Board's procedural rules, which can be found on the Board's website at:

http://www.mass.gov/eea/energy-utilities-clean-tech/energy-facilities-siting-board/

Once on the website, click on "Relevant Regulations" and then click on the document entitled: 980 CMR 1.00.

Filing Instructions

Written comments on the Company's petitions, or a petition to intervene or participate as a limited participant, must be filed in three places:

First, a petition to intervene or a petition to participate as a limited participant must be filed in hard copy with: Robert J. Shea, Presiding Officer, Energy Facilities Siting Board, One South Station, Boston, Massachusetts 02110 no later than the close of business (5:00 p.m.) on **December 2, 2015.**

Second, the comments or petition must be filed with the Siting Board in electronic format using one of the following methods: (1) by e-mail attachment to dpu.efiling@state.ma.us and to

robert.j.shea@state.ma.us; or (2) on a PC-compatible compact disc filed with the Presiding Officer. The text of the email or the CD label must specify: (1) the docket number of the proceeding (EFSB 15-04/D.P.U. 15-140/15-141); (2) the name of the person or entity submitting the filing; and (3) a brief description of the document. The electronic filing should also include the name, title and telephone number of a person to contact in the event of questions about the filing.

Third, the comments or petition must be sent in hard copy and electronically to counsel for the Companies, David Rosenzweig, Esq., Keegan Werlin LLP, 265 Franklin Street, Boston, MA 02110, drosen@keeganwerlin.com.

Any person desiring further information regarding this Notice, including information about intervention or participation in the proceeding may also contact the Presiding Officer at the address or telephone number below:

Robert J. Shea, Presiding Officer
Energy Facilities Siting Board
One South Station
Boston, MA 02110
(617) 305-3514

Code of Massachusetts Regulations Currentness
Title 980: Energy Facilities Siting Council
Chapter 1.00: Rules for the Conduct of Adjudicatory Proceedings (Refs & Annos)

980 CMR 1.05

1.05: Intervention

(1) Parties.

(a) Any person who desires to intervene as a party in any proceeding shall file a written petition to intervene as a party.

(b) If a petitioner desires to intervene pursuant to M.G.L. c. 30A, § 10, the petition shall state the name and address of the petitioner, the manner in which the petitioner is substantially and specifically affected by the proceeding, the representative capacity, if any, in which the petition is brought, and shall state the contention of the petitioner and the purpose for which intervention is requested.

(c) If ten or more persons desire to intervene pursuant to M.G.L. c. 30A, § 10A, the petition shall state the names and addresses of the petitioners, the representative capacity, if any, in which the petition is brought, and the damage to the environment as defined in M.G.L. c. 214, § 7A that is or might be at issue. Intervention pursuant to M.G.L. c. 30A, § 10A shall be limited to the issue of damage to the environment and the elimination or reduction thereof in order that any decision in such proceeding shall include the disposition of such issue.

(d) Each petitioner under M.G.L. c. 30A, § 10A shall file an affidavit stating the intent to be part of the group and to be represented by its authorized representative.

(e) In accordance with M.G.L. c. 30A, § 10A, an intervenor pursuant to M.G.L. c. 30A, § 10A may introduce evidence, present witnesses and make written or oral argument, excepting that the Presiding Officer may exclude repetitive or irrelevant material.

(f) The Presiding Officer shall rule on the petitions to intervene as a party under M.G.L. c. 30A, §§ 10 and 10A, and may condition any allowance of a petition on such reasonable terms as he or she may set or as otherwise required by law.

(g) Persons who are granted leave to intervene as a party must comply with all requirements of 980 CMR 1.00 and with all directives of the Presiding Officer. In addition, parties may be required to respond to discovery by the Presiding Officer and by other parties if allowed by the Presiding Officer after motion.

(h) Generally, the rights of a person who is granted leave to intervene as a party include the right to present witnesses, the right to cross-examine witnesses, the right to file a brief, the right to file comments on a tentative decision and the

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appellate status as a party in interest who may be aggrieved by any final decision. In addition, persons who are granted leave to intervene as a party may also be afforded an opportunity to issue discovery and to present oral or written comments regarding a tentative decision under such conditions as the Board may provide.

(i) Except for an individual appearing pro se, all parties to a proceeding shall be represented by an attorney in good standing. The Presiding Officer may grant a waiver for good cause shown. A request for a waiver shall include:

1. an affidavit stating the good cause and naming a duly authorized representative; and

2. an affidavit by the duly authorized representative accepting the appointment and certifying that he or she will abide by the procedural rules set forth in 980 CMR and the Presiding Officer's directives.

(2) Participation.

(a) Any person who desires to participate as a limited participant in any proceeding shall make a written request for such status. Every request to participate as a limited participant shall describe the manner in which the petitioner is interested and his or her representative capacity, if any, and it shall state the contention of the petitioner and the purpose for which participation is requested.

(b) The Presiding Officer may grant leave to a person to participate as a limited participant and may condition any grant on such reasonable terms as he of she may set.

(c) Unless otherwise provided for in 980 CMR 1.00 or directed by the Presiding Officer, a limited participant's rights shall be limited to filing a brief and to filing comments on a tentative decision pursuant to 980 CMR 1.08(2). A limited participant may be afforded an opportunity to present oral comments regarding a tentative decision under such conditions as the Board may provide.

(d) Limited Participants Are Not Parties. Therefore, a grant of leave to participate as a limited participant in a proceeding, unless so stated, does not confer status as a party in interest who may be aggrieved by any final decision.

Currency of the Update: December 18, 2015.

Mass. Regs. Code tit. 980, § 1.05, 980 MA ADC 1.05

End of Document

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COMMONWEALTH OF MASSACHUSETTS
ENERGY FACILITIES SITING BOARD

Petition of NSTAR Electric Company d/b/a Eversource Energy and New England Power Company d/b/a National Grid for Approval to Construct and Maintain a New 345-kV Underground Transmission Line in Woburn, Winchester, Stoneham and Wakefield Pursuant to G.L. c. 164, § 69J	EFSB 15-04
Petition of NSTAR Electric Company d/b/a Eversource Energy and New England Power Company d/b/a National Grid for Approval to Construct and Operate a New 345 kV Underground Transmission Line in Woburn, Winchester, Stoneham and Wakefield Pursuant to G.L. c. 164, § 72	D.P.U. 15-140
Petition of NSTAR Electric Company d/b/a Eversource Energy and New England Power Company d/b/a National Grid for Individual and Comprehensive Zoning Exemptions from the Zoning Ordinance of the City of Woburn and the Zoning By-law of the Town of Wakefield Pursuant to G.L. c. 40A, § 3	D.P.U. 15-141

RULING RE: PETITION OF ISO NEW ENGLAND INC. FOR LEAVE TO INTERVENE OUT OF TIME AS A PARTY

I. STATEMENT OF THE CASE

On September 25, 2015, NSTAR Electric Company d/b/a Eversource Energy and New England Power Company d/b/a National Grid (the "Companies") filed one petition with the Energy Facilities Siting Board ("Siting Board") and two petitions with the Department of Public Utilities ("Department"). In the Siting Board petition, the Companies seek approval pursuant to G.L. c. 164, § 69J, to construct and maintain a new 345 kilovolt ("kV") underground transmission line in Woburn, Winchester, Stoneham, and Wakefield (the "Project"). That proceeding is designated as EFSB 15-04.

The two petitions filed with the Department also relate to the Project. In one petition, designated as D.P.U. 15-140, the Companies seek Department approval to construct and operate

the Project pursuant to G.L. c. 164, § 72. In the other petition, designated as D.P.U. 15-141, the Companies request that the Department grant the Project individual and comprehensive zoning exemptions from the Zoning Ordinance of the City of Woburn and the Zoning Bylaw of the Town of Wakefield pursuant to G.L. c. 40A, §3. These petitions have been consolidated and will be heard by the Energy Facilities Siting Board.

The Siting Board conducted a public comment hearing on Wednesday, November 18, 2015, at the Stoneham Town Hall Auditorium. On December 4, 2015, the Presiding Officer allowed timely motions to intervene filed by the Town of Stoneham, Mr. Richard Stewart of Wakefield, and Mr. Michael Curley of Winchester. On the same date, the Presiding Officer also allowed the motions of New Hampshire Transmission, LLC and Harvard Mills, LLC for admission to the proceeding as Limited Participants. No procedural schedule has yet issued.

On December 4, 2015, two days after the intervention deadline, ISO New England Inc. ("ISO-NE") filed a motion for leave to intervene out of time as a party ("ISO-NE Motion to Intervene Late"). ISO-NE states that it will be substantially and specifically affected by this proceeding because: 1) it is responsible for the day-to-day reliable operation of the grid in New England; 2) the outcome of this proceeding will directly affect said grid's reliability; and 3) therefore, the outcome of this proceeding could adversely affect ISO-NE's capability to fulfill its responsibilities. (ISO-NE Motion to Intervene Late at 1, 2). Furthermore, the movant states that it has a specific interest in this proceeding because its role is unique and cannot be represented by any other party (id. at 2). Additionally, the movant states that its "unique expertise" in the areas of electric generation, transmission, system reliability, and bulk power system planning will assist the Siting Board in the development of a comprehensive record. Finally, ISO-NE acknowledges that its petition has been filed late, and states that this is due to "an administrative oversight" (ISO-NE Motion to Intervene at 3).

II. STANDARD OF REVIEW

Pursuant to Section 10 of the State Administrative Procedures Act, G.L. c. 30A ("Chapter 30A"), an agency "may... allow any person showing that he may be substantially and specifically affected by the proceeding to intervene as a party in the whole or any portion of the proceeding." The Siting Board's Rules for the Conduct of Adjudicatory Proceedings, 980 CMR 1.00 et seq., ("Rules") mirror the "substantially and specifically affected" standard for intervention set forth in Chapter 30A. The relevant Siting Board regulation provides that a petitioner wishing to intervene in a proceeding must:

> state the name and address of the petitioner, the manner in which the petitioner is substantially and specifically affected by the proceeding, the representative capacity, if any, in which the petition is brought, and how the petitioner intends to participate in the proceeding.

980 CMR 1.05(1)(b).

It has been the practice of the Siting Board, in ruling on a petition to intervene, "to exercise its discretion so that it may conduct a proceeding with the goal of issuing a reasoned, fair, and impartial decision that achieves its statutory mandate." Boston Edison Company d/b/a NSTAR Electric, EFSB 04-1/D.T.E. 04-5/D.T.E. 04-7 at 3 (Procedural Order, May 27, 2004) citing U.S. Generating Company, EFSB 96-4, at 4 (Procedural Order, November 26, 1996). Thus, in addition to considering whether a petitioner has shown that he may be substantially and specifically affected by a proceeding, the Siting Board may consider, among other factors, the scope of the proceeding, the nature of the petitioner's interests, whether the petitioner's interests are unique and cannot be raised by any other petitioner, and the potential effect of the petitioner's intervention, including whether participation by the petitioner is likely to help elucidate the issues in the proceeding. ANP Bellingham Energy Company, EFSB 97-1, at 2 (Procedural Order, September 24, 1997; Infrastructure Development Corporation, EFSB 97-5, at 2 (Procedural Order, May 1, 1998).

Regarding late-filed petitions, before the Siting Board reaches the issue of whether a petitioner is substantially and specifically affected by a proceeding, the Siting Board has stated that it must first examine whether there was good cause for the untimely petition. Boston Edison Company d/b/a NSTAR Electric, EFSB 04-1/D.T.E. 04-5/D.T.E. 04-7 at 3 (Procedural Order, May 27, 2004) citing Cabot Power Corporation, EFSB 91-101A at 1-2 (Procedural Order, May 1, 1998).

III. POSITION OF THE COMPANIES AND OTHER PARTIES

The Companies have explicitly stated that they do not object to the allowance of ISO-NE's motion. The same statement has been made by the Town of Stoneham, an Intervenor, and both Limited Participants, New Hampshire Transmission, LLC and Harvard Mills, LLC. The other two Intervenors – Messrs. Stewart and Curley – have not responded to ISO-NE's motion. No one has filed an objection.

