



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

A. OPENING.....6:00PM

1. EXECUTIVE SESSION (Closed To Public).....6:02PM

1. Contract Negotiations Winning Farm – MGL Ch. 30A §21(a)6
2. Litigation – Eversource Intervener Status – MGL Ch. 30A §21(a)3 [Open Meeting discussion may have a detrimental effect on the litigating position of the Board of Selectmen as declared by the chairman.]

2. Notification Of Other Meetings And Hearings (Open To Public).....7:30PM

1. Tuesday, April 13, 2016 - Davidson Park Information Session
2. Wednesday, April 20 - Town Manager Public Hearing
3. Monday, April 25, 2016 - prior to Town Meeting
4. Thursday, April 28, 2016 - prior to Town Meeting
5. Monday, May 2, 2016 - prior to Town Meeting

3. Selectmen's Comments And Non-Docket Business

B. TOWN MANAGER REPORT AND COMMENTS

1. Complete Streets – Draft Policy Update

Documents: [MANAGER REPORT.PDF](#)

C. MATTERS FROM THE AUDIENCE

D. COMPTROLLERS REPORT

E. LICENSES

F. HEARINGS

G. BUSINESS

1. Interview/Appointment - Board Of Appeal, Council On Aging

Documents: [G1 APPOINTMENTS.PDF](#)

2. Traffic Report - Doug Prentiss

3. Recommendation Of Town Retiree Health Insurance Advisory Committee

Documents: [G3 RETIREE HEALTH INSURANCE.PDF](#)

4. Town Meeting Personnel Article Presentation

Documents: [G4 TOWN MEETING ARTICLE 32.PDF](#)

5. Historical Commission - Town Meeting Warrant Article Presentation

Documents: [G5.PDF](#)

6. Capital Planning Committee - Town Meeting Warrant Articles

Documents: [G6 CAPITAL WARRANT ARTICLES.PDF](#)

7. Town Meeting Warrant Articles - Recommendation And Assigned Speaker

Documents: [G7.PDF](#)

8. Wildwood Cemetery Advisory Committee - Acceptance Of Donations

Documents: [G8 WILDWOOD CEMETERY.PDF](#)

H. CONSENT AGENDA

1. Approval of "A Resolution Adopting the All Hazards Mitigation Plan – Town of Winchester, Massachusetts":
2. Estate Sale: New England Estate Sales – 15 James Street – April 16/17, 2016
3. Acceptance of donation to Recreation Department from Winchester Savings Bank for the 2016 Summer Concert Series

Documents: [CONSENT.PDF](#)

I. COMMUNICATIONS AND WORKING GROUP REPORTS

1. Petition from Residents of Glen Road
2. MBTA Advisory Board – FY2017 MBTA Budget Material
3. Email from Jean Ford re: Wildwood Cemetery staff
4. Email from Janet Lau re: Eversource 345kV Transmission Line
5. Eversource Energy – Woburn to Wakefield Line Project and Mystic to Woburn Line Project – Revised Q & A

Documents: [CORRESPONDENCE.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, April 11, 2016

TOWN MANAGER REPORT AND COMMENTS

Docket Item **B-1:** Complete Streets – Draft Policy Update

Docket Item **B-2:** Support for Green Line Extension (College Avenue, Medford to Mystic Valley Parkway – Route 16, Medford)

Supporting Documents:

B - 1: Memo from Town Manager, Town Engineer & Town Planner

B - 2: DRAFT letter to Boston Region MPO in support

Action Required:

B - 1: Hear update

B - 2: Approve Town Manager's signing letter of support



Docket Item:
B - 1:
April 11, 2016

TOWN OF WINCHESTER
ENGINEERING DEPARTMENT
71 MT. VERNON STREET, WINCHESTER, MA
PHONE 781-721-7120 / FAX 781-721-7166

TO: Winchester Board of Selectmen
Winchester Planning Board

FROM: Richard Howard, Town Manager
Beth Rudolph, PE, Town Engineer
Brian Szekely, Town Planner

DATE: March 22, 2016

RE: Complete Streets Policy – Review Request

The Massachusetts Department of Transportation (MassDOT) “Complete Streets” program was created by the state legislature through the 2014 Transportation Bond Bill, with the intent of rewarding municipalities that demonstrate a commitment to implementing complete streets initiatives in policy and practice. The goal of the program is to promote more livable communities through the provision of safer, more accessible and comfortable means of travel between home, school, work, recreation, and retail destinations. The state defines a complete street as one that provides safe and accessible options for all modes of travel, including walking, biking, transit, and motorized vehicles, for people of all ages and abilities.

MassDOT has allocated \$12.5 million for the first two years of the program (FY16 and 17). Future funding will be based on the availability of funds, community interest, and success of the program. The program requires that one-third of the funding be spent in communities with household incomes below the state median.

The program requires the development of a “Complete Streets Policy”, as well as a “Complete Streets Prioritization Plan”. Funding up to \$50,000 is available through the program to assist in the development of the Prioritization Plan. Once the Complete Streets Policy and Prioritization Plan are approved by MassDOT, communities may apply for construction funding. Awards up to \$400,000 are available to eligible communities for construction. Design is not an eligible expense; however, MassDOT notes that Chapter 90 monies may be used to support design costs.

As a first step in the process, Town staff has developed a draft “Complete Streets Policy” for review and approval by the Planning Board and Board of Selectmen. Once approved, the Policy will be sent to MassDOT to be scored based on their “Complete Streets Policy Scoring System”. Policies must score a minimum of 80 points to be approved by MassDOT. MassDOT has provided model policy language for each element of the scoring system. The draft policy developed by staff follows the example provided by MassDOT in their Complete Streets training sessions, with appropriate modifications for Winchester.

The draft Policy requires a “vote to recommend” by the Planning Board, and a “vote to adopt” the policy by the Board of Selectmen. Staff would be happy to discuss the Complete Streets Program and draft Policy at one of your regularly scheduled meetings.

Town of Winchester Complete Street Policy	
Effective Date	
Expiration Date	
Date Last Revised	
Planning Board vote to recommend	
Selectmen vote to introduce policy	
Selectmen vote to adopt policy	

COMPLETE STREETS POLICY

Vision and Purpose:

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

The purpose of Winchester's Complete Streets policy, therefore, is to accommodate a wide range of road users by creating a road network that meets the needs of individuals utilizing a variety of transportation modes. It is the intent of the Town of Winchester to formalize the plan, design, operation and maintenance of streets so that they are safe for all users of all ages and abilities as a matter of routine. This policy directs decision-makers to consistently plan, design, and construct streets to reasonably accommodate all anticipated users including, but not limited to pedestrians, bicyclists, motorists, emergency vehicles, and freight and commercial vehicles.

Core Commitment:

The Town of Winchester recognizes that users of various modes of transportation, including, but not limited to, pedestrians, cyclists, transit and school bus riders, motorists, delivery and service personnel, freight haulers, and emergency responders, are legitimate users of streets and deserve safe facilities. "All Users" includes users of all ages and abilities.

The Town of Winchester recognizes that roadway projects, whether new, maintenance, or reconstruction, are potential opportunities to apply Complete Streets design principles. The Town will, to the maximum extent practical, design, construct, maintain, and operate all streets to provide for a comprehensive and integrated street network of facilities for people of all ages and abilities.

Where feasible, Complete Streets design recommendations shall be incorporated into all publicly and privately funded projects. This includes transportation infrastructure and street design projects requiring funding or approval by the Town of Winchester, as well as projects funded by the state and federal government, such as Chapter 90 funds, Town improvement grants, Transportation Improvement Program (TIP), the MassWorks Infrastructure Program, Community Development Block Grants (CDBG), Capital Funding, and other state and federal funds for street and infrastructure design. The same will be applied to private developments and related street design components or corresponding street-related components. In addition, to the extent practical, state-owned roadways will comply with the

Complete Streets resolution, including the design, construction, and maintenance of such roadways within Town boundaries.

Transportation infrastructure may be excluded, upon approval by the Board of Selectmen and/or its designee, where documentation and data indicate that:

- (1) Specific uses are prohibited by law, such as interstate freeways or pedestrian malls. In these cases, an effort will be made for accommodations elsewhere.
- (2) The cost or impact of the application is excessively disproportionate to the need, probable use, or probable future use.
- (3) Other Town policies, regulations, or requirements contradict or preclude implementation of complete streets principles.

Best Practices:

The Town of Winchester Complete Streets policy will focus on developing a connected, integrated network that serves all road users. Complete Streets will be integrated into policies, planning, and design of all types of public and private projects, including new construction, reconstruction, rehabilitation, repair, and maintenance of transportation facilities on streets and redevelopment projects.

Implementation of the Town of Winchester Complete Streets Policy will be carried out cooperatively between all departments, and to the greatest extent possible, with multi-jurisdictional cooperation among other parties, including but limited to private developers, and state, regional, and federal agencies.

Complete Streets principles include the development and implementation of projects in a context sensitive manner in which project implementation is considerate of the community's physical, economic, and social setting. The context-sensitive approach to process and design includes a range of goals by considering stakeholder and community values on a level plane with the project need. It includes goals related to livability with participation by those affected in order to gain project consensus and design flexibility in the balance of user needs. The overall goal of this approach is to preserve and enhance Winchester's scenic, aesthetic, historical, and environmental resources while improving or maintaining safety, mobility, and infrastructure conditions, with considerations as to reasonableness.

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

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

- The Massachusetts Department of Transportation "Project Design and Development Guidebook";
- The latest edition of American Association of State Highway Transportation Officials (AASHTO) "A Policy on Geometric Design of Highway and Streets";
- The United States Department of Transportation Federal Highway Administration's "Manual on Uniform Traffic Design Controls" (2009, as amended);

- The Architectural Access Board (AAB) 521CMR Rules and Regulations; and
- Documents and plans created for the Town of Winchester, such as bicycle and pedestrian network plans.

Complete Streets implementation and effectiveness should be constantly evaluated for success and opportunities for improvement. The Town will produce an annual inventory of new infrastructure projects utilizing complete street elements, and will develop additional performance measures to better gauge implementation and effectiveness of these policies.

Implementation:

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

Town shall review and either revise or develop proposed revisions to all appropriate planning documents (master plans, open space and recreation plan, etc.), as well as review any applicable zoning bylaws, subdivision regulations, and other bylaws, procedures, rules, regulations, guidelines, programs, and templates to integrate Complete Streets principles in all Street Projects on streets. A committee designated by the Town Manager will be created to implement this initiative.

The Town shall maintain a comprehensive inventory of pedestrian and bicycle facility infrastructure that will prioritize projects to eliminate gaps in the sidewalk and bikeway network.

The Town will reevaluate Capital Improvement Projects prioritization to encourage implementation of Complete Streets principles. Municipal road repairs, upgrades, and expansion projects on the public right-of-way will be reviewed for the incorporation of complete street elements.

The Town will train pertinent town staff and decision-makers on the content of Complete Streets principles and best practices for implementing policy through workshops and other appropriate means.

The Town will utilize inter-department coordination to promote the most responsible and efficient use of resources for activities within the public way.

The Town will seek out appropriate sources of funding and grants for implementation of Complete Streets policies.

Docket Item:
B - 2:
April 11, 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

April 6, 2016

David Mohler, Chair
Boston Region Metropolitan Planning Organization
State Transportation Building
10 Park Plaza, Suite 2150
Boston, MA 02116-3968

RE: STATEMENT OF SUPPORT FOR GREEN LINE EXTENSION FROM
COLLEGE AVENUE TO MYSTIC VALLEY PARKWAY/ROUTE 16

Dear Mr. Mohler:

As neighboring communities of the terminus of the Green Line Extension, we call on the Massachusetts Department of Transportation (MassDOT), the Massachusetts Bay Transportation Authority (MBTA), and the Boston Region Metropolitan Planning Organization (Boston MPO) to continue to provide sufficient funding for Phase 2 of the Green Line Extension Project from College Avenue to Mystic Valley Parkway/Route 16.

The extension of the Green Line to Route 16 is an essential project for our region and beyond. The station would bring over 10,000 people within walking distance of a light rail stop, reduce traffic congestion in our corridor, and improve our region's air quality. Compared with terminating the line at College Avenue, the Route 16 terminus will produce an estimated additional reduction in vehicle miles traveled of more than 10% and decrease greenhouse gas emissions by an additional 5% percent. The Route 16 station also will provide fair and equitable access to transit—and thus to increased economic and educational opportunities—to five additional state-defined environmental justice communities (two in Somerville, two in Medford, and one in Arlington). It will also increase the healthy transportation options of walking, biking, and public transit in our region and support additional transit-oriented development, as well as employment and housing opportunities.

We therefore call on MassDOT, MBTA, and the Boston MPO to not hastily or prematurely reprogram the funding currently set aside on the Boston MPO's FY16-FY20 TIP for Phase 2 of the Green Line Extension Project from College

Avenue to Mystic Valley Parkway/Route 16, but rather to evaluate this option only after careful review of reliable budget and cost estimates, which the MBTA is preparing to deliver in May. Any vote to reprogram this money should be undertaken only if no other reasonable solution to fully fund the Green Line Extension project to College Avenue is found and it is deemed unavoidable to preserving the construction of Phase 1 and the \$996 million in federal New Starts funding committed to completing the project.

Should, as an absolute last resort, the funding currently set aside for the Green Line Extension to Route 16 need to be reprogrammed, we call on MassDOT, MBTA, and the Boston MPO to publicly reiterate their commitment to, continue the design and permitting of, and secure future funding for completion of the extension to Route 16 concurrently with the remainder of the Green Line extension project.

Sincerely,

Richard C. Howard,
Town Manager

draft



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, April 11, 2016

BUSINESS

Docket Item G-1:

Appointments:

- Zoning Board of Appeal – Associate Member:
Dorothy Simboli, 17 Bigelow Avenue – Term Expiration
date: 3/31/2019
- Council on Aging –
Carol Thomas, 200 Swanton Street #211 Term Expiration
date: 3/31/2019 (filling Joanne Morgan vacancy)
- Council on Aging – Reappointment:
Joan Grenzeback, 2 Crescent Road – Term Expiration date
3/31/2019

Supporting Documents:

G - 1:

Simboli letter of interest with attached resume;

Carol Thomas, letter of interest

Joan Grenzeback, letter of interest

Action Required:

Ms. Simboli and Ms. Thomas will be present for interview;

Ms. Grenzeback is seeking reappointment and will not be in attendance.

Docket Item:
G-1:
April 11, 2016

April 4, 2016

Town Manager
c/o Patti Mawn
Town of Winchester
Winchester, MA 01890

RE: Zoning Board of Appeals

Dear Patti,

I am submitting the enclosed resume' in application for the current opening for the Zoning Board of Appeals. I respectfully request that the Selectman consider me for appointment to the Zoning Board of Appeals.

Please let me know if you need any additional information.

Best,
Dorothy Simboli

A handwritten signature in cursive script, appearing to read 'D. Simboli', written in dark ink.

Dorothy R Simboli

17 Bigelow Avenue
Winchester, MA 01890
Home (781) 729-7009
Cell: (617) 851-3131

Education:

University of Wisconsin-Madison
Bachelors of Arts 1989.

University of Bonn, Germany – UW Study Abroad 1988-89.

University of Richmond-T.C. Williams School of Law
Juris Doctorate 1992.

University of Iowa College of Law –
Comparative Law Program - Arcachon, France June 1990.

Professional Experience:

Hutchins, Wheeler & Dittmar, P.C.
Associate Attorney – Commercial Real Estate
1997-2000.

Drafted and negotiated agreements for various commercial real estate transactions including, purchase and sale agreements (buyers and sellers), leases (representing both landlords and tenants), commercial finance documents (borrower representation), loan agreements, enforceability and zoning opinions and construction contracts.

Goldstein & Manello, P.C.
Associate Attorney – Commercial Real Estate
1995-1997.

Drafted agreements for various commercial real estate transactions including purchase and sale agreements, leases, commercial finance documents, loan agreements and enforceability and zoning opinions. Drafted entity incorporation documentation and filings.

Bolan, Frank & Graeber, P.C.

Associate Attorney and Title Examiner – Commercial and Residential Real Estate
1992-1995.

Drafted and review documentation for lender and borrower representation in commercial and residential real estate financing transactions and acquisitions. Represented the owner in liquor license acquisition and renewal. Drafted zoning opinions. Conducted title examinations, probate review and prepared title abstracts. Reviewed and analyzed surveys and plot plans. Drafted title insurance binders. Drafted entity incorporation documentation and filings.

Credentials/Community:

Pennsylvania Bar 1992-Present

Massachusetts Bar 1994-Present

Massachusetts Notary Public 1992-1998

Winchester, Massachusetts Town Meeting Member 2016-Present

Continuing Legal Education

MACLE – Trust and Estates and Commercial Leasing.

PACLE – Ethics.

Cannon Institute – Trusts.

Other volunteer involvement includes: The Bartlett School, Vinson-Owen School, Fessenden School, Buckingham, Browne & School, Nashoba Valley Buddy Werner Ski Club, Winchester Ballet Conservatory, Gymnastics and More Parent Association and the MAC Tennis Academy.

200 Swanton Street
Unit 211
Winchester, Ma 01890

March 30, 2016

Lance R. Grenzeback, Chairman
Board of Selectmen
Town Hall
Winchester, MA 01890

Dear Chairman Grenzeback and Members of the Board:

It has come to my attention that there is a vacancy on the Council on Aging. I would like to submit my name for consideration as a regular member for a three year term.

Now that I am retired from Town service, I find myself volunteering in different areas, one of which is in the Treasurer's Office in Town Hall. I can often be found in that office on Wednesdays.

Thank you for your consideration and I look forward to talking with the Board.

Sincerely,



Carol A. Thomas

March 31, 2016

Board of Selectmen
c/o Jennifer Cafarella
Town Manager's Office
71 Mt. Vernon Street
Winchester, MA 01890

Re: Council on Aging Reappointment

Members of the Board:

I am writing to express my interest in being reappointed to the Council of Aging for a three-year term ending March 31, 2019.

During my two-year term on the Council of Aging, I have focused on organizing and expanding the Council's Volunteer Driver and Taxi Voucher programs. In 2015, the thirty-two drivers participating in the Volunteer Driver Program provided over 1,000 rides to seniors for weekday medical appointments, shopping and other errands within Winchester and medical appointments in neighboring towns. The Taxi Voucher Pilot Program sold 751 vouchers to seniors for reduced-cost taxi trips. In 2015, seniors used the vouchers primarily for medical appointments and to attend church services on weekends.

I look forward to continuing to expand these programs, which are important because they provide seniors with a cost-effective way to socialize and remain independent.

Thank you,



Joan M. Grenzeback

TOwn OF WINCHESTER
TOwn MANAGER
SELECTION

16 APR -4 PM 1:55

RECEIVED

COUNCIL ON AGING

11 Members – 3 Year Term

Name	Address	Phone #	Term Expiration
Jane Murray			3/31/18
Margaret A Wiseman			3/31/18
Terry Fuller, CH2016			3/31/18
Thomas R. Howley			3/31/2019
Joan Grenzeback			3/31/16
			3/31/19
Cynthia Latta			3/31/17
Charlene Peterman			3/31/17
<i>John T. Moore</i>			3/31/17 <u>RESIGNED 11/2014</u>
Colleen Denny Hertel			3/31/17
John H. Stevens			3/31/17



Town of Winchester

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townmanager@winchester.us

Board of Selectmen Meeting
Monday, April 11, 2016

BUSINESS

Docket Item **G-3:**

Town Retiree Health Insurance Advisory Committee
Recommendation to Board of Selectmen

Supporting Documents:

G - 3:

- Email from Peter Cheimets informing the Board of the Committee's vote;
- Memo from Town Manager w/attachment

Action Required:

Hear report and recommendation from the committee and vote to accept.

At Table
April 4, 2016
#3.

Mawn, Patti

Subject: FW: Recommendation fo the Retiree Health Insurance Committee to the Board of Selectmen

-----Original Message-----

From: Ward, Stacie

Sent: Friday, April 01, 2016 12:23 PM

To: Peter Cheimets; Lance Grenzeback

Cc: Stevens, Lynn; John Brouder; Tracy, Sheila; John Frongillo; Patricia Clewley; Virginia Laats; Janice Dolan; Mawn, Patti; Howard, Richard

Subject: RE: Recommendation fo the Retiree Health Insurance Committee to the Board of Selectmen

Hi All,

FYI - This matter will be added to the BOS agenda for 4/11. I will prepare an analysis comparing the maximum exposure based on what we used for income levels last year (FY15) vs. what the committee proposed for FY16.

Thank you,
Stacie

-----Original Message-----

From: Peter Cheimets [mailto:pcheimets@gmail.com] On Behalf Of Peter Cheimets

Sent: Wednesday, March 30, 2016 10:06 PM

To: Lance Grenzeback <lgrenzeback@camsys.com> Lance,

The Retiree Health Insurance Committee passed the following recommendation to the Board of Selectmen:

"To increase the existing Board of Selectmen approved income levels by 8.8% to determine eligibility for health insurance subsidy from the Town of Winchester."

This refers to the formulas that Stacie will use to determine retiree eligibility for health care plan subsidies. The value is the result of an increase in the cost of living from last year, and an adjustment for the cost of living in the Boston area over the country as a whole.

Stacie needs prompt acceptance or rejection of this measure in order to get letters out to the retirees in time to distribute subsidies this fiscal year.

Thanks,

Peter

Docket Item:
G - 3:
April 11, 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

April 8, 2016

TO: Board of Selectmen

FROM: Richard C. Howard, Town Manager

SUBJECT: Business Item G - 3: Recommendation of the Town Retiree Health Insurance Advisory Committee

Regarding the above, please find an analysis pertaining to the Committee's recommended changes attached.

RCH:pcm

attachment

**TOWN OF WINCHESTER
RETIREE SUBSIDY ANALYSIS - FY16 with 1.5% inflation/ 7.3% COLA**

Per ACA subsidies

2015 to 2016 MA/Northeast
1.5% inflation 7.3% COLA

Retiree Annual Pension	Retiree Annual Pension	Retiree Annual Pension	% Poverty	% Afford	Retiree Afford
14,000	14,210	15,247	Medicaid	-	-
16,000	16,240	17,426	139%	3.4%	587.24
18,000	18,270	19,604	157%	4.3%	844.92
20,000	20,300	21,782	174%	5.1%	1,113.06
22,000	22,330	23,960	191%	5.9%	1,416.04
24,000	24,360	26,138	209%	6.6%	1,727.74
26,000	26,390	28,316	226%	7.2%	2,044.45
28,000	28,420	30,495	244%	7.8%	2,387.73
30,000	30,450	32,673	261%	8.4%	2,734.72

HPHC Medicare Enhanced Pre- 5/30/04 Retirees

(FYI) 10% Previous Annual Cost To Retiree (A) 20%/30% Current Annual Cost To Retiree (B) Retiree Afford* (A-B) Potential Subsidy #Retiree Total Potential Subsidy

(FYI) 10% Previous Annual Cost To Retiree	(A) 20%/30% Current Annual Cost To Retiree	(B) Retiree Afford*	(A-B) Potential Subsidy	#Retiree	Total Potential Subsidy
437.03	1,097.60	437.03	660.57	34	22,459.38
437.03	1,097.60	587.24	510.36	7	3,572.51
437.03	1,097.60	844.92	252.68	6	1,516.07
437.03	1,097.60	1,113.06	-	6	-
437.03	1,097.60	1,416.04	-	5	-
437.03	1,097.60	1,727.74	-	7	-
437.03	1,097.60	2,044.45	-	1	-
437.03	1,097.60	2,387.73	-	10	-
437.03	1,097.60	2,734.72	-	5	-

Rate = \$355.81/month (July - Dec 20%) and \$372.57/month (Jan - June 30%)