IV. ANALYSIS AND FINDINGS

The Siting Board's statutory mandate, set forth at G.L. c. 164, § 69H, provides that the Board "shall implement the provisions contained in sections 69H to 69Q ... to provide a reliable energy supply for the [C]ommonwealth with a minimum impact on the environment at the lowest possible cost." To accomplish this, the Siting Board must review the need for, cost of, and environmental impacts of the Company's proposed transmission line project. In light of the Siting Board's mandate in this proceeding and based upon a review of ISO-NE's late-filed petition for intervention, and upon the criteria and considerations set forth herein, I find as

follows:

1) That ISO-NE may be substantially and specifically affected by the Board's decision to allow or deny permission to construct the Project and to grant or deny the requested zoning exemptions.
2) No other entity can adequately represent ISO-NE's interests.
3) Admission of ISO-NE as a party will not delay the proceedings.
4) ISO-NE's expertise will assist the Siting Board in the development of an accurate and comprehensive record.
5) ISO-NE's delay in filing its motion to intervene was slight, administrative error is commonplace, and no party will be prejudiced by the allowance of this motion.
6) Therefore, under the circumstances, ISO-NE has shown good cause for the slight delay in filing its petition.

V. RULING

WHEREFORE, the Motion of ISO-NE, Inc. for Leave to Intervene Out of Time as a Party is ALLOWED.

Robert J. Shea

Robert Shea, Presiding Officer

December 10, 2015

No Eversource Transmission Lines In Residential Neighborhoods in Winchester

Winchester Neighbors

Winchester Neighbors
312
Supporters

EVERSOURCE PLANS TO PUT A 345 kV AND 115 kV UNDERGROUND TRANSMISION LINES JUST BELOW OUR STREETS!!

THERE ARE STUDIES SUGGESTING THAT EXPOSURE TO ELECTROMAGNETIC FIELDS HAS BEEN LINKED TO CHILDHOOD LEUKEMIA

NSTAR (doing business as Eversource Energy Company), a for-profit company, is seeking approval to construct a new 345 kV underground transmission line connecting the Eversource Woburn Substation and the National Grid Wakefield Junction Substation in Wakefield and a 115 kV underground transmission line connecting the Eversource Woburn Substation and the National Grid Boston Substation.

WUBURN-WAKEFIELD LINE PROJECT

woburn_to_wakefield_line_project

The Woburn-Wakefield Line project will touch Winchester, Stoneham, Wakefield, and Woburn. The 345 kV is three times the voltage being used in many other Eversource projects of this type.

the preferred transmission line route for Woburn-Wakefield project that would run through 1.6 miles of Winchester under the Pond Street and Cross street and Washington street.

The alternative route would run under Pond street/Lake Ave and Main Street of Woburn.(Green line)

MYSTIC-WUBURN LINE PROJECT

Mystic-Woburn-line-project

The Mystic-to-Woburn Line project will touch Winchester, Stoneham, Wakefield, and Woburn. The 345 kV is three times the voltage being used in many other Eversource projects of this type.

the preferred transmission line route for Mystic-to-Woburn project that would run through 2.3 miles of Winchester under the Pond Street and Woodside Avenue intersection, Wildwood, Fletcher, and Bacon streets, the route across the Aberjona River and a Main Street rotary (Route 38).
The 9.2-mile alternative route would run under Palmer and Lake streets and Skillings Road before connecting to Washington and Main streets.

POTENTIAL ISSUES

- Health risks. In previous decisions regarding new transmission lines, the MA Energy Facilities Siting Board (the organization that will determine whether the project goes through as planned), has recognized that a number of studies "show a statistical association between residential distances from transmission lines and human health effects" and that "some epidemiological studies suggest a statistical correlation between exposure to magnetic fields and childhood leukemia.". Please refer to pages 83 and 88 of the following source:http://web1.env.state.ma.us/DPU/FileRoomAPI/api/Attachments/Get/?path=efsb13-2%2f13-151%2f152%2fFinalDecision.pdf

- Cite from another energy: Website:https://www.xcelenergy.com/ Electric and Magnetic Fields: Underground transmission lines do NOT mitigate electric magnetic fields (EMF) because the earth does not provide shielding. EMF intensity levels may be higher above an underground installation as compared to overhead lines.

- Possible adverse effects on housing values based on perceived public health risks
- Two year construction plan - and subsequent repairs - will cause major disruption to local residents' lives, Especially for the residents who have kids in Lynch and Muraco
- Adverse effect on local businesses
- Possible damage to sewer lines
- Many of our homes are built very close to the road. This means the electromagnetic fields have much less space to dissipate
- Minimal, if any, benefit to Winchester residents

STATUS OF THE PROJECT

The MA Energy Facilities Siting Board is currently considering the project. A Winchester town meeting was already held at Winchester Town Hall on January 11 at 7:30. The decision will be reached shortly. The next meeting that matters is at Winchester Lincole School on January 27. Time TBD

THE CONCRETE REQUEST IN THIS PETITION

To build the the transmission line through non-residential areas.

TAKE ACTION

- Please sign this petition
- Attend the incoming meeting on January 27th (Time and place will be updated soon)
- Learn more at:http://web1.env.state.ma.us/DPU/FileRoomAPI/api/Attachments/Get/?path=efsb15-04%2fPublicNotice.pdf
- Visit this petition page regularly for updates

Cafarella, Jennifer

From: John Parsons <jparsons2@mmm.com>
Sent: Tuesday, January 19, 2016 10:41 AM
To: Michael.Day@mahouse.gov; jason.lewis@masenate.gov; Town Manager; lancegrenzeback@gmail.com
Subject: FW: Eversource 345kV underground Woburn to Wakefield project

From: John Parsons
Sent: Tuesday, January 19, 2016 10:37 AM
To: 'robert.j.shea@state.ma.us' <robert.j.shea@state.ma.us>
Subject: Eversource 345kV underground Woburn to Wakefield project

Dear Robert, as a lifelong resident of Winchester, and Licensed Electrician is Mass. I have many concerns about this project which will run directly through my neighborhood, Looking at the construction methods of this project and materials used, I believe if there is a break in the encasing Concrete (Weather related or otherwise) this would not injure, it would kill, there are many school bus stops along the proposed route of the cable. How will Eversource compensate for such a tragedy, They cannot replace People.

There are also other issues involved here, What happens years from now with other utilities trying to dig under/ over this line, things would have to be rerouted at the taxpayers expense not Eversource.

I cannot speak intelligently on the subject of EMF, however I haven't heard of any benefits it provides, all articles are negative, from Cancers to Birth Defects. I am highly opposed to this project as it is currently planned.

Regards,

John Parsons | jparsons2@mmm.com
63 Sheridan Circle
Winchester, MA. 01890

Mawn, Patti

From: Lance Grenzeback <lance.grenzeback@gmail.com>
Sent: Wednesday, January 20, 2016 10:21 AM
To: Mawn, Patti
Subject: Fwd: Eversource Plan for 345KV through Winchester

Please print copies for the BOS....

Begin forwarded message:

From: David Lessing <DLessing@tecaprint.com>
Date: January 20, 2016 at 10:10:57 AM EST
To: "robert.j.shea@state.ma.us" <robert.j.shea@state.ma.us>
Cc: "lance.grenzeback@gmail.com" <lance.grenzeback@gmail.com>
Subject: Eversource Plan for 345KV through Winchester

Good Morning Mr. Shea;

I am the Special Projects Manager for Teca-Print USA, located at 2A Lowell Ave in Winchester. I have been made aware of the proposed transmission line running through Cross and Washington streets and wanted to extend my support to the residents of Winchester. We relocated the business from Billerica to Winchester and over two years have grown fond of the people and the area. We envision being here for the long hall.

The biggest concern is health. Traffic runs second. And we feel for the residents regarding a potential of decreased home values. I live in Melrose and can't imagine how I would approach a similar situation. I feel that the best solution, while maybe not a cost saver for the Utilities, would be to run this line through a less to none residential area, if possible.

I appreciate your taking the time to read my email and wish you the best with the Hearings. It is a difficult proposition and I do not envy your position.

Best regards,

David Lessing
Special Projects Manager
Teca-Print USA
Two Lowell Avenue
Winchester, MA 01890
P 978 667 8655 Ext. 122
F 888 266 8869

Cafarella, Jennifer

From: Rob.Roth@genzyme.com
Sent: Friday, January 15, 2016 9:28 PM
To: Town Manager; robert.j.shea@state.ma.us
Subject: Eversource Proposal

Dear Mr. Grenzeback:

I watched the webcast of your recent discussion with Eversource about the transmission line they hope to build along Cross Street.

You made some excellent points and posed relevant questions. However, in some cases, they side-stepped your questions or failed to provide needed detail.

At the conclusion, you asked for any questions from the community. I wanted to note four areas of the issue that I believe need closer examination.

1. **Why is it important to do this? What happens to Winchester residents if they do not install the line?**
   This was not clear to me. Does anything change if they do not install this line? The answer needs to be specific and from the vantage point of residents.

2. **What is the specific, tangible benefit of this project to Winchester residents?**
   Eversource mentioned property tax revenue, energy savings and system redundancy. Approximately what percent will the average resident's property tax decrease? Approximately what percent will the average resident's electric bill decrease? Will this project ensure virtually no power outages? Without clear answers to those questions on record, we must assume there is no benefit to residents. The benefit goes to Eversource. In that case, why would we allow this project to proceed, given any concern about health and traffic?

3. **Health concerns must be the top consideration.**
   "...Epidemiological studies (studies of disease incidence in human populations) had shown a fairly consistent pattern that associated potential EMF exposure with a small increased risk for leukemia in children and chronic lymphocytic leukemia in adults. Is there an association between measured fields and childhood leukemia? Yes, but the association is weak, and it is not clear whether it represents a cause and-effect relationship." -- National Institute of Environmental Health Sciences National Institutes of Health

   It may be that, given the prevailing opinion of the experts about the health effects of power lines and the fact that the line will be underground, there is essentially no reason for concern. However, we must take extremely seriously any potential link to cancer in children and adults. You would expect the health impact of something like EMF to be complex, difficult to prove and only evident over the long term. As you said, this is not something you want to risk only to discover a problem in 10-20 years. We have seen such cases in the past. The route of this proposed project is lined with young children.

   We heard from the EMF expert selected and hired by Eversource. I don't doubt his expertise and veracity. However, an expert chosen and paid by Eversource is not independent. They would not hire him and put him in front of the Selectmen if he were not fully aligned with their message. Whether Eversource pays or the Town pays, the Town should speak with multiple experts of its choice who are not tied in any way to Eversource.

4. **Exactly where and for how long will the roads be affected?**

As you noted, we must see a construction map, showing which roads will be affected and for how long. It may help for them to fund a traffic study (conducted by a contractor the Town selects) to ensure Winchester residents will not face undue hardship, trying to commute to work, take their kids to and from school, etc.

If there is negligible adverse impact to residents of not doing this project, there is no significant specific benefit to residents of doing this project, we are not fully assured that there are no health implications, and we are not comfortable that the traffic/logistical impact is manageable, we should not allow this project to proceed.

Many thanks for your service and stewardship.

Best,

Rob Roth
102 Wendell St.
Winchester
(Born in Winchester Hospital and returned 6 years ago with my family!)

Rob Roth
Senior Director, Head of Global Marketing
Rare Hematology Diseases
500 Kendall Street | 08-163 | Cambridge, MA 02142
Tel. 617-768-6901 | Mobile: 617-800-6471
E-mail rob.roth@genzyme.com

SANOFI GENZYME

Cafarella, Jennifer

From: susan kenney <sjkfluff@yahoo.com>
Sent: Saturday, January 16, 2016 5:04 PM
To: Town Manager
Subject: Eversource project....345kV

Dear Sir...I have just recently learned about this project that is coming through Winchester and especially through my neighborhood...For many reasons I am TOTALLY AGAINST it...One reason being health concerns that could be detrimental down the road. Please do not let this go through. Sincerely.
Susan Kenney, 9 Brookside Ave Winchester MA

Cafarella, Jennifer

From: zhongze ma <zhongzema@yahoo.com>
Sent: Sunday, January 17, 2016 11:25 AM
To: Town Manager
Subject: Re: Underground Transmission Lines in Winchester

Dear Mr. Howard,
As Winchester residents and voters, we are deeply concerned about the plan of Eversource energy company to construct new 345kV and 115kV power transmission lines across the residential areas of Winchester. Due to the potential risks of health, property value, the interferences of our elementary schools (Muraco and Lynch), mental impact of stress and anxiety etc., we strongly oppose this plan and urge you to deny Eversource energy company's existing plan and ask them to seek alternative route not within residential area.

THERE ARE STUDIES SUGGESTING THAT EXPOSURE TO ELECTROMAGNETIC FIELDS HAS BEEN LINKED TO CHILDHOOD LEUKEMIA!!!

EVERSOURCE PLANS TO PUT A 345 kV AND 115 kV UNDERGROUND TRANSMISION LINES JUST BELOW OUR STREETS!

NSTAR (doing business as Eversource Energy Company), a for-profit company, is seeking approval to construct a new 345 kV underground transmission line connecting the Eversource Woburn Substation and the National Grid Wakefield Junction Substation in Wakefield and a 115 kV underground transmission line connecting the Eversource Woburn Substation and the National Grid Boston Substation.

WUBURN-WAKEFIELD LINE PROJECT
The transmission line route for Woburn-Wakefield project that would run through 1.6 miles of Winchester under the Pond Street and Cross street and Washington street.

MYSTIC-WUBURN LINE PROJECT
The transmission line route for Mystic-to-Woburn project that would run through 2.3 miles of Winchester under the Pond Street and Woodside Avenue intersection, Wildwood, Fletcher, and Bacon streets, the route across the Aberjona River and a Main Street rotary (Route 38).

POTENTIAL ISSUES:

- Health risks. In previous decisions regarding new transmission lines, the MA Energy Facilities Siting Board (the organization that will determine whether the project goes through as planned), has recognized that a number of studies "show a statistical association between residential distances from transmission lines and human health effects" and that "some epidemiological studies suggest a statistical correlation between exposure to magnetic fields and childhood leukemia."
- The mental impact of stress and anxiety should be also considered.

- Possible adverse effects on housing values based on perceived public health risks
- Two year construction plan - and subsequent repairs - will cause major disruption to local residents' lives, Especially for the residents who have kids in Lynch and Muraco
- Adverse effect on local businesses
- Possible damage to sewer lines
- Many of our homes are built very close to the road. This means the electromagnetic fields have much less space to dissipate
- Minimal, if any, benefit to Winchester residents

Thank you very much for your consideration.

Best regards,

Zhongze Ma
Xiuyun Hou
Kevin Ma
344 Cross Street
Winchester, MA 01890

Mawn, Patti

From: Lance Grenzeback <lance.grenzeback@gmail.com>
Sent: Monday, January 18, 2016 3:10 PM
To: Mawn, Patti
Subject: Fwd: No Eversource Transmission Lines in Residential Neighborhoods in Winchester

Patti:

Please print copies for the BOS' packet for the Jan 25 meeting.

Thanks.

Begin forwarded message:

From: Tony Huang <tsh1999@yahoo.com>
Subject: Re: No Eversource Transmission Lines in Residential Neighborhoods in Winchester
Date: January 17, 2016 at 9:33:46 AM EST
To: "lance.grenzeback@gmail.com" <lance.grenzeback@gmail.com>
Cc: Tammy Tan <tammytan99@yahoo.com>
Reply-To: Tony Huang <tsh1999@yahoo.com>

Dear Mr. Grenzeback:
I am sure you have already heard and received many notifications from our friendly Winchester families expressing their deep concerns regarding the high voltage transmission project proposed by Eversource along Woburn, Winchester and Stoneham areas.

My wife and I would like to share our concerns with you as well, we truly believe this project will impact our daily life in many negative ways and we really do not see any benefits this project will bring to our families and town.

1: There will be huge safety issues for our children and other family children commuting to elementary schools around the affected areas, including Muraco, Lynch and Acera.

2: There will be huge health risk issues derived from the high voltage lines and even scientific data indicated that the high voltage lines could cause leukemia and cancer in children.
3: There will be huge negative impact on our property values based on the perceived public health risks from the high voltage lines.
4: There will be huge traffic issues and creating much more inconvenience for residents commuting everyday for next two years or more of this project.
We are proud citizens of this country and residents of Winchester, we strongly opposing Eversource to build the high voltage lines in our peaceful and healthy neighborhood. We truly believe you care our concerns and will help us take necessary steps to reject Eversource's proposal to build the high voltage transmission lines in Winchester.

We great appreciate your help and support of this urgent matter.
Sincerely,
Tony Huang and Tammy Tan

Mawn, Patti

From: Lance Grenzeback <lance.grenzeback@gmail.com>
Sent: Monday, January 18, 2016 3:10 PM
To: Mawn, Patti
Subject: Fwd: Underground Transmission Lines in Winchester

Patti:

Please print copies for the BOS' packet for the Jan 25 meeting.

Thanks.

Begin forwarded message:

From: zhongze ma <zhongzema@yahoo.com>
Subject: RE: Underground Transmission Lines in Winchester
Date: January 17, 2016 at 11:18:14 AM EST
To: "lance.grenzeback@gmail.com" <lance.grenzeback@gmail.com>, "jmsjfo@yahoo.com" <jmsjfo@yahoo.com>, "slpowers@bonnellford.com" <slpowers@bonnellford.com>, "mbettencourt@winchester.us" <mbettencourt@winchester.us>
Cc: "EmpowerWinchester@gmail.com" <EmpowerWinchester@gmail.com>
Reply-To: zhongze ma <zhongzema@yahoo.com>

Dear Selectman,
As Winchester residents and voters, we are deeply concerned about the plan of Eversource energy company to construct new 345kV and 115kV power transmission lines across the residential areas of Winchester. Due to the potential risks of health, property value, the interferences of our elementary schools (Muraco and Lynch), mental impact of stress and anxiety etc., we strongly oppose this plan and urge the board of selectman to deny Eversource energy company's existing plan and ask them to seek alternative route not within residential area.

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POTENTIAL ISSUES:

- Health risks. In previous decisions regarding new transmission lines, the MA Energy Facilities Siting Board (the organization that will determine whether the project goes through as planned), has recognized that a number of studies "show a statistical association between residential distances from transmission lines and human health effects" and that "some epidemiological studies suggest a statistical correlation between exposure to magnetic fields and childhood leukemia."
- The mental impact of stress and anxiety should be also considered.
- Possible adverse effects on housing values based on perceived public health risks
- Two year construction plan - and subsequent repairs - will cause major disruption to local residents' lives, Especially for the residents who have kids in Lynch and Muraco
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- Possible damage to sewer lines
- Many of our homes are built very close to the road. This means the electromagnetic fields have much less space to dissipate
- Minimal, if any, benefit to Winchester residents

Thank you very much for your consideration.

Best regards,

Zhongze Ma
Xiuyun Hou
Kevin Ma
344 Cross Street
Winchester, MA 01890

Mawn, Patti

From: Lance Grenzeback <lance.grenzeback@gmail.com>
Sent: Monday, January 18, 2016 3:10 PM
To: Mawn, Patti
Subject: Fwd: A resident's concerns of high voltage lines going through Winchester

Patti:

Please print copies for the BOS' packet for the Jan 25 meeting.

Thanks.

Begin forwarded message:

From: Qing Zhai <qzhai@yahoo.com>
Subject: A resident's concerns of high voltage lines going through Winchester
Date: January 17, 2016 at 8:02:17 PM EST
To: "lance.grenzeback@gmail.com" <lance.grenzeback@gmail.com>, "jmsjfo@yahoo.com" <jmsjfo@yahoo.com>, "slpowers@bonnelford.com" <slpowers@bonnelford.com>, "mbettencourt@winchester.us" <mbettencourt@winchester.us>, "jwhitehead@winchester.us" <jwhitehead@winchester.us>
Cc: "empowerwinchester@gmail.com" <empowerwinchester@gmail.com>
Reply-To: Qing Zhai <qzhai@yahoo.com>

Dear Winchester Selectmen,

I am a Winchester resident and I am writing to you to express my concerns of the potential underground high voltage lines going through Winchester.

First, all the preferred and alternative routes are major arteries of the town of Winchester. This project will cause tremendous inconvenience to the everyday life of Winchester residents and those out-of-towners who drive these streets on a regular basis. The project is estimated to complete within 2 years, but we all know too well how construction projects are carried out in the Commonwealth of Massachusetts. Nothing finishes on time. Big Dig is not an example too far back. Another example I can give you is the bridge project connecting Gloucester island and the main land. It was estimated to complete within 2 years. But up to now, over 7 years have passed; one lane is still closed every day on the bridge. I work in Gloucester and live through this pain every day. I know it first handed. There is nothing residents and commuters can do. In addition, the inconvenience to people's every life will not stop once the construction is complete. Maintenance, trouble shooting and repair work will show up every now and then, mostly likely starting at 7am..... Both Middle school and high school are located in town center area. Families living in the north part of the town rely on Washington Street and Cross Street to get there. With these two streets blocked, Highland Avenue, which is already jammed during morning rush hours as it is now, will have to take on additional traffic load, and will be more congested. The school starting

time is already early enough, additional time spent on the commute will corrode even more of the precious sleep time teenagers desperately need. It will hurt our kids, for years of time.

Secondly, such a project will change the image of our beloved Winchester, which is quiet, private, orderly, and decorated with old time charm. This is an essential part of our town's value. With construction and maintenance crews' constant presence during the construction, starting at 7am and their unexpected presence afterwards, the whole picture will be disturbingly different.

Last but surely not least, if we allow this project to happen, it will serve as a precedent to make it much easier for other future massive, intrusive utility-like projects to get permit in Winchester even if they have other alternative options available. It can be a slippery slope. On the hand, if we push back, it shows our determination and solidarity of maintaining Winchester's long standing image, value and reputation. I don't think anybody in Winchester really wants these lines to be buried underground in our town, and EverSource does have other options to pursue.

People are talking about EMF effects on human health. I still need more time to have a good understand of it.

Dear Mr. Selectmen, I sincerely request you to exercise your executive power to block these high voltage power lines going through Winchester.

If there is anything that I can do to help, please let me know.

Yours Sincerely,

Qing Zhai

Mawn, Patti

From: Lance Grenzeback <lance.grenzeback@gmail.com>
Sent: Monday, January 18, 2016 3:19 PM
To: Mawn, Patti
Subject: Fwd: Thank You and Follow-up to Monday's Board of Selectmen Meeting with Eversource

Patti:

Please print copies for the Board's Jan 25th meeting packet.

Thanks.

Begin forwarded message:

From: Deb Melkonian <debmelkonian@gmail.com>
Subject: Thank You and Follow-up to Monday's Board of Selectmen Meeting with Eversource
Date: January 13, 2016 at 11:12:26 PM EST
To: townmanager@winchester.us, lance.grenzeback@gmail.com, jmsjfo@yahoo.com, slpowers@bonnellford.com, "Bettencourt, Michael" <mbettencourt@winchester.us>, jwhitehead@winchester.us, Senator Jason Lewis <Jason.Lewis@masenate.gov>, Michael.Day@mahouse.gov

Dear Town Manager Howard, Chairman Grenzeback, Vice Chairman Johnson, Selectman Powers, Selectman Bettencourt, Selectman Whitehead, Senator Lewis, Representative Day,

Wishing to thank all of you who led the meeting with Eversource on Monday evening, especially those of you who spoke up and made clear your consideration of those of us directly affected by the 345 kV project proposed for Cross and Washington Streets.