81 27,547.95

COUPLE (RETIREE + SPOUSE)

Retiree Annual Pension	Retiree Annual Pension	Retiree Annual Pension	% Poverty	% Afford	Retiree Afford
22,000	22,330	23,960	Medicaid	-	-
24,000	24,360	26,138	155%	4.2%	1,103.04
26,000	26,390	28,316	168%	4.8%	1,362.02
28,000	28,420	30,495	181%	5.4%	1,646.71
30,000	30,450	32,673	193%	6.0%	1,960.37
32,000	32,480	34,851	206%	6.5%	2,272.29
34,000	34,510	37,029	219%	7.0%	2,580.94
36,000	36,540	39,207	232%	7.4%	2,909.19
38,000	38,570	41,386	245%	7.9%	3,261.19
40,000	40,600	43,564	258%	8.3%	3,607.08
42,000	42,630	45,742	271%	8.7%	3,956.68
44,000	44,660	47,920	284%	9.0%	4,327.19
46,000	46,690	50,098	297%	9.4%	4,709.25
48,000	48,720	52,277	309%	9.5%	4,966.27

Rate = \$355.81/month (July - Dec 20%) and \$372.57/month (Jan - June 30%)

(FYI) 10% Previous Annual Cost To Retiree	(A) 20%/30% Current Annual Cost To Retiree	(B) Retiree Afford*	(A-B) Potential Subsidy	#Retiree	Total Potential Subsidy
874.06	2,195.20	894.17	1,301.03	22	28,622.57
874.06	2,195.20	1,103.04	1,092.16	3	3,276.48
874.06	2,195.20	1,362.02	833.17	0	-
874.06	2,195.20	1,646.71	548.48	6	3,290.91
874.06	2,195.20	1,960.37	234.83	4	939.30
874.06	2,195.20	2,272.29	-	3	-
874.06	2,195.20	2,580.94	-	1	-
874.06	2,195.20	2,909.19	-	5	-
874.06	2,195.20	3,261.19	-	0	-
874.06	2,195.20	3,607.08	-	2	-
874.06	2,195.20	3,956.68	-	5	-
874.06	2,195.20	4,327.19	-	2	-
874.06	2,195.20	4,709.25	-	0	-
874.06	2,195.20	4,966.27	-	2	-

55 36,129.26

Total Potential Subsidy 140,634.37

Total Potential Subsidy

63,677.21

*ASSUMING THE RETIREE CAN AFFORD WHICHEVER IS HIGHER, THE ACA SUBSIDY OR THE AMOUNT/RATE THEY WERE PREVIOUSLY PAYING (in grey).

**TOWN OF WINCHESTER
RETIREE SUBSIDY ANALYSIS - FY16 with 1.5% inflation/ 7.3% COLA**

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Retiree Annual Pension	Retiree Annual Pension	Retiree Annual Pension	% Poverty	% Afford	Retiree Afford
14,000	14,210	15,247	Medicaid	-	-
16,000	16,240	17,426	139%	3.4%	587.24
18,000	18,270	19,604	157%	4.3%	844.92
20,000	20,300	21,782	174%	5.1%	1,113.06
22,000	22,330	23,960	191%	5.9%	1,416.04
24,000	24,360	26,138	209%	6.6%	1,727.74
26,000	26,390	28,316	226%	7.2%	2,044.45
28,000	28,420	30,495	244%	7.8%	2,387.73
30,000	30,450	32,673	261%	8.4%	2,734.72

HPHC Medicare Enhanced - 6/30/04-6/30/14 Retirees

(FYI) 33% Previous Annual Cost To Retiree	(A) 41.50% Current Annual Cost To Retiree	(B) Retiree Afford*	(A-B) Potential Subsidy	#retiree	Total Potential Subsidy	
1,442.19	1,813.67	1,442.19	371.47	5	1,857.37	
1,442.19	1,813.67	1,442.19	371.47	0	-	
1,442.19	1,813.67	1,442.19	371.47	1	371.47	
1,442.19	1,813.67	1,442.19	371.47	5	1,857.37	
1,442.19	1,813.67	1,442.19	371.47	1	371.47	
1,442.19	1,813.67	1,727.74	85.93	2	171.85	
1,442.19	1,813.67	2,044.45	-	0	-	
1,442.19	1,813.67	2,387.73	-	1	-	
1,442.19	1,813.67	2,734.72	-	3	-	
					18	4,629.54

Rate = \$355.81/month (July - Dec) and \$372.57/month (Jan - June)

**COUPLE
(RETIREE + SPOUSE)**

(FYI) 33% Previous Annual Cost To Retiree	(A) 41.50% Current Annual Cost To Retiree	(B) Retiree Afford*	(A-B) Potential Subsidy	#retiree	Total Potential Subsidy	
2,884.38	3,627.33	2,884.38	742.95	7	5,200.63	
2,884.38	3,627.33	2,884.38	742.95	3	2,228.84	
2,884.38	3,627.33	2,884.38	742.95	2	1,485.90	
2,884.38	3,627.33	2,884.38	742.95	1	742.95	
2,884.38	3,627.33	2,884.38	742.95	3	2,228.84	
2,884.38	3,627.33	2,884.38	742.95	1	742.95	
2,884.38	3,627.33	2,884.38	742.95	4	2,971.79	
2,884.38	3,627.33	2,909.19	718.14	1	718.14	
2,884.38	3,627.33	3,261.19	366.15	1	366.15	
2,884.38	3,627.33	3,607.08	20.25	1	20.25	
2,884.38	3,627.33	3,956.68	-	0	-	
2,884.38	3,627.33	4,327.19	-	0	-	
2,884.38	3,627.33	4,709.25	-	0	-	
2,884.38	3,627.33	4,966.27	-	1	-	
					25	16,706.44

Rate = \$355.81/month (July - Dec) and \$372.57/month (Jan - June) x 2 plans

Total Potential Subsidy

140,634.37

Total Potential Subsidy

21,335.97

*ASSUMING THE RETIREE CAN AFFORD WHICHEVER IS HIGHER, THE ACA SUBSIDY OR THE AMOUNT/RATE THEY WERE PREVIOUSLY PAYING (in grey).

TOWN OF WINCHESTER
RETIREE SUBSIDY ANALYSIS - FY16 with 1.5% inflation/ 7.3% COLA

Per ACA subsidies

2015 to 2016 MA/Northeast
 1.5% inflation 7.3% COLA

Retiree Annual Pension	Retiree Annual Pension	Retiree Annual Pension	% Poverty	% Afford	Retiree Afford
14,000	14,210	15,247	Medicalaid	-	-
16,000	16,240	17,426	139%	3.4%	587.24
18,000	18,270	19,604	157%	4.3%	844.92
20,000	20,300	21,782	174%	5.1%	1,113.06
22,000	22,330	23,960	191%	5.9%	1,416.04
24,000	24,360	26,138	209%	6.6%	1,727.74
26,000	26,390	28,316	226%	7.2%	2,044.45
28,000	28,420	30,495	244%	7.8%	2,387.73
30,000	30,450	32,673	261%	8.4%	2,734.72

PHC Medicare Estimated Post 65/64 Rates

(FYI)	(A)	(B)	(A-B)	#retiree	Total Potential Subsidy
33%	50.00%	Retiree Afford*	Potential Subsidy		
Previous Annual Cost To Retiree	Current Annual Cost To Retiree				
Rate = \$355.81/month (July - Dec) and \$372.57/month (Jan - June)					
1,442.19	2,185.14	1,442.19	742.95	2	1,485.90
1,442.19	2,185.14	1,442.19	742.95	0	-
1,442.19	2,185.14	1,442.19	742.95	0	-
1,442.19	2,185.14	1,442.19	742.95	0	-
1,442.19	2,185.14	1,442.19	742.95	0	-
1,442.19	2,185.14	1,727.74	457.40	0	-
1,442.19	2,185.14	2,044.45	140.69	1	140.69
1,442.19	2,185.14	2,387.73	-	0	-
1,442.19	2,185.14	2,734.72	-	1	-
					4
					1,626.59

COUPLE (RETIREE+ SPOUSE)

Retiree Annual Pension	Retiree Annual Pension	Retiree Annual Pension	% Poverty	% Afford	Retiree Afford
22,000	22,330	23,960	Medicalaid	-	-
24,000	24,360	26,138	155%	4.2%	1,103.04
26,000	26,390	28,316	168%	4.8%	1,362.02
28,000	28,420	30,495	181%	5.4%	1,646.71
30,000	30,450	32,673	193%	6.0%	1,960.37
32,000	32,480	34,851	206%	6.5%	2,272.29
34,000	34,510	37,029	219%	7.0%	2,580.94
36,000	36,540	39,207	232%	7.4%	2,909.19
38,000	38,570	41,386	245%	7.9%	3,261.19
40,000	40,600	43,564	258%	8.3%	3,607.08
42,000	42,630	45,742	271%	8.7%	3,956.68
44,000	44,660	47,920	284%	9.0%	4,327.19
46,000	46,690	50,098	297%	9.4%	4,709.25
48,000	48,720	52,277	309%	9.5%	4,966.27

(FYI)	(A)	(B)	(A-B)	#retiree	Total Potential Subsidy
33%	50.00%	Retiree Afford*	Potential Subsidy		
Previous Annual Cost To Retiree	Current Annual Cost To Retiree				
Rate = \$355.81/month (July - Dec) and \$372.57/month (Jan - June) x 2 plans					
2,884.38	4,370.28	2,884.38	1,485.90	0	-
2,884.38	4,370.28	2,884.38	1,485.90	2	2,971.79
2,884.38	4,370.28	2,884.38	1,485.90	0	-
2,884.38	4,370.28	2,884.38	1,485.90	0	-
2,884.38	4,370.28	2,884.38	1,485.90	1	1,485.90
2,884.38	4,370.28	2,884.38	1,485.90	0	-
2,884.38	4,370.28	2,884.38	1,485.90	0	-
2,884.38	4,370.28	2,909.19	1,461.09	1	1,461.09
2,884.38	4,370.28	3,261.19	1,109.09	0	-
2,884.38	4,370.28	3,607.08	763.20	1	763.20
2,884.38	4,370.28	3,956.68	413.60	0	-
2,884.38	4,370.28	4,327.19	43.09	0	-
2,884.38	4,370.28	4,709.25	-	0	-
2,884.38	4,370.28	4,966.27	-	0	-
					5
					6,681.97

Total Potential Subsidy 140,634.37

Total Potential Subsidy 8,308.56

*ASSUMING THE RETIREE CAN AFFORD WHICHEVER IS HIGHER, THE ACA SUBSIDY OR THE AMOUNT/RATE THEY WERE PREVIOUSLY PAYING (in grey).