After much thought, consultation with our neighbors, friends and others on the route, I wish to share a few things, which hopefully you will kindly give your most sincere consideration.

Winchester as an Intervenor in the MA Department of Public Utilities Siting Board Proceeding: We wish to ask that Town Counsel Welch review the role of Winchester in the proposal of this project which has been ongoing for some time now, but is now before the Board of Selectmen with many questions – perhaps more questions than answers. Although the date for declaring such involvement in the process passed on December 2nd, with the discussion that took place on Monday evening, it's abundantly clear that Winchester has a clear interest and an important role to play in the decision to allow this project to move forward. Residents affected by the project are now calling upon Winchester to take action to protect their health, property interests and quality of life. In addition, many issues were mentioned which will affect the public works of the town and ultimately the taxpayers of Winchester. Even if such a request to intervene were to be denied by the Board, the Town of Winchester asking at this point would go a long way to demonstrate that they wish to be more involved and have more say in the

process than they have thus far. The Town of Stoneham, the only other apparently vocal critic of the 345 kV project, was granted intervenor status. While every concerned and affected Winchester resident can send comment to the Siting Board, official town intervention cannot be accomplished without your motion to the Siting Board to request it.

Legislative Action Regarding Davidson Park: We would ask Representative Day to please be willing to start to prepare the groundwork to file legislation to allow Davidson Park to be considered, should the Eversource 345 kV transmission line proposal go forward, as an alternative for the part of the route between Washington and Cross Street. This would allow, as Vice Chairman Johnson suggested, the avoidance of two very major intersections, and all of the foot traffic and vehicles (including emergency vehicles) that pass through that area. It also spares a number of property owners, although not all, from the exposure and detrimental effects of the line being buried in front of their homes. It is not a complete solution, but perhaps one component of a better siting plan that could be proposed by the town. We hope that continued creativity by the Board, the town planners and our legislators could afford more and better alternatives to the Cross/Washington route as currently proposed.

Proposed Format of the Upcoming Public Meeting on Wednesday January 27th at the Lincoln School Auditorium: Although the meeting was mentioned for that date, the details and format are still unclear. We most respectfully request that there be a substantial and meaningful portion of the meeting time devoted to questions, comments and an opportunity for those who wish to speak, to do so. A good number of affected neighbors, abutters, and concerned citizens showed up and respectfully listened to the Eversource presentation, including a narrative by their scientist, and Eversource's opportunity to answer questions without any follow-up questions from the audience. I would suggest that it would not be appropriate to provide a repeat performance of that presentation without affording the citizens of Winchester a chance to speak. We would be most grateful to learn of the timing and format of the meeting at your earliest possible convenience so that we can help to spread the word and allow the best possible attendance by those affected by the project. I know that some neighbors are already working on their follow-up questions for the Board, and they will make sure to get those to you as far in advance of the meeting as possible.

Notice of the Process, Hearings, and the Proceedings: Relative to several of the above topics, including justification for late intervention in the Siting Board process, reasoning for creativity and flexibility in changes to the route, and affording residents a chance to interact with Eversource representatives and also comment to the Board of Selectmen – it is very important to recognize that although Eversource submits that adequate notice had been given about the project to all residents and abutters, the reality is quite different. In the time since just after Christmas, we have been speaking to neighbors and have reached a fair amount of the upwards of 200 or so households directly on the route (not including those on side streets just adjacent). The number of people who we spoke to who had absolutely no idea of the project's existence was astounding. A quick review of the list of residents of Cross Street led to the thought that a language barrier might also be an issue, given the many culturally diverse names on the list. And this was the case... However, due to our efforts, we are so pleased that a number of Cross Street residents were able to attend and many more wish to attend the next meeting. Several of the residents we spoke to attended the meeting, and have now reached out to their approximately 350-member Winchester Chinese cultural group, which has expressed their grave concerns about the siting of the project. We noted and wish to share that there are also many elderly residents along the Cross Street route – along with many new-to-Winchester

young families with small children on both Washington, Cross and adjacent side streets. Notification of future events from the town and communication from Eversource directly really needs to be done better. There is so much at stake for these residents, it's paramount that they are all given a chance to be heard if they so wish.

Please accept my apologies for the length of my email. Thank you again for all of your efforts at the meeting this past Monday. I look forward to watching closely as the rest of the process unfolds, and ask that you all continue to consider alternatives to the Cross/Washington project as proposed. The residents of those streets most emphatically don't want it sited in front of their homes/so close to their families and can't help but wonder why it's being placed here in Winchester at all, when it's most certainly NOT the shortest or most direct route between the two stations (from all of our reviews of the map of our area, a route solely in Woburn is the shortest/most efficient).

If I may answer any questions or provide help with anything, I am happy to do so. Thank you all for your dedicated service to our wonderful town.

Sincerely,

Deb Jones Melkonian
debmelkonian@gmail.com
(781) 424-1250

Mawn, Patti

From: Lance Grenzeback <lance.grenzeback@gmail.com>
Sent: Tuesday, January 19, 2016 7:48 AM
To: Mawn, Patti
Subject: Fwd: Ever source plan 345KV transmission line in Winchester

Patti: Please print copies .... Thanks.

Begin forwarded message:

From: Mary Pennington <maryoga@verizon.net>
Date: January 18, 2016 at 4:50:24 PM EST
Cc: lance.grenzeback@gmail.com, jmsjfo@yahoo.com, slpowers@bonnellford.com, mebettencourt@winchester.us, jwhitehead@winchester.us, townmanager@winchester.us, Jason.Lewis@masenate.gov, Michael.Day@mahouse.gov
Subject: Ever source plan 345KV transmission line in Winchester

I am writing as a resident of Winchester and someone who lives on Cross St. regarding the Eversource plans to construct a new 345kV underground transmission line in Winchester. I have major concerns and do not support the current route of the project. I do not wish for the Selectmen to make agreements with Eversource or accept money/free projects for the town in exchange for supporting the project. This plan directly affects me as a homeowner on the route, in terms of home value, health, traffic and taxes.

Yours truly,

Mary Pennington

Mawn, Patti

From: Lance Grenzeback <lance.grenzeback@gmail.com>
Sent: Tuesday, January 19, 2016 7:49 AM
To: Mawn, Patti
Subject: Fwd: 375KV Line on Cross Street

Patti: Please print copies .....

Begin forwarded message:

> **From:** Lana Swan <lanaswan@comcast.net>
> **Date:** January 18, 2016 at 6:49:49 PM EST
> **To:** lance.grenzeback@gmail.com
> **Subject: Fwd: 375KV Line on Cross Street**

Sent from my iPad

Begin forwarded message:

> **From:** Lana Swan <lanaswan@comcast.net>
> **Date:** January 18, 2016 at 6:44:19 PM EST
> **To:** lanaswan@comcast.net
> **Subject: Fwd: 375KV Line on Cross Street**

Sent from my iPad

Begin forwarded message:

> **From:** Lana Swan <lanaswan@comcast.net>
> **Date:** January 18, 2016 at 6:42:36 PM EST
> **To:** atrobert.j.shea@state.ma.us
> **Subject: 375KV Line on Cross Street**
>
> I am a resident of Cross Street and am writing to express my concerns about the installation of a 375KV line beneath our street. I have health concerns, property value concerns and environmental concerns. Please do what you can to oppose this project.
>
> Thank you,
> Lana Swan
>
> Sent from my iPad

Mawn, Patti

From: Lance Grenzeback <lance.grenzeback@gmail.com>
Sent: Monday, January 18, 2016 3:08 PM
To: Mawn, Patti
Subject: Fwd: 345kv and 115kv power transmission lines

Patti:

Please print copies for the BOS' packet for the Jan 25 meeting.

Thanks.

Begin forwarded message:

From: Fwang echoshadow <fran.wang@gmail.com>
Subject: 345kv and 115kv power transmission lines
Date: January 15, 2016 at 2:32:11 PM EST
To: lance.grenzeback@gmail.com, jmsjfo@yahoo.com, slpowers@bonnellford.com, mbettencourt@winchester.us, jwhitehead@winchester.us
Cc: empowerwinchester@gmail.com

Dear Winchester Board of Selectmen,

As Winchester residents, My family and I are deeply concerned about the plan of Eversource energy company to construct new 345kV and 115kV power transmission lines across the residential areas of Winchester. Due to the potential risks to health, property value, etc., I oppose this plan and urge you to make any efforts to let the MA Energy Facility Siting Board deny Eversource energy company's existing plan and ask them to seek alternative route not within residential area.

The following are the details why I oppose this plan

1. I asked around my neighbors and friends in Winchester, none of us received notice about this project from Eversource.
2. This kind of High Voltage Transmission Line is so dangerous for the health

According to another energy company's website https://www.xcelenergy.com/
Cite from another energy:
Electric and Magnetic Fields: Underground transmission lines do NOT mitigate electric magnetic fields (EMF) because the earth does not provide shielding. EMF intensity levels may be higher above an underground installation as compared to overhead lines.

The streets in the plan are very narrow, the lines will just bury almost under all house's.

There has been concern over power line radiation and its effect on human health for at least 40 years. Living close to power lines has been shown to increase the risk of leukemia and other cancers since 1979, when convincing evidence was first published by Wertheimer and Leeper in the American Journal of Epidemiology. http://www.emf-portal.de/viewer.php?l=e&aid=1018

3. The professor who presented and spoke in the Town Selectmen meeting in Jan 11 in Winchester is hired by Nstar, and what he stated that the transmission line is safe has NO scientific proves. We urge you can hire 3rd-party scientists and physicians to do the investigation and evaluation.

4. There are alternative routes Eversource can use. Why choose the very densities residential areas?

5. The 2 Years projects will impact out daily life so much, Winchester is already crowded for the traffic, the project will impact the traffic not only for the go through traffic, but also significantly affect the kids go to the two elementary schools: Lynch and Muraco.

6. Our housing values will be significantly affected no matter EMF present health risks or not because people and future buyer will definitely concern about it.

7. The project will cause difficulties of the maintenance of the water/gas/sewer system

8. There are other potential impacts

Based on the above facts, I strongly urge you deny the plan.

What I concern is not only the part of this plan in Winchester, I also concern about people who live in other towns who also get affected. I highly appreciate your efforts To help all of us to cancel this plan.

The Chinese community support you and is willing to continue to support in the elections. We believe that your effort will make huge difference in our life.

Sincerely

Zhaofang Wang, mother of 2 school kids
Wensheng Zhang, father of 2 school kids
Joy Zhang, a Winchester high school student
Claire Zhang, a Lynch elementary school student

7 Pine Grove Park, Winchester, MA 01890

Mawn, Patti

From: Lance Grenzeback <lance.grenzeback@gmail.com>
Sent: Monday, January 18, 2016 3:08 PM
To: Mawn, Patti
Subject: Fwd: Concerning power line project

Patti:

Please print copies for the BOS' packet for the Jan 25 meeting.

Thanks.

Begin forwarded message:

From: Yongbo Hu <huyongbo@gmail.com>
Subject: Concerning power line project
Date: January 15, 2016 at 2:51:15 PM EST
To: lance.grenzeback@gmail.com, jmsjfo@yahoo.com, slpowers@bonnelford.com, mbettencourt@winchester.us, jwhitehead@winchester.us

Dear Selectman,

As a Winchester resident and voter, I am deeply concerned about the plan of Eversource energy company to construct new 345kV and 115kV power transmission lines across the residential areas of Winchester. Due to the potential risks of health, property value, etc., I oppose this plan and urge the board of selectman to deny Eversource energy company's existing plan and ask them to seek alternative route not within residential area.

Background info:

EVERSOURCE PLANS TO PUT A 345 kV AND 115 kV UNDERGROUND TRANSMISION LINES
JUST BELOW OUR STREETS!!

THERE ARE STUDIES SUGGESTING THAT EXPOSURE TO ELECTROMAGNETIC FIELDS HAS
BEEN LINKED TO CHILDHOOD LEUKEMIA

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WUBURN-WAKEFIELD LINE PROJECT

woburn_to_wakefield_line_project
<http://www.ma-nhsolution.com/woburn_to_wakefield_line_project>

The Woburn-Wakefield Line project will touch Winchester, Stoneham, Wakefield, and Woburn. The 345 kV is three times the voltage being used in many other Eversource projects of this type.

The preferred transmission line route for Woburn-Wakefield project that would run through 1.6 miles of Winchester under the Pond Street and Cross street and Washington street.

The alternative route would run under Pond street/Lake Ave and Main Street of Woburn.

MYSTIC-WUBURN LINE PROJECT

The Mystic-to-Woburn Line project will touch Winchester, Stoneham, Wakefield, and Woburn. The 345 kV is three times the voltage being used in many other Eversource projects of this type.

the preferred transmission line route for Mystic-to-Woburn project that would run through 2.3 miles of Winchester under the Pond Street and Woodside Avenue intersection, Wildwood, Fletcher, and Bacon streets, the route across the Aberjona River and a Main Street rotary (Route 38). The 9.2-mile alternative route would run under Palmer and Lake streets and Skillings Road before connecting to Washington and Main streets.

POTENTIAL ISSUES:
• Health risks. In previous decisions regarding new transmission lines, the MA Energy Facilities Siting Board (the organization that will determine whether the project goes through as planned), has recognized that a number of studies "show a statistical association between residential distances from transmission lines and human health effects" and that "some epidemiological studies suggest a statistical correlation between exposure to magnetic fields and childhood leukemia.". Please refer to pages 83 and 88 of the following source:
http://web1.env.state.ma.us/DPU/FileRoomAPI/api/Attachments/Get/?path=efsb13-2%2f13-151%2f152%2fFinalDecision.pdf
• Possible adverse effects on housing values based on perceived public health risks
• Two year construction plan - and subsequent repairs - will cause major disruption to local residents' lives, Especially for the residents who have kids in Lynch and Muraco
• Adverse effect on local businesses
• Possible damage to sewer lines
• Many of our homes are built very close to the road. This means the electromagnetic fields have much less space to dissipate
• Minimal, if any, benefit to Winchester residents

Regards,

Yongbo Hu

8 Churchill Circle

Winchester, MA 01890

--
Sent from iPhone

Mawn, Patti

From: Lance Grenzeback <lance.grenzeback@gmail.com>
Sent: Monday, January 18, 2016 3:09 PM
To: Mawn, Patti
Subject: Fwd: No Eversource Transmission Lines In Residential Neighborhoods in Winchester

Patti:

Please print copies for the BOS' packet for the Jan 25 meeting.

Thanks.

Begin forwarded message:

From: Bin Wang <oldlazycat@gmail.com>
Subject: No Eversource Transmission Lines In Residential Neighborhoods in Winchester
Date: January 15, 2016 at 4:00:25 PM EST
To: lance.grenzeback@gmail.com

Dear Selectman,
As a Winchester resident and voter, I am deeply concerned about the plan of Eversource energy company to construct new 345kV and 115kV power transmission lines across the residential areas of Winchester. Due to the potential risks of health, property value, etc., I oppose this plan and urge the board of selectman to deny Eversource energy company's existing plan and ask them to seek alternative route not within residential area.
Background info:

EVERSOURCE PLANS TO PUT A 345 kV AND 115 kV UNDERGROUND TRANSMISION LINES JUST BELOW OUR STREETS!!

THERE ARE STUDIES SUGGESTING THAT EXPOSURE TO ELECTROMAGNETIC FIELDS HAS BEEN LINKED TO CHILDHOOD LEUKEMIA

NSTAR (doing business as Eversource Energy Company), a for-profit company, is seeking approval to construct a new 345 kV underground transmission line connecting the EversourceWoburn Substation and the National Grid Wakefield Junction Substation in Wakefield and a 115 kV underground transmission line connecting the Eversource Woburn Substation and the National Grid Boston Substation.

WUBURN-WAKEFIELD LINE PROJECT

woburn_to_wakefield_line_project

The Woburn-Wakefield Line project will touch Winchester, Stoneham, Wakefield, and Woburn. The 345 kV is three times the voltage being used in many other Eversource projects of this type.

The preferred transmission line route for Woburn-Wakefield project that would run through 1.6 miles of Winchester under the Pond Street and Cross street and Washington street.

The alternative route would run under Pond street/Lake Ave and Main Street of Woburn.

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- **Several schools and afterschool activities are near the path of the proposed Eversource Transmission Lines, Please consider the children's health, since they will be the future of the country.**
- Possible adverse effects on housing values based on perceived public health risks
- Two year construction plan - and subsequent repairs - will cause major disruption to local residents' lives, Especially for the residents who have kids in Lynch and Muraco
- Adverse effect on local businesses
- Possible damage to sewer lines
- Many of our homes are built very close to the road. This means the electromagnetic fields have much less space to dissipate.
- Minimal, if any, benefit to Winchester residents.

Regards

Bin Wang

7 Conant Road, Unit 59

Winchester, MA, 01890

Mawn, Patti

From: Lance Grenzeback <lance.grenzeback@gmail.com>
Sent: Monday, January 18, 2016 3:09 PM
To: Mawn, Patti
Subject: Fwd: Eversource 345kV underground transmission line

Patti:

Please print copies for the BOS' packet for the Jan 25 meeting.

Thanks.

Begin forwarded message:

From: Shuning Huang <xiaoshuer@gmail.com>
Subject: Eversource 345kV underground transmission line
Date: January 16, 2016 at 3:59:49 PM EST
To: lance.grenzeback@gmail.com, jmsjfo@yahoo.com, slpowers@bonnelford.com, mbettencourt@winchester.us, jwhitehead@winchester.us

Dear Board of Selectman,

I am a Winchester resident living close to Cross street, where the proposed Eversource 345kV underground transmission line will pass through. I am strongly oppose the proposed route.

1. I am concerned about the high voltage (345kV), which is three times higher than other transmission lines. With this high voltage, it raises concerns regarding health, environment, property value, etc.

2. I looked at the map showing the proposed route for the transmission line. It seems that there is alternative route that doesn't go through Winchester (please see attached image with the alternative route highlighted in red).

I belive I am only one of the many residents who are worried about this project. You consideration for our concerns when making decision is highly appreciated.

Sincerely,

Shuning Huang
Winchester resident

Mawn, Patti

From: Lance Grenzeback <lance.grenzeback@gmail.com>
Sent: Monday, January 18, 2016 3:09 PM
To: Mawn, Patti
Subject: Fwd: Eversource 345kV lines in Winchester

Patti:

Please print copies for the BOS' packet for the Jan 25 meeting.

Thanks.

Begin forwarded message:

From: susan kenney <sjkfluff@yahoo.com>
Subject: Eversource 345kV lines in Winchester
Date: January 16, 2016 at 4:59:27 PM EST
To: "lance.grenzeback@gmail.com" <lance.grenzeback@gmail.com>
Cc: "jmsjfo@yahoo.com" <jmsjfo@yahoo.com>, "slpowers@bonnellford.com" <slpowers@bonnellford.com>, "mbettencourt@winchester.us" <mbettencourt@winchester.us>, "jwhitehead@winchester.us" <jwhitehead@winchester.us>, "townmanager@wincheter.us" <townmanager@wincheter.us>, "Jason.Lewis@masenate.gov" <Jason.Lewis@masenate.gov>
Reply-To: susan kenney <sjkfluff@yahoo.com>

Dear Mr. grenzeback: After recently becoming aware of this project I would like you to know that I am TOTALLY AGAINST IT....for many reasons..one being that this could potentially have devastating health consequences down the road.....Please do not let this go through..Thank you. Susan Kenney, 9 Brookside Ave. Winchester

Mawn, Patti

From: Lance Grenzeback <lance.grenzeback@gmail.com>
Sent: Monday, January 18, 2016 3:08 PM
To: Mawn, Patti
Subject: Fwd: Ban HV Powerline across residence in Winchester

Patti:

Please print copies for the BOS' packet for the Jan 25 meeting.

Thanks.

Begin forwarded message:

From: Yong <hhz98@yahoo.com>
Subject: Ban HV Powerline across residence in Winchester
Date: January 15, 2016 at 1:22:10 PM EST
To: "robert.j.shea@state.ma.us" <robert.j.shea@state.ma.us>
Cc: "empowerwinchester@gmail.com" <empowerwinchester@gmail.com>, "lance.grenzeback@gmail.com" <lance.grenzeback@gmail.com>, "jmsjfo@yahoo.com" <jmsjfo@yahoo.com>, "slpowers@bonnellford.com" <slpowers@bonnellford.com>, "mbettencourt@winchester.us" <mbettencourt@winchester.us>, "jwhitehead@winchester.us" <jwhitehead@winchester.us>, "jason.lewis@masenate.gov" <jason.lewis@masenate.gov>, "michael.day@mahouse.gov" <michael.day@mahouse.gov>, "stephen.august@state.ma.us" <stephen.august@state.ma.us>
Reply-To: Yong <hhz98@yahoo.com>

Dear Selectman,
As a Winchester resident and voter, I am deeply concerned about the plan of Eversource energy company to construct new 345kV and 115kV power transmission lines across the residential areas of Winchester. Due to the potential risks of health, property value, etc., I oppose this plan and urge the board of selectman to deny Eversource energy company's existing plan and ask them to seek alternative route not within residential area.
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Regards,

Yong Zhang
20 Charles Road, Winchester, MA 01890

Mawn, Patti

From: Lance Grenzeback <lance.grenzeback@gmail.com>
Sent: Monday, January 18, 2016 3:07 PM
To: Mawn, Patti
Subject: Fwd: Against the High Voltage Transmission Lines in residential areas in Winchester

Patti:

Please print copies for the BOS' packet for the Jan 25 meeting.

Thanks.

Begin forwarded message:

From: mimi long <mq2004@gmail.com>
Subject: Against the High Voltage Transmission Lines in residential areas in Winchester
Date: January 15, 2016 at 11:28:22 AM EST
To: lance.grenzeback@gmail.com, jmsjfo@yahoo.com, slpowers@bonnellford.com, mbettencourt@winchester.us, jwhitehead@winchester.us, townmanager@winchester.us

Dear Selectmen,

As a Winchester resident and voter, I am deeply concerned about the plan of Eversource energy company to construct new 345kV and 115kV power transmission lines across the residential areas of Winchester. Due to the potential risks to health, property value, etc., I oppose this plan and urge the board of selectman to deny Eversource energy company's existing plan and ask them to seek alternative route not within residential area.

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- Cite from another energy: Website:https://www.xcelenergy.com/

  Electric and Magnetic Fields: Underground transmission lines do NOT mitigate electric magnetic fields (EMF) because the earth does not provide shielding. EMF intensity levels may be higher above an underground installation as compared to overhead lines.

- Possible adverse effects on housing values based on perceived public health risks
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Regards,

Min Qiu

17 Lochwan St, Winchester MA

Mawn, Patti

From: Lance Grenzeback <lance.grenzeback@gmail.com>
Sent: Monday, January 18, 2016 3:06 PM
To: Mawn, Patti
Subject: Fwd: Concerns on the planned 345kV power line across Winchester residential area

Patti:

Please print copies for the BOS' packet for the Jan 25 meeting.

Thanks.

Begin forwarded message:

From: Haiyang Zhang <haiyang876-town@yahoo.com>
Subject: Concerns on the planned 345kV power line across Winchester residential area
Date: January 14, 2016 at 6:22:27 PM EST
To: "lance.grenzeback@gmail.com" <lance.grenzeback@gmail.com>, "jmsjfo@yahoo.com" <jmsjfo@yahoo.com>, "slpowers@bonnellford.com" <slpowers@bonnellford.com>, "mbettencourt@winchester.us" <mbettencourt@winchester.us>, "jwhitehead@winchester.us" <jwhitehead@winchester.us>
Reply-To: Haiyang Zhang <haiyang876-town@yahoo.com>

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Regards,

Haiyang Zhang
30 Farrow St,
Winchester, MA

Mawn, Patti

From: Lance Grenzeback <lance.grenzeback@gmail.com>
Sent: Monday, January 18, 2016 3:07 PM
To: Mawn, Patti
Subject: Fwd: Winchester 345kV Power Transmission

Patti:

Please print copies for the BOS' packet for the Jan 25 meeting.