**TOWN OF WINCHESTER
RETIREE SUBSIDY ANALYSIS - FY16 with 1.5% inflation/ 7.3% COLA**

Per ACA subsidies

	2015 to 2016 MA/Northeast		1.5% inflation		7.3% COLA		Retiree Annual Pension	% Poverty	% Medicaid	% Afford	Retiree Afford
	Retiree Annual Pension	Retiree Annual Pension	Retiree Annual Pension	Retiree Annual Pension							
SINGLE (RETIREE ONLY)											
14,000	14,210	15,247	15,247	15,247	15,247	15,247	139%	3.4%	587.24		
16,000	16,240	17,426	17,426	17,426	17,426	17,426	157%	4.3%	844.92		
18,000	18,270	19,604	19,604	19,604	19,604	19,604	174%	5.1%	1,113.06		
20,000	20,300	21,782	21,782	21,782	21,782	21,782	191%	5.9%	1,416.04		
22,000	22,330	23,960	23,960	23,960	23,960	23,960	209%	6.6%	1,727.74		
24,000	24,360	26,138	26,138	26,138	26,138	26,138	226%	7.2%	2,044.45		
26,000	26,390	28,316	28,316	28,316	28,316	28,316	244%	7.8%	2,387.73		
28,000	28,420	30,495	30,495	30,495	30,495	30,495	261%	8.4%	2,734.72		
30,000	30,450	32,673	32,673	32,673	32,673	32,673					

ACA Medicare & HMO min. Cost/30 Day Retiree

	(FVI)	(A)	(B)	Total Potential Subsidy
	33% Previous Annual Cost To Retiree	50.0% Current Annual Cost To Retiree	Retiree Afford*	
SINGLE (RETIREE ONLY)				
14,000	4,279.02	6,483.36	4,279.02	2,204.34
16,000	4,279.02	6,483.36	4,279.02	2,204.34
18,000	4,279.02	6,483.36	4,279.02	2,204.34
20,000	4,279.02	6,483.36	4,279.02	2,204.34
22,000	4,279.02	6,483.36	4,279.02	2,204.34
24,000	4,279.02	6,483.36	4,279.02	2,204.34
26,000	4,279.02	6,483.36	4,279.02	2,204.34
28,000	4,279.02	6,483.36	4,279.02	2,204.34
30,000	4,279.02	6,483.36	4,279.02	2,204.34
COUPLE (RETIREE + SPOUSE)				
22,000	4,279.02	6,483.36	4,279.02	2,204.34
24,000	4,279.02	6,483.36	4,279.02	2,204.34
26,000	4,279.02	6,483.36	4,279.02	2,204.34
28,000	4,279.02	6,483.36	4,279.02	2,204.34
30,000	4,279.02	6,483.36	4,279.02	2,204.34
32,000	4,279.02	6,483.36	4,279.02	2,204.34
34,000	4,279.02	6,483.36	4,279.02	2,204.34
36,000	4,279.02	6,483.36	4,279.02	2,204.34
38,000	4,279.02	6,483.36	4,279.02	2,204.34
40,000	4,279.02	6,483.36	4,279.02	2,204.34
42,000	4,279.02	6,483.36	4,279.02	2,204.34
44,000	4,279.02	6,483.36	4,279.02	2,204.34
46,000	4,279.02	6,483.36	4,279.02	2,204.34
48,000	4,279.02	6,483.36	4,279.02	2,204.34
Total Potential Subsidy				2,204.34

Rate = \$355.81 (July-Dec)/\$372.57 (Jan-June) Medicare plus \$716.37 HMO

Total Potential Subsidy 140,634.37

Total Potential Subsidy 1 2,204.34

*ASSUMING THE RETIREE CAN AFFORD WHICHEVER IS HIGHER, THE ACA SUBSIDY OR THE AMOUNT/RATE THEY WERE PREVIOUSLY PAYING (in grey).



Town of Winchester

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

Board of Selectmen Meeting
Monday, April 11, 2016

BUSINESS

Docket Item G-4: Town Meeting Article 32 – Report of the Personnel Board

Supporting Documents:

Anne Graglia-Kostos, Human Resources Director
will be in attendance.

G - 4:

Memo to Town Manager and Assistant Town Manager
with attached revised Personnel Policy Guide

Action Required:

Vote to recommend a Town Meeting action on
Article 32.



Town of Winchester

Anne Graglia-Kostos
Director of Human Resources/ADA Coordinator

Docket Item:

G - 4:

April 11, 2016

akustos@winchester.us

MEMO

TO: Richard Howard, Town Manager
Mark Twogood, Assistant Town Manager

FROM: Anne Graglia-Kostos, Human Resources Director/ADA Coordinator *ASK*

DATE: April 7, 2016

RE: Revised Personnel Policy Guide

Attached is a final draft copy of the fully revised Personnel Policy Guide which was approved by the Personnel Board at their meeting on April 6, 2016. As you know, this is the first comprehensive review of the Guide in at least seventeen years. This revised Guide has also been reviewed and edited by the Town's labor counsel and includes all necessary legal updates as well as modest adjustments to some benefits covered by the Guide.

I wish to express my thanks to Town Management as well as to our Department Heads and staff for their input and support. I am hopeful that the Guide will be found to be both comprehensive as well as user friendly.



Town of Winchester

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townmanager@winchester.us

Board of Selectmen Meeting
Monday, April 11, 2016

BUSINESS

Docket Item G-5: Historical Commission – Town Meeting Warrant Article 6 and Article 7 - presentation

Supporting Documents:

- G - 5: Heather von Mering, Chairman – will be in attendance.
- Copy of Article 6
 - Copy of Article 7

Action Required: Vote a recommendation to Town Meeting.

ARTICLE 6. To see if the Town will vote to amend Chapter 14, Section 2, Demolition of Historic Buildings, of the Code of By-Laws of the Town of Winchester as follows:

Add to Section 2.5 the phrase "**located in the Town**" at the end, to read as follows:

2.5 "Significant building" shall mean any Building or portion thereof **located in the Town,**

Add to Section 2.5, sub-section (b) the word **or**, to read as follows:

(b) which is included in the Massachusetts Historical Commission's "Inventory of Historic and Archeological Assets of the Commonwealth" (the "Inventory"), **or**

Add to Section 2.5, a new sub-section (c), to read as follows:

(c) which is constructed in the year 1940 or prior thereto,

Add to Section 2.5 a new concluding sentence, to read as follows:

For purposes of clause (c) above, the date of such Building shall be evidenced by the applicant pursuant to a certificate of occupancy, Town real estate tax assessment records or other indicia evidencing the Building's date of construction, which is reasonably acceptable to the Commission.

(Winchester Historical Commission)

ARTICLE 7. To see if the Town will vote to amend Chapter 14, Section 2, Demolition of Historic Buildings, of the Code of By-Laws of the Town of Winchester as follows:

Add to clarifying language to Section 3.3, sub-section (a), to read as follows:

3.3 “(a) The chairperson or vice-chairperson shall determine whether the subject of the application is a significant building and is *prima facie* a preferably-preserved significant building based on available information. If inadequate information exists in the demolition application, the chairperson or vice-chairperson may deem the building referenced in the application to be a significant building and therefore a hearing shall be held in accordance with these bylaws. **In the event that an applicant has previously applied for a demolition permit for a significant building, received a determination from the Commission that such building is preferably-preserved significant building, does not demolish (within the meaning of Section 2.3 hereof) such building and then reapplies for a demolition permit of such building after any delay period imposed by the Commission, such applicant shall not be subject to a hearing or subsequent delay period so long as (x) no material change has occurred since such determination with respect to the criteria set forth in Section 3.6 as they relate to such building or its surroundings and (y) such applicant has remained the owner of such building since the date of such determination.**

Add clarifying language to Section 3.3, sub-section (b), to read as follows:

(b) If the building is **determined or deemed to be a significant building and a preferably-preserved significant building as set forth in Section 3.3(a)**, the chairperson or vice-chairperson shall notify the building commissioner in writing within seven (7) days of receipt of the copy of the application that this by-law does apply to the building and that no demolition permit may be issued at that time. After the expiration of ten (10) days from the date the chairperson or vice-chairperson received the copy of the application, if the building commissioner has not received notification that the building is a significant building, the building commissioner may, subject to the requirements of the State Building Code and other applicable law, issue the demolition permit.

Add a new Section 3.12 to read as follows:

3.12 Unless another form of communication is expressly specified herein, all written communications under this Chapter 14 shall be made by U.S. postal service, electronic mail, facsimile transmission (with confirmation of receipt in writing by other means) or overnight delivery service.

Amend Section 6 as follows:

Section 6. OPPORTUNITY FOR REMOVAL

Property owners will have a single opportunity to be removed by written reply mailed or delivered to the Commission (an “Opportunity for Removal”) from the protective status of this by law, **which election to be removed from the protective status of this by-law shall “run with the land” but may be subsequently rescinded in writing to the Commission by the then current owners of such property, as follows:**

Add clarifying language to Section 6, sub-section (i) to read as follows:

(i) The Commission will notify each property owner listed on the Inventory by certified mail within six (6) months of the effectiveness of **Article 8 of the 2001 Spring Town Meeting** and such property owner shall be afforded an Opportunity for Removal within thirty (30) days of receipt of such notice;

Add to Section 6, sub-section (iii) the word “Each”, to read as follows:

(iii) **Each** such notification will describe the effect of this by-law and permit such property owner the opportunity to notify the Commission that they wish to have their property removed from its status as a Significant Building.

(Winchester Historical Commission)



Town of Winchester

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Board of Selectmen Meeting
Monday, April 11, 2016

BUSINESS

Docket Item G-6: Capital Planning Committee – Town Meeting Warrant Articles
CPC Chairman, Helen Philliou will be in attendance

Supporting Documents:

G - 6:

Action Required: Hear presentation.

March 17, 2016

To: Town Meeting Members

From: Helen Philliou, Capital Planning Committee Chair

cc: Board of Selectmen
Richard Howard, Town Manager
Peter Haley, Town Moderator
Finance Committee

Subject: Revised Spring Capital Recommendations

At Fall 2015 Town Meeting, the 25% engineering plans for the final two projects of the flood mitigation program were approved. Work on the plans for the Swanton Street Bridge Culvert (Project 8) and the Railroad Bridge (Project 10) is underway. The amounts approved for each project were \$85,800 and \$82,000 respectively.

Subsequent to Fall Town Meeting, we determined that our best opportunity to secure some or all of \$2.5 million potentially available in a state bond bill was to proceed with the 100% engineering plans for Project 8 and apply for the funds in FY17. While the funds are uncertain, given the scope and likely cost of this project, they are our best opportunity to fund this project. However, an additional \$235,000 is needed to bridge from the 25% to 100% engineering plans.

With support from Town Management, we are recommending that 100% percent engineering plans for Project 8 be funded in FY17. We are further recommending that the DPW Maintenance Truck 15 originally slated for funding in FY17 be removed. An additional \$175,000 will be requested from the General Fund to support this flood mitigation project.

When project 8 and 10 are designed and constructed, we will have completed a multi-decade project to improve flow and capacity of the Aberjona River, thereby minimizing the future damage and economic losses to the town and the residents. Thank you for continuing to support our multi-year flood mitigation program.

FY 2017 SPRING PROJECTS

BUILDING STABILIZATION FUND

Departments		Projects	FY 2017 Requests	Cumulative
1	DPW	DPW Parks & Building Roof Maintenance	30,000	30,000
2	DPW	Storage Sheds Replacement Engineering	40,000	70,000
3	DPW - ENERGY	Library HVAC Engineering	50,000	120,000
4	FIRE	West Side Station Renovation Study	45,000	165,000
5	DPW	Town Hall Generator Engineering	35,000	200,000

Total Building Stabilization Fund \$ 200,000

CAPITAL STABILIZATION FUND & GENERAL FUND

Departments		Projects	FY 2017 Requests	Cumulative
1	ADA	Various Schools/Town	125,000	125,000
2	DPW	Roads & Sidewalks	375,000	500,000
4	DPW	Buildings Van Replacement	40,000	540,000
5	DPW	Buildings Utility Truck Replacement	65,000	605,000

Total Capital Stabilization Fund \$ 605,000

WATER & SEWER ENTERPRISE

Departments		Projects	FY 2017 Requests	Cumulative
1	Water & Sewer	Utility Pickup Truck #1 Replacement	56,000	56,000
2	Water & Sewer	Investigate & Cleaning Meter #1/2/6 Inflow & Infiltration	100,000 ⁽¹⁾	156,000
3	Water & Sewer	DPW Utility Pickup Truck #2 Replacement	56,000	212,000
4	Water & Sewer	DPW Van Replacement	40,000	252,000

Total Water & Sewer Enterprise \$ 252,000

Flood Mitigation Engineering Project 8	\$235,000⁽²⁾
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⁽¹⁾ MWRA Loan/Grant

⁽²⁾ Total Project Cost \$235,000 ; \$175,000 from Free Cash

FY 2017 FALL PROJECTS

BUILDING STABILIZATION FUND

Departments		Projects	FY 2017 Requests	Cumulative
1	DPW	Library Chimney Rebuild - Note: Cost now \$125K	125,000	125,000
2	Schools	Muraco-Replace Fire Alarm - Design Specs	40,000	165,000
3	Schools	Lynch-Domestic Water/Heat Distribution - Evaluation Design Recommendations	50,000	215,000