Thanks.

Begin forwarded message:

From: Jifeng Liu <jfliu_99@yahoo.com>
Subject: RE: Winchester 345kV Power Transmission
Date: January 14, 2016 at 8:18:14 PM EST
To: "lance.grenzeback@gmail.com" <lance.grenzeback@gmail.com>
Reply-To: Jifeng Liu <jfliu_99@yahoo.com>

Dear Mr Grenzeback,

I have been living in Winchester for 16 years and as a Winchester resident and voter, I am deeply concerned about the plan of Eversource energy company to construct new 345kV and 115kV power transmission lines across the residential areas of Winchester. Due to the potential risks of health, property value, etc., I oppose this plan and urge the board of selectman to deny Eversource energy company's existing plan and ask them to seek alternative route not within residential area.
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Best Regards,

Jifeng Liu

241 Highland Ave
Winchester, MA 01890

Mawn, Patti

From: Lance Grenzeback <lance.grenzeback@gmail.com>
Sent: Monday, January 18, 2016 3:07 PM
To: Mawn, Patti
Subject: Fwd: Concerns Regarding Eversource Power Line Project

Patti:

Please print copies for the BOS' packet for the Jan 25 meeting.

Thanks.

Begin forwarded message:

From: hali <halli2468@gmail.com>
Subject: Concerns Regarding Eversource Power Line Project
Date: January 14, 2016 at 9:18:30 PM EST
To: lance.grenzeback@gmail.com

Dear Mr. Grenzeback,

As a Winchester resident and voter, I am deeply concerned about the plan of Eversource energy company to construct new 345kV and 115kV power transmission lines across the residential areas of Winchester. Due to the potential risks of health, property value, etc., I oppose this plan and urge the board of selectman to deny Eversource energy company's existing plan and ask them to seek alternative route not within residential area.

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Best Regards,

Sincerely yours,

Hua Li

35 Tufts Road,

Winchester MA

Pro Project

Cafarella, Jennifer

From: Gordon Bennett <gr.bennett@comcast.net>
Sent: Sunday, January 17, 2016 2:47 PM
To: Town Manager
Subject: Underground transmission line project

Mr. Howard:

I just read the article in the Star about the Selectmen's meeting this past week. Perhaps the article didn't give a complete account of the discussion, but I was surprised to read that there seemed to have been no consideration or mention of what I would think is a huge benefit to the town: the burial of some ugly above-ground poles and lines.

I grew up in Illinois, where many of Chicago's suburbs have few if any above-ground lines. I recognize that the absence of ledge underground is a great advantage in providing buried power lines. (Some of my ancestors were farmers in Mass. between the 17th and 19th centuries, when after years of struggle they went West to get better soil, so I'm aware of that Midwestern advantage.) Still, having the opportunity to have a private company paying for this benefit seems to me to be a powerful argument in its favor.

I would be pleased to have you share my point of view with the Board.

Thanks.

Gordon Bennett
42 Lorena Rd.

Docket Item:
I - 3
January 25, 2016

Mawn, Patti

From: Russell 617.901.6004 <russell.hulteen@nemoves.com>
Sent: Wednesday, January 13, 2016 11:36 AM
To: Town Manager
Subject: Questions for Mark Twogood about 805 Main St

Hello Mark,
My name is Russell Hulteen. I sell real estate at the Coldwell Banker office downtown. I am helping the owner of 805 Main St. sell her childhood home-turned-commercial property.

As you know, the property is very interesting and has a bit of history. In order to determine the highest and best use for the property, there are are few questions I'm hoping you could help us answer:

Is the town-owned land behind the lot still available for purchase? 805 Main could use about 500 more sq ft on the lot in order to make it conforming for residential use.
What are the minimum and maximum land amounts one could purchase?
What would be a realistic timeline for buying that extra land?
What would be the cost, terms?

I really appreciate you taking the time to help us out with these questions. If I can answer any questions for you, please don't hesitate to call directly or email me back, any time.

Thank you,

Russell Hulteen, ACA
REALTOR® | Coldwell Banker Commercial and Residential Real Estate

3 Church Street, Winchester, MA 01890
Direct: 617-901-6004
Russell@RussellHulteen.com
www.RussellHulteen.com

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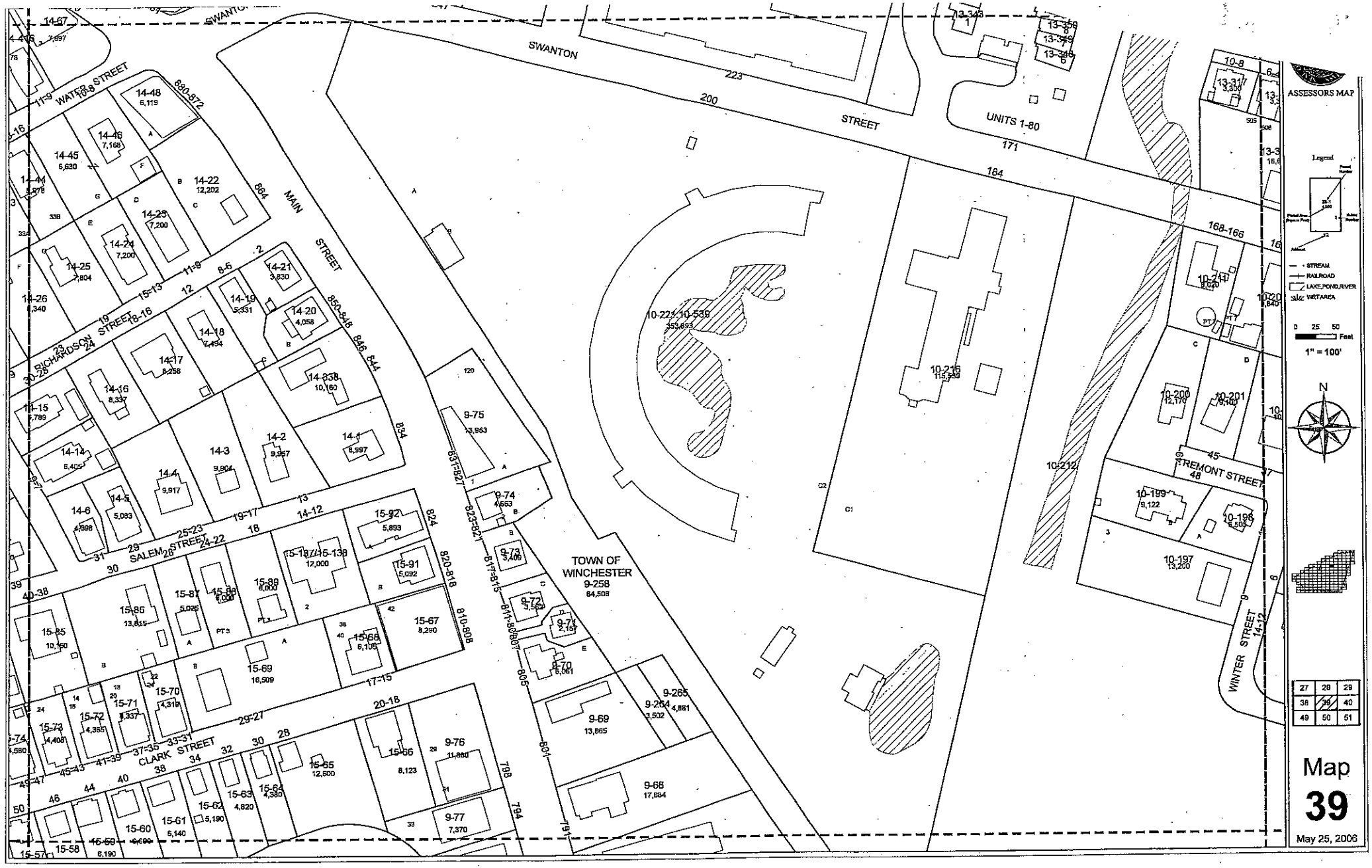
Nothing in this email shall be deemed to create a binding contract to purchase/sell real estate. The sender of this email does not have the authority to bind a buyer or seller to a contract via written or verbal communications including, but not limited to, email communications.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May 25, 2006
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MAIN STREET
WATER STREET
RICHARDSON STREET
SALEM STREET
CLARK STREET
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15-137/15-138
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15-63
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Docket Item:
I - 4
January 25, 2016

Town of Winchester

Richard C. Howard,
Town Manager

Board of Selectmen
71 Mt. Vernon Street
Winchester, MA 01890
Phone: 781-721-7133
Fax: 781-756-0505
townmanager@winchester.us

Public Information Session
Eversource Transmission Line Project - Woburn to Wakefield

Wednesday, January 27, 2016 - 7:00 PM
Lincoln Elementary School Auditorium

On Wednesday evening, January 27, 2016, the Board of Selectmen will hold a public informational session on the NStar d/b/a Eversource Energy Transmission Line Project Proposal - Woburn to Wakefield at 7:00 PM in the Lincoln Elementary School Auditorium. This meeting might be of particular interest to residents of Pickering Street / Border Street / Cross Street / Forest Street / Washington Street areas. Additional information about this project can be found on the Town's website at www.winchester.us

The public is invited to attend.

January 20, 2016

Docket Item:
I - 5
January 25, 2016

Town of Winchester

Richard C. Howard,
Town Manager

Board of Selectmen
71 Mt. Vernon Street
Winchester, MA 01890
Phone: 781-721-7133
Fax: 781-756-0505
townmanager@winchester.us

Public Information Session
Eversource Transmission Line Project - Mystic to Woburn

Wednesday, February 10, 2016 - 7:00 PM
Lincoln Elementary School Auditorium

On Wednesday evening, February 10, 2016, the Board of Selectmen will hold a public informational session on the NStar d/b/a Eversource Energy Transmission Line Project Proposal - Woburn to Wakefield at 7:00 PM in the Lincoln Elementary School Auditorium. This meeting might be of particular interest to residents of Pond Street / Woodside Road / Wildwood Street / Fletcher Street / Bacon Street / Main Street areas. Additional information about this project can be found on the Town's website at www.winchester.us

The public is invited to attend.

January 20, 2016

Docket Item:
I - 6
January 25, 2016

January 7, 2016

Winchester Zoning Board of Appeals
Town Hall
71 Mt. Vernon St.
Winchester, MA 01890

Re: 416 Cambridge St. - 40B Development

Dear Members of the Board of Appeals:

As a resident and businessman in Winchester as well as a member of the Board of Selectmen and Precinct 6 Chairman, I would like to express my personal concerns regarding this project. They are, in no particular order, as follows:

Traffic Safety

Cambridge St, particularly in this area near the proposed project, is already highly congested. Entering and exiting the Whole Foods Plaza is extremely challenging with 2 very dangerous U-turns. During the recent holiday season, multiple police officers, cars and cones had to be deployed to prevent chaos. Fire Chief John Nash has stated his concerns for potentially more auto accidents as a result of nearly 200 additional cars being added to the area. As pointed out by Mr. Gary Hebert of the Town's traffic peer review consultant (FST), there will be up to 300 U-turns per day (including a dangerously high 90% increase in Woburn U-turns) or more than 100,000 annually on Cambridge St.

The number of vehicles exiting and entering the complex will impact traffic on Wainwright Rd. as well as Cambridge St. According to the peer review, moving trucks as well as delivery/trash removal trucks approaching the Winchester North site cannot use Cambridge St to access the site (due to the inability to make the U-turn). They will have to use and disrupt other neighboring streets including Aristotle, Socrates, St Thomas More, etc.