Total Building Stabilization Fund \$ 215,000

CAPITAL STABILIZATION FUND

Departments		Projects	FY 2017 Requests	Cumulative
1	SCHOOLS	Muraco-Pave Play Area	50,000	50,000
2	ENGINEERING	Bridge Repair over Horn Pond Brook	215,000	265,000
3	ENGINEERING	Swanton St Bridge 25% Engineering Plans	85,800	350,800
4	ENGINEERING	Muraco Culvert Bridge 25% Engineering Plans	82,000	432,800
5	POLICE	Police/Fire Department Dispatch Console	270,000	702,800
6	RECREATION	Borraggard Beach - Septic System	25,000	727,800
7	TOWN MANAGER	VFA / Accruent Building Update	50,000	777,800

Total Capital Stabilization Fund \$ 777,800

DPW Maintenance Fund

Project	Estimated Cost	Actual Cost	Reviewed by CPC	Project Status	\$100,000
Ambrose Repair to Steel Lintel		\$ 6,850	√	Complete	\$93,150.00
Repair Truck	\$ 35,786			Current	\$57,364.00
Town Hall Stairs (Exterior)	\$ 9,800		√	Getting Quotes	\$47,564.00
Ambrose Boiler	\$ 25,000	\$ 23,620	√	Complete	\$23,944.00
Town Hall Rear Stairs	\$ 9,600		√	Proposed	\$14,344.00
McCall Window Repairs	\$ 9,500		√	Proposed	\$4,844.00



Town of Winchester

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Board of Selectmen Meeting
Monday, April 11, 2016

BUSINESS

Docket Item G-7: Spring 2016 Town Meeting and Special Town Meeting
Warrant Articles

Supporting Documents:

- G - 7: Warrant Booklet
- Summary Sheet / Speaker / Recommendation to Meeting

Action Required: Designate BOS article speaker and vote recommendation on individual articles.

TABLE OF CONTENTS 2016 SPRING TOWN MEETING				
Art	Title	Proponent	Vote Req'd	Page
1	Reports	Selectmen	Majority	
2	Amend Zoning Bylaw: 9.5.1 Site Plan Review	Planning Board	2/3 Vote	
3	Amend Zoning Bylaw: 10.0 Table of Dimensional Requirements	Planning Board	2/3 Vote	
4	Amend Zoning Bylaw: 3.0 Outside Food Service	Planning Board	2/3 Vote	
5	Amend Code of By-laws, Chapter 8, Section 21	Planning Board	Majority	
6	Amend Code of By-laws, Demolition of Historic Buildings	Historical Commission	Majority	
7	Amend Code of By-laws, Demolition of Historic Buildings	Historical Commission	Majority	
8	Transfer land to Wright-Locke Land Trust	Town Manager	2/3 Vote	
9	Appropriate Bond Premium Funds for Winchester High School	Town Manager	Majority	
10	Appropriate monies for engineering and consultants for Eversource project	Town Manager	Majority	
11	Appropriate monies for preliminary reports for Waterfield and Public Safety Lots	Town Manager	Majority	
12	Supplement FY2016 budget	Town Manager	Majority	
13	Increase FY2016 Recreation Enterprise budget	FinCom/T.Manager	Majority	
14	Appropriate monies for parking meters, parking lot maintenance	Town Manager	Majority	
15	Amend and/or revoke Department of Planning and Community Development	Town Manager	Majority	
16	Authorize Treasurer to Borrow Money	Town Manager	Majority	
17	Operating Budget	Finance Committee	Majority*	
18	Raise/appropriate funds for Water/Sewer Div./Transfer to Enterprise Fund	Finance Committee	Majority	
19	Appropriate monies for Recreation Department	Finance Committee	Majority	
20	Appropriate monies to Capital/Building Stabilization Fund	Finance Committee	2/3 Vote	
21	Appropriate funds for OPEB Liability Trust Fund	Finance Committee	Majority	
22	State Highway Fund	Board of Selectmen	Majority	
23	Appropriate monies for Swanton Street Bridge engineering (flood mitigation)	Capital Plan. Comm.	2/3 Vote	
24	Appropriate monies for Lawson/Leslie Subareas Sanitary Sewer Project	Capital Plan. Comm.	2/3 Vote	
25	Amend Article 12 from 2014 Fall Town Meeting, Water Mains	Capital Plan. Comm.	2/3 Vote	
26	Appropriate funds for various capital projects	Capital Plan. Comm.	Majority	
27	Revolving Fund for Archival Center	Town Manager	Majority	
28	Revolving Fund for energy in Municipal and School Buildings	BOS/School Comm.	Majority	
29	Revolving Fund for Board of Health	Board of Health	Majority	
30	Revolving Fund for Grass Field Permits	Field Mgmt.Comm.	Majority	
31	Revolving Fund for Synthetic Turf Field Permits	Field Mgmt.Comm.	Majority	
32	Personnel Board Report	Personnel Board	Majority	
33	Authorize Assessors to reduce Tax Levy	Town Manager	Majority	
34	Comply with Proposition 2 1/2	Finance Committee	Majority**	
35	Accept Committee Reports/Dissolve Old Committees	Selectmen	Majority	
TABLE OF CONTENTS 2016 SPECIAL TOWN MEETING				
Art	Title	Proponent	Vote Req'd	Page
1	Amend Winning Farm Agreements	Board of Selectmen	2/3 Vote	
2	Include parcels of land within ARCDOD	Planning Board	2/3 Vote	
	<i>*2/3 on Stabilization Funds</i>			
	<i>**2/3 if Reconsideration</i>			



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, April 11, 2016

BUSINESS

Docket Item G-8: Wildwood Cemetery Advisory Committee –
Acceptance of Donations for the Cemetery

Supporting Documents: Bill Ryerson, WCAC Chairman will be present

- Memo from Mr. Ryerson

Action Required: Hear presentation.

March 8, 2016

To: Board of Selectmen, Town of Winchester

re: Request from Wildwood Cemetery Advisory Committee

Cemetery Commissioners

Please be advised that the WCAC requests your approval to start a program whereby families may purchase benches for Wildwood Cemetery in memorial to their departed loved ones. Presently there are no public benches at Wildwood and the Committee believes this program would be a benefit at no cost to the Town. The WCAC has met with the Town Manager and the DPW Director and other Officials and they all have approved of our plans. Cemetery Coordinator Jim Shattuck will run the program, the benches will be of the same type as that used on Winchester Common. I will be available to attend your Meeting and answer any question on behalf of the Committee.

We also are making plans for an "Open House/kick-off" of the new Columbarium at Wildwood to occur in May.

Sincerely, in behalf of the Wildwood Cemetery Advisory Committee



William T. Ryerson, Chair

RECEIVED

16 MAR -9 PM 10:15

TOWN OF WINCHESTER
TOWN MANAGER
SELECTMEN



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, April 11, 2016

CONSENT AGENDA

- Docket Item H-1: Approve Resolution Adopting the "All Hazards Mitigation Plan – the Town of Winchester, Massachusetts"
- Docket Item H-2: Estate Sale – New England Estate Sales at 15 James Street April 17 and 17, 2016;
- Docket Item H - 3: Acceptance of donation to the Recreation Department from the Winchester Savings Bank

Supporting Documents:

- H - 1: Email from Town Engineer re: All Hazards Mitigation Plan
Copy of Adoption Certificate
- H - 2: Estate Sales License Application (actual license is signed by
Town Manager)
- H - 3: Memo from Recreation Director Nelson with attachment

Action Required: VOTE to approve Consent Agenda

Docket Item:

H - 1:

April 11, 2016



Town of Winchester

Lance R. Grenzeback, Chairman
E. James Whitehead, Vice Chairman
Stephen L. Powers
Michael Bettencourt
David P. Errico

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

CERTIFICATE OF ADOPTION

Winchester, MASSACHUSETTS

BOARD OF SELECTMEN

A RESOLUTION ADOPTING THE "*ALL HAZARDS MITIGATION PLAN – TOWN OF WINCHESTER, MASSACHUSETTS*"

WHEREAS, the Town of Winchester established a Committee to prepare the Hazard Mitigation plan; and

WHEREAS, the Town of Winchester participated in the development of the "*All Hazards Mitigation Plan – Town of Winchester, Massachusetts*";

and WHEREAS, the "*All Hazards Mitigation Plan – Town of Winchester, Massachusetts*" contains several potential future projects to mitigate potential impacts from natural hazards in the Town of Winchester, and

WHEREAS, a duly-noticed public meeting was held by the BOARD OF SELECTMEN on July 16, 2012 for the public and municipality to review prior to consideration of this resolution; and

WHEREAS, the Town of Winchester authorizes responsible departments and/or agencies to execute their responsibilities demonstrated in the plan, and

NOW, THEREFORE BE IT RESOLVED that the Town of Winchester BOARD OF SELECTMEN, formally approves and adopts the "*All Hazards Mitigation Plan – Town of Winchester, Massachusetts*", in accordance with M.G.L. c. 40.

ADOPTED AND SIGNED this ____ day of _____, 2016

TOWN OF WINCHESTER,
By its Board of Selectmen:

Lance R. Grenzeback, Chairman

E. James Whitehead, Vice Chairman

Stephen L. Powers

Michael Bettencourt

David P. Errico

COMMONWEALTH OF MASSACHUSETTS

Middlesex, ss.

On this _____ day of _____, 2016, personally appeared Lance R. Grenzeback, E. James Whitehead, Stephen L. Powers, Michael Bettencourt, and David Errico, known to be members of the Winchester Board of Selectmen and acknowledged the foregoing instrument to be their free act and deed, and the free act and deed of the Board of Selectmen and of the Town of Winchester.

Notary Public
My commission expires:

Mawn, Patti

From: Rudolph, Beth
Sent: Wednesday, April 06, 2016 10:25 AM
To: Howard, Richard; Grenzeback, Lance
Cc: Nash, John; Mawn, Patti; Wade Welch; Tustin, Rick
Subject: FW: Winchester, MA Approvable Pending Adoption
Attachments: CERTIFICATE OF ADOPTION - Winchester Update - 2016-04-06.docx

Importance: High

Hi Richard and Lance-

FEMA/MEMA has finally completed their review of the Town's All Hazard Mitigation Plan, which was first submitted back in 2012 (there were a couple of iterations back and forth between us in the intervening years). The next step is to have the plan formally adopted by the Selectmen. I've attached a copy of the adoption resolution that is required by FEMA (**NOTE TO PATTI – can you please put this on the Selectmen's letterhead?**). The plan was presented to the Board back in July 2012, and public comment period was provided then. The Plan itself is unfortunately too large to email, but I can provide a text-only version if people are interested or I can print out hardcopies for everyone (it's 88-pages).

FEMA requires that communities have a valid All Hazards Mitigation Plan in order to be eligible for various grant opportunities. Plans are valid for 5-years from the date of adoption.

Please let me know if this item can be placed on an upcoming Selectmen's agenda. It should hopefully be just a quick update and vote.

Thanks, Beth

From: Surette, Melissa [mailto:Melissa.Surette@fema.dhs.gov]
Sent: Tuesday, February 23, 2016 7:45 AM
To: Town Manager <tmanager@winchester.us>; Rudolph, Beth <brudolph@winchester.us>
Cc: Ndikum-Nyada, Brigitte <Brigitte.Ndikum-Nyada@fema.dhs.gov>; Hilliard, Marilyn <Marilyn.Hilliard@fema.dhs.gov>; Lavallee, Denise <Denise.Lavallee@fema.dhs.gov>; 'Groff, Marybeth (CDA)' <marybeth.groff@state.ma.us>; 'Sarah White' <Sarah.White@state.ma.us>; 'Dubrawski, Beth (CDA)' <beth.dubrawski@state.ma.us>
Subject: Winchester, MA Approvable Pending Adoption
Importance: High

Congratulations!

FEMA Region 1 has completed its review of the Winchester Hazard Mitigation Plan Update and found it approvable pending adoption. With this approval, the jurisdiction meets the local mitigation planning requirements under 44 CFR 201 **pending FEMA's receipt of electronic copies of the adoption documentation and the final plan.**

These items should be provided to your State's mitigation planning point of contact who will ensure they are forwarded to FEMA. Acceptable electronic formats include Word or PDF files and must be submitted to us via email at fema-r1-mitigationplans@fema.dhs.gov. Upon FEMA's receipt of these documents, a formal letter of approval will be issued, along with the final FEMA Checklist and Assessment.

The FEMA letter of formal approval will confirm the jurisdiction's eligibility to apply for Mitigation grants administered by FEMA and identify related issues affecting eligibility, if any. If the plan is not adopted within one calendar year of FEMA's Approval Pending Adoption, the jurisdiction must update the entire plan and resubmit it for FEMA review. If you have questions or wish to discuss this determination further, please contact me at Melissa.Surette@fema.dhs.gov or 617-956-7559.

Thank you for submitting the Winchester Hazard Mitigation Plan Update and congratulations again on your successful community planning efforts.

Sincerely,

Melissa A. Surette, D.LP, MS, CEM
Senior Planner, Risk Analysis Branch

FEMA Region 1
99 High Street
Boston, MA 02110

Email: Melissa.Surette@fema.dhs.gov
Office: 617.956.7559
Cellular: 617.794.0292

TOWN OF WINCHESTER
Middlesex County, Massachusetts



GARAGE SALES, FLEA MARKETS AND ESTATE SALES

LICENSE

This is to certify that **New England Estate Sales** is hereby granted a License to conduct **An Estate Sale** at **15 James Street** In said Winchester, and at that place only **April 16 and 17, 2016**. This License expires on **April 18, 2016** unless sooner suspended or revoked for violation of the authorization granted under section 2 of Chapter 8 and Section 3.7 of Chapter 3 of the General By-laws of the Town of Winchester respecting the licensing of Garage Sales, Flea Markets and Estate Sales. This License is issued in conformity with the authority granted to licensing authorities by Rules and Regulations adopted by the Board of Selectmen on December 13, 1976.

POSTING OF SIGNS ON TOWN PROPERTY, TOWN TREES, AND TELEPHONE POLES NOT PERMITTED

BY BOARD OF SELECTMEN OR DESIGNED
REPRESENTATIVE

Approved per the Board of Selectmen

Richard C. Howard
Town Manager

FEE: \$15.00 Paid

DATE: April 4, 2016

CC: *Police Department*



Winchester Recreation & Community Education Department

*Christopher Nelson 263 Main Street
Recreation Director Winchester, MA 01890*

www.winrec
781/721-7125
781/721-7129 fax

Docket Item:
H - 3:
April 11, 2016

Date: March 31, 2016
To: Richard Howard, Town Manager
Mark Twogood, Assistant Town Manager
Lance Grenzeback, Chair, Board of Selectman
From: Chris Nelson, Recreation Director 
RE: Concert on the Common Donation

Please accept the donation of \$750.00 from the Winchester Savings Bank. The Winchester Savings Bank is donating to the Concerts on the Common for the 2016 Summer Concert Series. We certainly appreciate their thoughtful gift and continued support of the Winchester Recreation and Community Education Department.

RECEIVED
16 APR -7 AM 9:06
TOWN OF WINCHESTER
TOWN MANAGER
SELECTMAN

Winchester Board of Selectmen
Richard Howard, Town Manager

March 30, 2016

To Whom It May Concern:

We are writing as concerned residents of the Glen Road / Glen Green neighborhood regarding the continuously increasing number of cars using Glen Road as a cut-through to avoid the traffic light at the intersection of Cambridge Street and Church Street. Not only is the volume of cars a concern, but the rate of speed at which these cars drive is alarming. We live in a wonderful neighborhood where over two dozen school aged children live. We have experienced a dramatic increase in the number of young children over the past 18 months (an additional 15 school-aged children) and we are extremely concerned for our families' safety.

We are not the first cohort to request a change in the traffic pattern for Glen Road/Glen Green. In the late nineties residents of the neighborhood, under the leadership of the Crawford family, approached the town to request either speed bumps or a one way access. In 2009, the residents again approached the town. Winchester police used speed indicators to tally the average speed of cars. In both instances, the neighbors were told that nothing could be done. We are hopeful that at this time with our changed population and increased traffic flow, the outcome will be different. We know that the goal of preventing a terrible accident is shared by us all and we hope that we can agree on a suitable solution to our imminent problem.

The Town of Winchester did install a Do Not Enter sign at the intersection of Cambridge Street and Calumet in order to stop the cut through traffic on that road. While we do not have specifics regarding the justification for this decision, we certainly understand the safety concern of the residents on Calumet. This also serves a precedent, where the town acted upon the safety concerns of our residents and we are again hopeful we can be awarded the same outcome. Please note we are the only street in Winchester that directly connects Cambridge Street – Route 3 - to another main road leading into and out of downtown.

Police have been called/involved in more than one traffic related incident on Glen Road/Glen Green. The following are two examples:

- At our most recent neighborhood block party, despite the signs and

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OF WINCHESTER
TOWN MANAGER
SELECTMEN

CEIVED

cones warning any drivers to slow down, a non resident entered Glen Road at such a high rate of speed that adults were required to run into the road in order to alert the driver to slow down before he reached children riding on bicycles. Fortunately, a police officer happened to be coming down Glen in the opposite direction and further handled the situation.

•Just recently, on the evening of 3/9/2016, a vehicle utilizing Glen Rd as a cut through to Cambridge Street was traveling at a high speed when they struck a vehicle which was legally parked in front of that homeowners house. While this occurred at 9:30pm, the officer who first arrived at the scene commented on the high volume of cars which were utilizing Glen Road as a cut through so late in the evening. When the home owner whose car had been struck mentioned that cut through traffic was even more dramatic during school commuting hours, the officer responded by saying, "That is not right".

Technology may well have contributed to increased traffic. The App WAZE re-routes traffic through Glen Road to avoid congestion at Church and Cambridge Streets. In addition, there are now cars dropping off and picking up young children in pre-school at the Christian Science Church. The residents of Glen Road/ Green are seeking assistance to improve the safety conditions in our neighborhood which could be achieved through a combination of a) limiting the volume of vehicles utilizing Glen Road / Green as a cut through, and b) by reducing the speed by which vehicles drive down Glen Road. Based on established precedents, we propose the following solutions:

1)Place a DO NOT ENTER sign at the corner of Glen Road and Cambridge Street to prevent any non-residents from utilizing this cut through. This is the same solution agreed to at the corners of Calumet and Cambridge Street.

2)Place a DO NOT ENTER sign at the corner of Church Street and Glen Road to prevent any cut through traffic during the hours school aged children are walking to and from school (7-9am and 2-6pm). We feel this would resolve the most concerning issue of commuters using the street as a cut-through and reduce volume at times when our children, as well as children from surrounding streets – Gardner Place, Everett Avenue, Sheffield and Bacon – are walking to and from Ambrose School.

3)Place at least two speed bumps on Glen Road to slow-down the high speed traffic that uses Glen as a cut-through at ALL times of day and weekends.

Listed below are the names of the families currently living in the neighborhood, including the names and ages of their children. All of these families fully support this letter. Please know that we are open to any and all suggestions the Board may have to assist us in resolving this pressing issue and look forward to the opportunity to discuss our concerns with you as soon as possible.

Thank you for your time and consideration,

Sarah Doherty (home-781.369.1295)
Kerry Boyd (home – 781.721.1908)

Resident Name/Signature

Children/Age

BRIAN & SARAH DOHERTY
Brian O. Doherty

GRADY 7
SHANE 5
JACK 3

Prunus + Peter Devlin

Grandchild 15 mos. Penny

Sean + Val Livada

Grandchild 2 yrs.

Rory + Dawn and Andy Nichols

~~Grandchildren 9, 13, 14, 9, 13, 14~~

Jake & Katie Gaul
Katie Gaul

GRADY 9
HENRY 8
ISLA 5
WINNIE 2

Bill McEeffigan
Steve Votruba

Brittanny Boulanger & Todd O'Brien
B Boulanger

Liam O'Brien 11 yrs
Niamh O'Brien 8 yrs

Scott & Siobhan Andrews
Siobhan M. Andrews
22 Glen Rd.

Aidan 12
Seamus 10
Rory 6

Julie & David Sopp
23 Glen Green
Winchester, MA

Lauren 9
Morgan 8

Mary + Michael O'Mahony
Kevin + Muse

AJ 11
Carson 10
Justin 7

[Michelle + Larry Marshall
(EME JAMES + William) (5)
40 Glen Road

Brad & Kerry Boyd
18 Glen Road

Colin - 10
Sean - 7

Michele + Lia Wickerham - 46 Glen Road *Michele Wickerham*

Richard Hillwell

Patti

50 Glen Road
Winchester MA

Karen Kinnaman
43 Glen Road
Winchester, MA 01890

Patrick

Lindsey

Ashley

19

17

14

Grace

7 months

Mawn, Patti

From: Cafarella, Jennifer
Sent: Wednesday, March 30, 2016 11:53 AM
To: Mawn, Patti
Subject: FW: For the next TAC meeting
Attachments: 201603301154.pdf

From: Cafarella, Jennifer
Sent: Wednesday, March 30, 2016 11:52 AM
To: Rudolph, Beth
Cc: Howard, Richard
Subject: For the next TAC meeting

Docket Item:
I - 2:
April 11, 2016

Mawn, Patti

From: Deborah Gaul <dgaul@mbtaadvisoryboard.org>
Sent: Monday, April 04, 2016 5:07 PM
To: Deborah Gaul
Subject: FW: Finance Committee report
Attachments: Report textcommitteedraft.docx

Dear Advisory Board Members:

More materials for this Thursday's meeting will be sent by email, but here is the main item, the Finance Committee's report on the FY17 MBTA Budget. Please review for Thursday. The Agenda and the other meeting items will follow shortly.

Thank you,

Paul

Paul Regan
Executive Director
MBTA Advisory Board
177 Tremont Street
Boston, MA 02111
phone: 617-426-6054
fax: 617-451-2054
MBTAAdvisoryboard.org



The MBTA Advisory Board

MBTA Advisory Board FY17 Massachusetts Bay Transportation Authority Operating Budget Oversight Report

REPORT
Offered by the
Finance Committee
April 7, 2016

177 TREMONT STREET, 4TH FLOOR BOSTON MASSACHUSETTS 02111

PH 617.426.6054 FAX 617.451.2054

www.MBTAADVISORYBOARD.org pregan@mbtaadvisoryboard.org

FINANCE COMMITTEE MEMBERS

John Buckley, Sr.
Abington

Vineet Gupta
Boston

Alan Castaline
Brockton

Richard Leary
Brookline

Joan Meschino
Hull

Richard Creem
Needham

Robert Guttman
Beverly

Geri Scoll
Weston

ADVISORY BOARD STAFF

Paul Regan
Executive Director

Micah Gensler
Transit Policy Analyst

Deborah Gaul
Executive Assistant

The MBTA Advisory Board is an independent statutory organization which represents the interests of the 175 cities and towns in the MBTA service district. Each year these municipalities contribute over \$163.9 million in subsidies to the MBTA via municipal assessments.