The developer's traffic study did not include any consideration of the impact from the proposed new lights at Pond St (as requested by the Town Engineer, Beth Rudolph) or the newly renovated high-rise office tower nearby on Cambridge Rd in Woburn.

Pedestrian Safety

Pedestrian safety should be a high priority given that the proposed location is clearly **not** in a pedestrian-friendly area. Cambridge St is a 4 lane state highway with no sidewalks and no safe means of pedestrian crossing. Wainwright Rd has no suitable existing sidewalks and has a 10% grade that makes it handicap inaccessible, especially to and from the bus routes and nearby Horn Pond Plaza.

Fire Safety

Many concerns, including those from the Fire Chief John Nash, the Weston & Sampson peer review, and Town Engineer Beth Rudolph, have been submitted about site and building access (specifically in the rear and north-west sides) for the town's fire vehicles

and fire fighters. Even though the Fire Chief has approved the project based on the minimum state codes, the town has adopted more stringent local codes in many areas to better protect our citizenry. I fully expect that the Zoning Board will carefully consider and address these issues.

Density

43 units per acre is dramatically excessive particularly on a site bordered entirely by a residential neighborhood and nearby wetland property. (43 is based on 95 rental units divided by 2.2 acres of relevant Winchester land) The developer is asking for a variance to build a structure of 64½ feet high as opposed to the current allowable height of 40 feet. Concerns about density and character of the neighborhood are allowable concerns under Chapter 40B. The developer has also requested a waiver to off-street parking to change the 2 spaces per unit to 1.55 spaces per unit. Their plan only indicates an allowance for 5 guest parking spaces, only one of which is HP. These inadequate conditions would, again, impact traffic safety since residents and visitors would not be allowed to park on Wainwright Rd due to critical road safety concerns. Additionally, the developer has proposed an area of 30 X 35 feet adjacent to Wainwright Rd as a play area that should be considered totally inadequate.

Environmental Issues

Weston & Sampson, the Town's engineering peer review consultants, have identified a serious environmental concern with the proposed development. Currently, during periods of heavy rain, there is sanitary sewage overflow (SSO) in the area of Edgewater Place, near the Mystic Lakes. The additional 95 units currently being proposed would significantly worsen this condition. The Town Engineer has stated that the applicant needs to find a fix for this potentially major environmental issue. To date, as far as I know, this issue remains unresolved.

Recommendations

In summary, it seems to me that a simple way to minimize or eliminate the impact of these issues is to significantly reduce the size and scope of the proposed building on the site. This could be achieved by eliminating the top two stories and reduce the number of units to between 40 and 50 while still including a significant number of affordable units.

Yours truly,

James Johnson

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January 15, 2016

Winchester Zoning Board of Appeals
Town Hall
71 Mt. Vernon St.
Winchester, MA 01890

Docket Item:
I - 7
January 25, 2016

Re: 416 Cambridge St. - 40B Development

Dear Members of the Zoning Board of Appeals:

We, the undersigned, reside at the Ledges at 7 Wainwright Rd, Winchester MA. Acting as a special committee, we represent the interests of more than 200 residents who are abutters to the proposed development at 416 Cambridge St. Based on our active participation in the hearing process, we compliment the Board members for your diligent work to date on this most difficult matter.

While not opposed to the inclusion of affordable housing within the development, we believe that important issues of massing/density, safety and health (among others) need to be addressed, mitigated or resolved to everyone's satisfaction. In the following sections, we have summarized many of our concerns regarding this project.

Density and Massing

With 95 units proposed for a very small location, we have major concerns about the number of people and cars and their impact on the surrounding neighborhood.

Density: The density of the proposed project is 43 rental units per acre on Winchester land of 2.2 acres. Of the 3 total acres that the developer cites, 0.3 acre is in Woburn and roughly 0.5 acre is associated with the existing farmhouse that the developer intends to sell as a condo. In Winchester, the nearest buildings with high densities are all 'downtown' and these properties enjoy safe proximity to retail and public transit (unlike this proposed development). Additionally, a very high percentage of every foot of open land will be made impervious due to the building and parking footprints. The open area is so limited that there is practically no place for people to gather. The plan, as an afterthought, includes a 30 feet by 35 feet area designated as a play area and would be located adjacent to Wainwright Rd. This is inadequate and dangerous since children could easily dart out onto the busy streets.

Massing: This proposed massive structure will have a length of 350 feet (50 feet longer than a football field), a depth of 80 feet and a height of 65.4 feet. It clearly does not fit into the surrounding single-family neighborhood nor does the height comply with the Town's building code of 40 feet. To date, the developer has still not performed a balloon test, as requested by the ZBA and residents, which would visually represent the size of the development within its local environment. Under the 40B review process, issues regarding the size, design of the building, and the number of units are constructive concerns that need to be addressed by the developer and Town representatives prior to issuing any waivers.

Safety

The extreme density planned for the site poses several concerns that we demand be given a high priority. These include traffic/parking, pedestrian and fire safety, and environmental issues. We fully expect that you will carefully consider these issues as detailed below.

Traffic and Parking Safety

Parking Safety: In order for the tenants to park their vehicles, the developer has proposed 149 parking spaces of which only 5 will be for guests. The allotted 1.55 spaces per unit are lower than the Town's building requirement of 2.0 spaces per unit. Furthermore, of these allotted 5 spaces, only one space is designated for Handicapped Parking; this would appear to be totally insufficient. If, as we will request and lobby for, No Parking zones would be established on Wainwright Rd. and Cambridge St., people would be forced to park there anyway which would create a significant safety hazard. By way of comparison, the Ledges has 330 visitor spaces and 220 garaged resident spaces for a total of 550, a 5 to 1 ratio.

Traffic Safety: With respect to traffic, the number of vehicles exiting and entering the complex will substantially impact traffic on Wainwright Rd and on Cambridge St. The proximity of the development's driveway to that of the Ledges increases safety issues, particularly in bad weather. According to the Town's peer review study prepared by FST, there will be additional traffic from moving trucks as well as delivery/trash removal trucks on Wainwright Rd. Trucks approaching the site from the south side of Cambridge St. will not be able to access the site due to the inability to make the U-turn at Crescent Park and Cambridge Rd. They will have to use and disrupt other neighboring roads including Johnson Rd, Aristotle, Socrates, Plato, St Thomas More, etc.

The Town's traffic peer review report states there will be up to 300 additional U-turns daily (more than 100,000 annually) on Cambridge St. This represents a 90% increase in U-turns in Woburn, an area that is already heavily travelled, congested and unsafe. Over the Thanksgiving and Christmas holidays, police officers, vehicles and cones were positioned at the Woburn Plaza exit to prevent accidents and keep traffic flowing in a safe and reasonable manner. With the potential of minimally 200 additional vehicles being added to the area daily, Fire Chief Nash has grave concerns that there will be more accidents.

It is worth noting that the developer's traffic study did not take into consideration any of the additional truck traffic on Wainwright Rd or the effects of additional traffic on the surrounding roads coming in or exiting from Johnson Rd. Nor did they take into consideration significant additional traffic from the building rehab at 304 Cambridge Rd in Woburn. This complex will include a nursery for 72 students, office space and the potential for two restaurants. It has a designated parking lot for 197 parking spaces. The proposed traffic signals at Pond St and Cambridge St were also not included in the study. Beth Rudolph, the town engineer, had requested that the proposed lights at Pond St be included in the study. All of the above could potentially have a major impact on safety issues when exiting Wainwright Rd and making U-turns.

In one seemingly 'out of touch' response to questions related to insufficient parking, the developer pointed to their traffic study report that cited the use of bicycles that would be used in lieu of autos. The town's peer review consultant responded "safe bicycle-friendly accommodations are not currently available and are not proposed on the segment of Cambridge St serving the site." He also stated, "Cambridge St., as is currently striped, does not provide a bicycle–friendly environment with high speed traffic adjacent to a 2–3 foot shoulder." Based on the peer review, it seems highly unlikely that tenants would be substituting bikes for cars.

Pedestrian Safety

This is another major concern. There is no sidewalk on the north side of Wainwright Rd and the incline has a 10% grade making it handicapped inaccessible. This certainly does not make this a handicap-friendly project. Cambridge St. is a four-lane highway that presently has a 40-mile per hour speed limit. It is extremely dangerous for one to attempt to cross the road in order to go to the shopping plaza or north-side bus stop. The developer has proposed installing a "high intensity activated crosswalk" or Hawk signal system which could be activated by a pedestrian seeking to cross. There is one such system installed at Binney St and Sixth St in Cambridge. Recent reports state that people in the area find it very confusing and instructions were handed out to educate the pedestrians. We wonder how safe the system can be on high-speed Cambridge St. if the drivers and pedestrians don't understand it.

As part of the installation of a HAWK system, the developer is proposing a Z path. If this becomes acceptable to the town and the state, the material used should be identical to the lights that are being installed now on Cambridge St. The developer should be required to supply the town with spare parts and an escrow account for future maintenance. The installation of this light should be in effect prior to issuing any permits. During the winter, snow removal on the Z path should be the responsibility of the complex management.

There are no sidewalks from Wainwright Rd up to Johnson Rd or from Wainwright Rd to Pond St. for the children in the development to use in order to walk to school safely. The proposed development is in a 'walk to school' area, so consequently, school children are not bussed to and from this location.

Fire Safety

The Town's engineering peer review by Weston and Sampson points out a number of concerns regarding access to the rear of the building by fire apparatus as well as accessing the west side of the proposed building. The town engineer has also expressed the same concerns regarding the left side of the structure. Should there ever be a major fire, there is no way for fire apparatus to drive around the building. For the Fire Department to maneuver more than one vehicle in the rear would be a tremendous challenge. In both of Fire Chief Nash's letters, he expresses concerns that have not, as far as we know, been addressed. Although the Winchester Fire Department representatives have approved the project based on state minimum standards, the Board should consider the recommendations made by the aforementioned. The Town standards are much more stringent than those of the state,

therefore ensuring better protection for the residents. The applicant has not provided any justification for relaxing the local standards.

Water and Sewer Health and Safety
The potential and likely negative impact on the environment is very troubling to us. The Town's engineering peer review states that an additional 69,080 gallons per day will flow into the sanitary system. The report cites that currently "sanitary sewer overflows (SSO) have been observed on Cambridge St. during such significant wet weather events. During such events, the additional flow from the proposed development will increase sewer system overflow (SSO) volumes at Edgewater Place." When questioned as to the effect from the project, the peer review consultant said it would exacerbate the problem even if the repairs are made as recommended by the peer review. Therefore, we strongly question whether the Town of Winchester has any legal right to grant any building permit that affects this issue until this condition has been resolved.

Conclusion
The issues we have addressed are considered legitimate concerns as written in the guidelines for Local 40B Review and Decision Guidelines by the Massachusetts Housing Partnership. It is the Board's right and responsibility to address the issues outlined in this letter and modify, mitigate or impose appropriate conditions pertinent to the project.

We want to reiterate that we oppose the current plan as configured. We will fully support a plan that addresses our concerns while continuing to include affordable housing units. We propose that the number of units be reduced by redesigning the building and eliminating the top two floors. We also suggest that since (according to the developer) the house on the site is to be sold as a condo, all of the units could and should be marketed and sold as condos. By reducing the number of units and significant massing of the building, the result will eliminate or substantially reduce the concerns we have outlined above.

As this project and process moves forward, we recommend that the Board closely review the Weston and Samson report, the town's engineering report, the Fire Department's recommendations and other expert testimony to ensure that your recommendations are fully incorporated into the developer's final building plans. The process used and decisions made will set precedents for future development proposals, and we want all aspects of the project to be examined thoroughly and all concerns to be heard.

Thank you for your consideration in this matter.