MBTA Advisory Board
177 Tremont Street, 4th Floor
Boston, MA 02111
Phone: 617-426-6054
Fax: 617-451-2054

Email: info@mbtaadvisoryboard.org
Website: www.mbtaadvisoryboard.org

**Massachusetts Bay Transportation Authority
Statement of Revenue and Expenses**

	FY15 Actuals	FY16 Budget	FY16 Recast	FY17 Budget	FY17 % Incr/Decr over FY16 Recast	FY17 \$ Incr/Decr over FY16 Recast	FY17 % Incr/Decr over FY16 Budget	FY17 \$ Incr/Decr over FY16 Budget
REVENUE								
<i>Operating Revenues</i>								
Revenue from Transportation	602,626,507	617,848,214	615,830,806	659,240,408	7.0%	43,409,602	6.7%	41,392,194
Other Operating Revenue	43,341,533	49,659,634	53,263,957	63,418,096	19.1%	10,154,139	27.7%	13,758,462
Total Operating Revenue	645,968,040	667,507,848	669,094,763	722,658,504	8.0%	53,563,741	8.3%	55,150,656
<i>Non-Operating Revenues</i>								
Dedicated Local Assessments	160,158,636	162,858,019	162,858,019	163,998,025	0.7%	1,140,006	0.7%	1,140,006
Dedicated Sales Tax	970,637,173	986,274,139	986,274,139	1,027,100,000	4.1%	40,825,861	4.1%	40,825,861
Other Income	26,496,790	34,767,700	32,433,348	27,780,011	-14.3%	(4,653,336)	-20.1%	(6,987,689)
Total Non-Operating	1,157,292,599	1,183,899,858	1,181,565,506	1,218,878,036	3.2%	37,312,530	3.0%	34,978,178
TOTAL REVENUES	1,803,260,640	1,851,407,706	1,850,660,269	1,941,536,540	4.9%	90,876,271	4.9%	90,128,834
EXPENSES								
<i>Operating Expenses</i>								
Regular Wages	437,141,203	474,611,428	453,441,217	485,308,934	7.0%	31,867,718	2.3%	10,697,506
Overtime	52,881,550	36,502,147	48,788,617	37,410,673	-23.3%	(11,377,944)	2.5%	908,526
Total Wages	490,022,753	511,113,575	502,229,834	522,719,607	4.1%	20,489,773	2.3%	11,606,033
<i>Fringe Benefits</i>								
Pensions	71,577,133	82,273,069	79,013,436	92,721,718	17.3%	13,708,282	12.7%	10,448,649
Healthcare	107,681,944	108,663,780	100,780,291	104,127,564	3.3%	3,347,273	-4.2%	(4,536,216)
- Active Employees	62,197,091	64,263,759	59,601,464	61,531,042	3.3%	1,979,577	-4.2%	(2,682,716)
- Retirees <65	21,062,598	18,320,557	17,455,148	16,036,694	3.3%	579,746	-4.2%	(785,673)
- Retirees >65	24,422,265	23,679,464	23,723,691	24,511,829	3.3%	787,348	-4.2%	(1,367,825)
Group Life	527,200	600,679	653,702	671,329	2.7%	17,627	11.8%	70,650
Disability Insurance	4,449	0	0	0	0.0%	0	0.0%	0
Workers' Comp	9,811,612	11,077,679	10,682,626	12,180,494	14.0%	1,497,867	10.0%	1,102,815
Other Fringe Benefits	2,666,814	237,069	77,468	369,919	377.5%	292,451	56.0%	132,850
Total Fringe Benefits	192,269,152	202,852,276	191,207,524	210,071,025	9.9%	18,863,501	3.6%	7,218,749
Health & Welfare Fund	7,765,436	11,474,924	9,680,010	10,261,598	6.0%	581,588	-10.6%	(1,213,326)
<i>Payroll Taxes</i>								
FICA	36,186,592	38,895,488	35,938,981	39,727,762	10.5%	3,788,781	2.1%	832,274
Unemployment	1,330,811	1,339,655	1,081,909	1,368,011	26.4%	286,102	2.1%	28,346
Total Payroll Taxes	37,517,403	40,235,153	37,020,890	41,095,773	11.0%	4,074,883	2.1%	860,620
Materials, Supplies and Services	252,975,400	271,119,563	245,680,935	261,396,571	6.4%	15,715,636	-3.6%	(9,722,991)
Casualty and Liability	13,361,012	15,110,409	14,660,680	14,722,228	0.4%	61,548	-2.6%	(388,181)
Purchased Commuter Rail Service	397,389,805	383,946,449	373,781,640	389,122,063	4.1%	15,340,412	1.3%	5,175,603
- Fixed Price	261,921,741	307,430,720	307,430,721	314,743,193	2.4%	7,312,472	2.4%	7,312,473
- Extra Work & Services	87,905,373	36,510,217	35,414,793	46,059,393	30.1%	10,645,195	26.2%	9,549,776
- Fuel	37,472,691	40,005,512	30,936,124	28,316,867	-8.6%	(2,617,255)	-29.2%	(11,686,646)
Purchased Local Service Subsidy	111,925,476	126,512,940	119,602,273	107,862,572	-9.8%	(11,739,700)	-14.7%	(18,650,368)
- THE RIDE	96,663,218	110,936,812	104,302,154	91,960,155	-11.8%	(12,341,938)	-17.1%	(18,876,657)
- Ferry Services	12,704,288	13,972,839	12,827,239	13,370,732	3.4%	443,502	2.3%	298,093
- Other LSS	2,254,992	2,603,469	2,372,889	2,531,685	6.7%	158,796	1.1%	28,196
Financial Service Charges	5,594,426	6,490,000	6,390,000	6,490,000	1.6%	100,000	0.0%	0
Total Operating Expenses	1,508,820,863	1,568,855,289	1,500,253,786	1,563,741,427	4.2%	63,487,641	-0.3%	(5,113,862)
<i>Debt Service Expenses</i>								
Interest	231,814,198	238,256,615	232,320,113	237,045,416	2.0%	4,725,303	-0.5%	(1,211,199)
Principal Payments	176,675,976	209,277,065	208,117,584	214,986,181	3.3%	6,868,597	2.7%	5,709,116
Lease Payments	4,949,537	4,575,488	4,679,326	6,111,106	30.6%	1,431,780	33.6%	1,535,618
Total Debt Service Expenses	413,439,711	452,109,168	445,117,023	458,142,702	2.9%	13,025,680	1.3%	6,033,534
TOTAL EXPENSES	1,922,260,573	2,020,964,457	1,945,370,808	2,021,884,129	3.9%	76,513,321	0.0%	919,672
Net Revenue	(118,999,934)	(169,556,751)	(94,710,539)	(80,347,589)				
Additional Assistance	125,352,620	187,000,000	187,000,000	187,000,000				
Net Revenue	6,352,686	17,443,249	92,289,461	106,652,411				
Weather Resiliency Fund		(11,697,538)	(11,697,538)					
Transfer to Capital Maintenance Fund	(6,352,687)		(74,846,214)	(57,287,319)				
Fare Increase Fund for Capital Projects				(43,409,602)				
NET Revenue in Excess of Expenses*	(1)	5,745,663	5,745,661	5,955,490				

Major changes in the governance of the MBTA have taken place since the last Finance Committee report. Major decisions, including setting the MBTA Budget and Capital plan priorities fall to the Fiscal and Management Control Board (FMCB). The FMCB has taken a significantly different approach to managing the MBTA and the result of those changes has been a significant. The FMCB is on target to close FY16 \$68.6m lower than the approved budget, transferring those funds into the Capital Maintenance Fund. MBTA management controlled overtime and growth in the fringe benefit line item while reducing absenteeism and improving on time performance. In the documents approved you the FMCB, they often refer to the *Recast FY16 Budget* to differentiate between the approved FY16 budget and the amounts that the MBTA management expects to see after the actions they have taken.

REVENUES

Revenues grew significantly over FY16 for two main reasons. First, after almost 15 years, the Massachusetts Sales Tax grew at a rate that exceeded the Base Revenue amount. That means an additional \$40.8m in the sales tax income line item. This is significant for a number of reasons, but the most important is that this revenue source represents 53% of all the revenue that the MBTA receives. This is only the 2nd time that the MBTA has received funds over the base revenue amount since the beginning of Forward Funding and this anticipated revenue growth was the premise of a fiscally sound MBTA. We know now that things did not work out for the concept. The base revenue amount for FY17 is \$992m, but additional growth in sales tax revenues increases that amount by \$35m so the FY17 sales tax total to \$1,027m. The FMCB and MBTA management warns repeatedly in its budget presentation that we must not count on this level of continued growth in future years, for it is dependent on conditions well outside of the control of the MBTA. Given the performance history of this revenue source, that is wise advice.

	<i>FY16</i> <i>(Recast)</i>	<i>FY17</i>	<i>Variance \$</i>	<i>Variance %</i>	<i>Explanation</i>
<i>Fares</i>	615.8	659.2	43.4	7%	Fare Increase
<i>Own-Source</i>	53.3	63.4	10.2	19%	Ads and Real Estate
<i>Sales Tax</i>	986.3	1,027.1	40.8	4%	Sales Tax Growth
<i>Assessments</i>	162.9	164.0	1.1	1%	By law
<i>Other</i>	32.4	27.8	(4.7)	-14%	Decline in Federal Assistance
<i>Total</i>	\$1,850.7	\$1,941.5	\$90.9	5%	

The second source of significant new revenue and the largest source of new revenue in the FY17 Budget is the fare increase approved by the Control Board on March 7th 2016. 48% of the \$90.9m in increased revenues is from this source. While the fare increase is significant, there was a serious effort by the MBTA to hold the most vulnerable customers relatively harmless.

Fares Effective July 1, 2016

Fare Type	Current Fare	Effective July 1, 2016
Rapid Transit fare on a CharlieCard	\$2.10	\$2.25
Rapid Transit fare on a CharlieTicket or Cash	\$2.65	\$2.75
Local Bus fare on a CharlieCard	\$1.60	\$1.70
Local Bus fare on a CharlieTicket or Cash	\$2.10	\$2.00
Local Bus Monthly Pass	\$50	\$55
LinkPass Monthly	\$75	\$84.50
7-Day Link Pass	\$19	\$21.25
Senior/TAP Monthly Pass	\$29	\$30
Student Monthly Pass	\$26	\$30

Source: MBTA

Single ride cash fares for bus increased ten cents, for subway fifteen cents. Changes for the commuter rail and ferries are as follows:

	Old Fare	New Fare	Difference
Commuter Rail Zone 1A (equal to LinkPass)	75.00	84.50	9.50
Commuter Rail Zone 1	182.00	200.25	18.25
Commuter Rail Zone 2	198.00	217.75	19.75
Commuter Rail Zone 3	222.00	244.25	22.25
Commuter Rail Zone 4	239.00	263.00	24.00
Commuter Rail Zone 5	265.00	291.50	26.50
Commuter Rail Zone 6	289.00	318.00	29.00
Commuter Rail Zone 7	306.00	336.50	30.50
Commuter Rail Zone 8	330.00	363.00	33.00
Commuter Rail Zone 9	345.00	379.50	34.50
Commuter Rail Zone 10	362.00	398.25	36.25
Commuter Rail Interzone 1	86.00	90.25	4.25
Commuter Rail Interzone 2	105.00	110.25	5.25
Commuter Rail Interzone 3	114.00	119.75	5.75
Commuter Rail Interzone 4	124.00	130.25	6.25
Commuter Rail Interzone 5	141.00	148.00	7.00
Commuter Rail Interzone 6	159.00	167.00	8.00
Commuter Rail Interzone 7	175.00	183.75	8.75
Commuter Rail Interzone 8	193.00	202.75	9.75
Commuter Rail Interzone 9	211.00	221.50	10.50
Commuter Rail Interzone 10	229.00	240.50	11.50
Commuter Boat	275.00	308.00	33.00
Inner Harbor Ferry (equal to LinkPass)	75.00	84.50	9.50

The MBTA is also launching a major effort to reduce the use of cash in the system. Less cash will result in budget savings from cash handling as well as faster boarding and reduced dwell times on buses.

The management at the Authority also intends to raise other non-fare revenues in advertising and real estate. Advertising will be expanded through the use of electronic signs at the stations and the MBTA expects that better management and market rate rent increases will produce additional revenue. These efforts are expected to net \$10.2m in additional revenue over last year. It is important to include the fact that the MBTA hopes to also receive as revenue an additional \$185m included in the Governor's budget to make up the projected deficit and cover the costs of moving MBTA employees off of the Capital budget and onto the Operating budget. These funds will be discussed below.