Yours truly,

The Ledges 40B Committee and residents
Fritz von Mering, Committee Chair & Ledges Trustee, Unit #3 (Email: fritzvm@gmail.com)

Rich Shanahan (Ledges Trustee Chairman)
Eric Hayden (Ledges Trustee Treasurer)
Joe Fermano (Ledges Trustee)
cc: Hill Law

Bob Bagdasarian
Marion Crandall
Joanne Hofmann
Bob McIndoe

Joe O'Connor
Janie Weinberg
Bob Williams
John Zeisel

January 15, 2016

Winchester Planning Board
Town Hall
71 Mt. Vernon St.
Winchester, MA 01890

Re: 416 Cambridge St. - 40B Development

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Thank you for your consideration in this matter.

Yours truly,

The Ledges 40B Committee and residents
Fritz von Mering, Committee Chair & Ledges Trustee, Unit #3 (Email: fritzvm@gmail.com)

Rich Shanahan (Ledges Trustee Chairman)
Eric Hayden (Ledges Trustee Treasurer)
Joe Fermano (Ledges Trustee)
cc: Hill Law

Bob Bagdasarian
Marion Crandall
Joanne Hofmann
Bob McIndoe

Joe O'Connor
Janie Weinberg
Bob Williams
John Zeisel

From: James Mullare [mailto:jmullare@hotmail.com]
Sent: Wednesday, January 20, 2016 12:32 PM
To: Town Manager
Subject: Parking spaces taken away from most of us

To the Town Manager, All members of the board of selectmen and any others:

There has been a shortage of parking spaces in the parking lot between the library and the town hall. Your solution? Remove four (or three) spaces to make room for spaces for two electric cars. I came to the library this morning. Where there once was room for (I am not sure) four cars there now are no cars parked there. I drive a fifteen year old car. Do you think I can go out and buy an electric car? Do you remember how some spaces became unusable during last winter's accumulation of snow?

I cannot relate to the mindset that thinks that the way to solve a shortage of parking is to take away parking spaces. Is the town buying electric vehicles?

Why was this done?

To be blunt my reaction is: This is nuts!

I am a lifetime resident of Winchester (since 1952).

James A. Mullare

8 Priscilla Lane

Winchester, MA 01890-4021

jmullare@hotmail.com

Docket Item:
I - 9
January 25, 2016

RECEIVED
16 JAN 19 PM 12: 56

xfinity™

January 14, 2016

Via UPS Delivery

Board of Selectmen
Town of Winchester
71 Mount Vernon Street
Winchester, MA 01890

Re: Change of Address Notification

Dear Chairman and Members of the Board:

We are writing to provide you with updated address information relative to the "Notices" section of your current Cable Television License.

Please be advised that all notices to be served upon the Licensee ("Comcast") should be sent by certified mail (postage prepaid) or by overnight delivery to the following address:

Comcast
Attn: Government Affairs
181 Ballardvale Street – Suite 203
Wilmington, MA 01887

With a copy to the following addresses:

Comcast
Attn: Government Affairs
676 Island Pond Road
Manchester, NH 03109

Comcast Cable Communications, Inc.
Attn: Government Affairs
1701 JFK Blvd
Philadelphia, PA 19103

Should you have any questions, please do not hesitate to contact me at 508-647-1418.

Very truly yours,

Greg Franks

Greg Franks, Sr. Manager
Government Affairs

xfinity™

January 14, 2016

Board of Selectmen
Town of Winchester
71 Mount Vernon Street
Winchester, MA 01890

Re: Municipal Emergency Reporting Procedure

Dear Chairman and Members of the Board:

In our effort to better assist our municipal customers, we are writing once again to provide you with the emergency reporting procedures for certain outside plant and service problems.

In the event that any municipal building experiences problems with downed cable drops, signal transport issues with I-NET or Video Return Lines, Public, Education and Government (PEG) Access channels or to have our technical or construction staff on-site during an emergency, please follow the steps detailed below:

MUNICIPAL - EMERGENCY/TROUBLE REPORTING PROCEDURES
(Please note the XOC telephone number listed below IS NOT for public dissemination)

- **STEP 1** **Dial:** **1-877-359-1821** (24/7 – XOC)
- **STEP 2** **Select:** Option # 4 - **Greater Boston** or Western NE regions
- **STEP 3** **Select:** Option # 4 - Commercial Accounts, Municipalities, Utilities, Police & Fire
- **STEP 4** **Reason for call:**
  Option # 1 - Down Wires (will be prompted to enter zip code)
  Option # 2 - Pole or all other Municipal Issues
- **STEP 5** **Speak with Rep. and obtain job reference #**

The above steps will put you in touch with our Excellence Operations Center (XOC), 24-hours a day, and seven days a week. ***Once again, please note this telephone # IS NOT for public dissemination.***

Please do not hesitate to contact me at 508-647-1418 should you have questions.

Very truly yours,

Greg Franks

Greg Franks, Sr. Manager
Government Affairs

Docket Item:
I - 10
January 25, 2016

Public Meetings: MBTA Fare Proposal and Proposed Commuter Rail Schedule Changes

We invite you to attend a public meeting to share your comments about the MBTA Fare Proposal and the proposed Commuter Rail schedule changes.

2016 Public Meeting Locations

Please note: Four meetings listed below will be dedicated to both the fare proposal and the proposed Commuter Rail schedule changes; four to Commuter Rail schedule changes only; and six to the fare proposal only. There will also be a public hearing on February 2 on the Fare Proposal.

FARE PROPOSAL/ COMMUTER RAIL

Monday, January 25
Breed Middle School
90 O'Callaghan Way, Lynn
6 p.m.–8 p.m.

FARE PROPOSAL

Tuesday, January 26
West Middle School
Auditorium
271 West Street, Brockton
6 p.m.–8 p.m.

FARE PROPOSAL/ COMMUTER RAIL

Wednesday, January 27
Malden High School
Auditorium
77 Salem Street, Malden
6 p.m.–8 p.m.

FARE PROPOSAL/ COMMUTER RAIL

Thursday, January 28
Concord Town Hall
Hearing Room, 2nd Floor
22 Monument Square, Concord
6 p.m.–8 p.m.

FARE PROPOSAL/ COMMUTER RAIL

Monday, February 1
Union Station
2 Washington Square, Worcester
6:30 p.m.–8:30 p.m.

FARE PROPOSAL

Monday, February 1
State Transportation Building
Conference Rooms 1-3
2nd Floor
10 Park Plaza, Boston
10 a.m.–12 p.m.

FARE PROPOSAL PUBLIC HEARING

Tuesday, February 2
State Transportation Building
Transportation Library
2nd Floor
10 Park Plaza, Boston
5 p.m. – 7 p.m.

COMMUTER RAIL

Wednesday, February 3
Mansfield High School
Auditorium
250 East Street, Mansfield
6 p.m. – 8 p.m.

COMMUTER RAIL

Wednesday, February 3
Walnut Hill School
12 Highland Street, Natick
6 p.m. – 8 p.m.

FARE PROPOSAL

Thursday, February 4
Bigelow Middle School
42 Vernon Street, Newton
6 p.m.–8 p.m.

COMMUTER RAIL

Monday, February 8
Coakley Middle School
1315 Washington Street, Norwood
6 p.m.–8 p.m.

COMMUTER RAIL

Monday, February 8
Woburn City Hall
10 Common Street, Woburn
6 p.m.–8 p.m.

FARE PROPOSAL

Tuesday, February 9
Chelsea High School Auditorium
299 Everett Avenue, Chelsea
6 p.m.–8 p.m.

FARE PROPOSAL

Wednesday, February 10
Roxbury Community College
Media Arts Building 1
1234 Columbus Avenue, Roxbury
6 p.m.–8 p.m.

FARE PROPOSAL

Thursday, February 11
Weymouth High School
Auditorium
1 Wildcat Way, Weymouth
6 p.m.–8 p.m.

Massachusetts Bay Transportation Authority

massDOT
Massachusetts Department of Transportation

Commuter Rail Comment Kiosks:

MBTA Commuter Rail staff will be available to discuss the proposed schedule changes at Back Bay, South Station and North Station on the following days and times:

Back Bay	South Station	North Station
Tuesday, January 19	Wednesday, January 20	Thursday, January 21
5 p.m. – 7 p.m.	5 p.m. – 7 p.m.	5 p.m. – 7 p.m.

- Comments about the MBTA Fare Proposal and proposed Commuter Rail schedule changes will be accepted through Friday, February 12, 2016.

Write to: MBTA
10 Park Plaza, Boston, MA 02116
Attention: Fare Proposal Committee OR Commuter Rail Schedule Committee

Website: mbta.com

Email: fareproposal@mbta.com OR crschedules@mbta.com

Phone: (617) 222-3200, TTY (617) 222-5146.

- All locations are accessible to people with disabilities. MassDOT provides reasonable accommodations and/or language assistance free of charge upon request.
- For accommodation or language assistance, please call (617) 222-3200.
- Requests should be made as soon as possible prior to the meeting.
- For additional services, including sign-language, CART or language translation or interpretation, requests should be made at least ten (10) business days before the meeting.
- In case of inclement weather, meeting cancellation announcements will be posted at mbta.com.

MBTA te bay enfòmasyon enpòtan sou sitwèb li a osijè pwopozisyon chanjman nan pri tikè ak orè tren yo. Tanpri ale sou mbta.com pou w jwenn tout detay yo. Si w bezwen èd pou tradiksyon enfòmasyon sa, tanpri kontakte MBTA nan (617) 222-3200, TTY (617) 222-5146.

La MBTA ha publicado información importante en su sitio web respecto a la propuesta de tarifas y cambios en el horario del ferrocarril de pasajeros (Commuter Rail). Por favor visite mbta.com para todos los detalles. Si requiere asistencia para traducir esta información, por favor póngase en contacto con la MBTA llamando al (617) 222-3200, TTY (617) 222-5146.

A MBTA forneceu informações importantes sobre a proposta de tarifa e a mudança dos horários dos trens urbanos em seu site. Entre em mbta.com para obter detalhes completos. Caso necessite de ajuda para traduzir essas informações, entre em contato com a MBTA em (617) 222-3200, TTY (617) 222-5146.

MBTA 在其网站上提供了有关票价建议和通勤铁路时间表变更的重要信息，有关详情请查看 mbta.com。如果您需要帮助翻译此信息，请联系 MBTA，电话是 (617) 222-3200，TTY (617) 222-5146。

MBTA 在其網站上提供有關於票價建議和通勤鐵路時間表變更的重要資訊，有關詳情請查看 mbta.com。如果您需要幫助翻譯此資訊，請聯絡 MBTA，電話是 (617) 222-3200，TTY (617) 222-5146。

MBTA đã cung cấp thông tin quan trọng trên mạng lưới của họ về đề nghị giá biểu và thay đổi thời biểu của xe điện cho người đi làm. Xin viếng mbta.com để biết toàn bộ chi tiết. Nếu cần giúp đỡ phiên dịch thông tin này, xin liên lạc với MBTA theo số (617) 222-3200, TTY (617) 222-5146.

Please visit mbta.com for a complete list of public meetings.

Docket Item:
I - 11
January 25, 2016

Winchester Public Schools
Winchester, Massachusetts

School Committee

January 26, 2016
7:00 p.m. Regular Session

7:30 p.m. FY17 Budget Public Hearing
Parkhurst School

I. Call to Order

II. Reports and Discussion Items
   1. Student Presentation: Muraco School
   2. Calendar Study Committee: Report

III. Student Report – Chris Kuang

IV. Chair Report

V. Superintendent Report

VI. Public Comment

VII. Public Hearing on the Proposed FY17 Budget

VIII. Action Items:
   1. Vote to approve: FY17 Budget
   2. Vote to approve: Deed Restriction
   3. Vote to approve: Labor Attorney
   4. Vote to approve: Elks Donation

IX. Approval of Minutes
   1. Vote to approve: Minutes of January 12, 2016

X. Future Agenda Items
   1. McCall Program of Studies
   2. Winchester High School Program of Studies
   3. Fees
   4. Policy Subcommittee Report

XI. Next Meeting Date
   1. February 9, 2016

XII. Adjournment