EXPENSES

	FY15 Actuals	FY16 Budget	FY16 Recast	FY17 Budget	% Difference from Recast	\$
EXPENSES						
Operating Expenses						
Regular Wages	437,141,203	474,611,428	453,441,217	485,308,934	7.0%	31,867,718
Overtime	52,881,550	36,502,147	48,788,617	37,410,673	-23.3%	(11,377,944)
Total Wages	490,022,753	511,113,575	502,229,834	522,719,607	4.1%	20,489,773
Fringe Benefits						
Pensions	71,577,133	82,273,069	79,013,436	92,721,718	17.3%	13,708,282
Healthcare	107,681,944	108,663,780	100,780,291	104,127,564	3.3%	3,347,273
- Active Employees	62,197,091	64,263,759	59,601,404	61,581,042	3.3%	1,979,577
- Retirees <65	21,062,566	18,820,567	17,456,140	18,034,894	3.3%	579,748
- Retirees >65	24,422,265	25,579,454	23,723,881	24,511,629	3.3%	787,948
Group Life	527,200	600,679	653,702	671,329	2.7%	17,627
Disability Insurance	4,449	0	0	0	0.0%	0
Workers' Comp	9,811,612	11,077,679	10,682,626	12,180,494	14.0%	1,497,867
Other Fringe Benefits	2,666,814	237,069	77,468	369,919	377.5%	292,451
Total Fringe Benefits	192,269,152	202,852,276	191,207,524	210,071,025	9.9%	18,863,501
Health & Welfare Fund	7,765,436	11,474,924	9,680,010	10,261,598	6.0%	581,588
Payroll Taxes						
FICA	36,186,592	38,895,488	35,938,981	39,727,762	10.5%	3,788,781
Unemployment	1,330,811	1,339,665	1,081,909	1,368,011	26.4%	286,102
Total Payroll Taxes	37,517,403	40,235,153	37,020,890	41,095,773	11.0%	4,074,883
Materials, Supplies and Services	252,975,400	271,119,563	245,680,935	261,396,571	6.4%	15,715,636
Casualty and Liability	13,361,012	15,110,409	14,660,680	14,722,228	0.4%	61,548
Purchased Commuter Rail Service	397,389,805	383,946,449	373,781,640	389,122,053	4.1%	15,340,412
- Fixed Price	291,921,741	307,430,720	307,430,721	314,743,193	2.4%	7,312,472
- Extra Work & Services	67,995,373	36,510,217	35,414,798	46,059,993	30.1%	10,645,195
- Fuel	37,472,691	40,005,512	30,936,121	28,318,867	-8.5%	(2,617,255)
Purchased Local Service Subsidy	111,925,476	126,512,940	119,602,273	107,862,572	-9.8%	(11,739,700)
- THE RIDE	96,966,216	110,936,812	104,392,154	91,960,155	-11.9%	(12,341,998)
- Ferry Services	12,704,268	13,072,639	12,927,230	13,370,732	3.4%	443,502
- Other LSS	2,254,992	2,503,490	2,372,889	2,531,685	6.7%	158,796
Financial Service Charges	5,594,426	6,490,000	6,390,000	6,490,000	1.6%	100,000
Total Operating Expenses	1,508,820,863	1,568,855,289	1,500,253,786	1,563,741,427	4.2%	63,487,641

Operating expenses are projected to rise by \$63.4m. Of those increases, the lion's share of the increases are in Wages and Fringe, totaling \$44m. The increase in the Wage line item is a function of pay increases through the current labor agreement offset somewhat by a reduction in expected overtime in FY17. After the reduction of overtime offset, the wages increase in FY17 by \$20.5 million. The increase in Fringe Benefits is largely in Pensions, with an increase of \$13.7m over the FY16 contribution. The other increase in the Fringe line item are driven by the increase in wage levels, except for the GIC health insurance, which is set to rise by 3.3% or \$3.4m.

Materials, Supplies and Services increasing by \$15.7m. The Control Board has made customer communication and better communications technology a priority and has invested in personnel and purchased services to make this priority a reality. The MBTA is rolling out some of the new technology and the information it generates in the form of daily performance reports and soon a new webpage. These efforts are expected to cost \$10m in FY17. The lack of power generation in Southern New England has led to an increase in electrical transmission costs. Since the MBTA is the largest consumer of electricity in the Commonwealth, this cost means an increase of \$8m in FY17. These two increases are offset by the MBTA's fuel hedge and a reduction in cleaning costs.

Commuter Rail increasing by \$15.3m. The contractual payment will increase by \$7.3m, while extra work and services will increase by \$10.7m. The budget notes refer to equipment and maintenance initiatives, which we believe refer to continued signal and track upgrades in addition to the Capital Program. These increases are offset somewhat by the continuing positive effects of the fuel hedge, which the Authority believes will reduce the overall fuel expense by \$2.6m.

The Authority also expects to see \$12.3m in savings in the RIDE line item. These savings are contingent on the successful roll out of a taxi/UBER voucher system that will allow both savings for the MBTA and greater mobility and flexibility for a segment of the RIDE eligible population. This 12% reduction in costs at the RIDE represents the first significant reduction in this fast rising line item and it is dependent on the cooperation of the current RIDE users. It also assumes no significant increase in new RIDE customers, which seems to defy current demographic trends. The Advisory Board hopes that this initiative meets with success, not just for the savings but because we believe that this approach is better for the customers as well. The challenge is in reversing a stubborn trend in paratransit costs.

DEBT SERVICE

	FY16 Recast	FY Budget	\$ Variance	% Variance
Interest	232.3m	237m	4.7m	2%
Principal	208.1m	215m	6.9m	3%
Lease	4.7m	6.1m	1.4m	31%
Total	\$445.1m	\$458.1m	\$13m	3%

There is not a great deal to say about debt service this year. Payments in principle and interest are according to the current amortization schedule and there have been no discussions regarding any refinancing or other actions.

DISCUSSION

Close observers of the MBTA cannot help but notice the significant changes in the organization. For several years we have focused on the growing deficits and the deteriorating service at the Authority. There is a concerted and coordinated effort to address both of these issues and there is some success so far. The estimate of the deficit for FY17 just two years ago was \$242m. The current estimate of the FY17 deficit is \$80m. The Authority had to raise fares over 9%, but much of the balance of the reduction in the deficit is tied to better management and a focus on service. In FY16, the Authority saved \$9m in wages and \$17m in other employee costs while hiring 90 drivers. They were fortunate to reduce Materials, Supplies and Services by \$25m in fuel price savings, saved \$10m in Commuter Rail, \$7m at the RIDE and \$1m in financial services. The FY16 deficit was reduced from \$170m to \$95m, which laid the groundwork for the continued reduction in FY17. After a disastrous year that saw over 100 inches of snow and terrible service performance, on time performance is rising and dropped trips are declining. Real and sustained improvement is dependent on capital investment, but from an operational standpoint, day to day service is getting better. If this continues, the customers will begin to notice.

But achieving the progress this budget document lays out will be difficult and there are questions. Almost 75% of the operating costs at the Authority are labor costs. Since the beginning of the Fiscal and Management Control Board's operation, there has been considerable cooperation between labor and management. In FY17, there may be pressure on that relationship. The Authority hopes to reduce "fully loaded" wages by \$36m through a payroll reduction plan, rationalization of service, reorganization and outsourcing and by better management. The Authority would like to attain \$18m of that \$36m in FY17. This is a difficult but achievable number, especially considering that the Authority has yet to take full advantage of the exemption from the Pacheco Law for the next three years. The FMCB has outlined an approach to this opportunity to contract some functions by identifying non-core, largely non-transportation functions to focus on. The issues raised to date include; management of the employee absences paperwork, operation of the Automatic Fare Collection Services, Snow and Ice Control, overhaul of the New Flyer bus fleet and other initiatives.

Improving service on an old and undercapitalized system will be difficult. New vehicles for subway are still years away. New recently purchased buses will start to arrive within the year. To address the poor quality of service directly, the Authority intends to create a \$100m pay-go capital fund from the additional assistance it will receive from the Commonwealth and the \$43m expected to be generated by the recent fare increase. The Authority will attempt to directly answer the off-stated question of "what do I get from this fare increase?" by increasing State-of-Good-Repair spending by \$100m over and above the Capital Program spending. By focusing on signals and power, they hope to noticeably improve performance.

The Authority will receive \$187m in appropriated additional assistance. Under the Governor's proposal, the uses of these funds are limited to moving have of the Capital employees to the operating budget, debt payments and improving performance reliability. These limits on the use of additional assistance keeps the pressure on the management team at the MBTA to control costs and improve efficiency. The FMCB recently reserved to itself the authority to move funds out of the pay-go account to follow closely the ways these funds are utilized. The Advisory Board will

continue to follow the Authority as they implement this long overdue program. This should not be the end of the Commonwealth's obligation to support MBTA debt service. The transfer of legacy and Central Artery debt to the MBTA did more than just burden the MBTA, the transfer caused the MBTA to delay long needed improvements and raised the cost of those improvements when they were finally undertaken. It is good that the MBTA is receiving state funds earmarked for debt service, but it does not square the debt owed to the users of the service. The Advisory Board intends to continue to advocate for additional debt relief.

The Advisory Board has raised questions and concerns regarding longstanding issues with MBTA pensions. The MBTA Advisory Board is greatly concerned about the impact of pensions, not only on the current budget, but on the long term viability of the T laboring under the possibility of massive unfunded liabilities concerning the current pension system at the T. To that end, the Advisory Board is seeking whatever information the FMCB might have relative to the unfunded liability of the system, the current assumption on the annual rate of return on investments for the system, current and long term plans to address any unfunded liability of the system and whether the FMCB will recommend additional appropriations to address said unfunded liability. It is the understanding of the Advisory Board that this information is now public and should be available for dissemination.

The Advisory Board believes addressing this issue is extremely important and we are sure the FMCB shares this concern. The Advisory Board would like to share with its constituent cities and towns as much information as possible.

Back-up information provided by the Authority outlines its intent to modernize and rationalize its real estate portfolio and other contractual activities. We were struck by the exclusion of any discussion of the contracted delivery of the Silverline service to Massport. The subsidy for this service has not changed in years, despite the increase in costs to the Authority and the growing popularity of the service. The MBTA Advisory Board has called for Massport to pay its fair share of the costs associated with Airport service. Advisory Board members want to see the Authority rightly compensated for the service Logan Airport receives. The Advisory Board has long felt that Massport could do more for transportation in the Boston region. We have asked for the Airport Silverline to serve Airport Station on the Blue Line and asked for Massport to take on the responsibility of operating the ferry system. The Advisory Board recommends that the new management at the Authority and the FMCB look hard at their relationship with Massport in an effort to get Massport to do more.

Mawn, Patti

From: jford6036@yahoo.com
Sent: Monday, April 04, 2016 10:37 AM
To: Town Manager
Subject: Thank You to Wildwood Cemetery.

Hello Richard,

I would like to share my positive experience with the Wildwood Cemetery staff. I left a message for the cemetery on Wed 3/30 that my parent's (Francis and Kathleen Mcgrath) headstone looked as it could topple over.

My father was buried in February of this year.

Jim Shattuck followed up quickly the next day and the headstone was secured by Friday morning 4/1. He called me twice and Vickie also called me to let me know the issue was addressed.

I would like to express that their very attentive response was very comforting since I do not live close by. My parents lived in Winchester for over 50 years and its nice to feel that the cemetery is run so well.

Thank You,

Jean Ford

Fitzwilliam, NH

Sent via BlackBerry by AT&T

Stevens, Lynn

From: Janet Lau <zengzs@hotmai.com>
Sent: Thursday, April 07, 2016 11:50 AM
To: lance.grenzeback@gmail.com; Town Manager
Cc: Deb Melkonian; Min; dgdaniel@gmail.com; brookeestridge@gmail.com; hanwei05@gmail.com; meredithj24@yahoo.com; jeffpardo@gmail.com; Bill Melkonian; Colleen McInnis; debbieko@comcast.net; fran.wang@gmail.com
Subject: 345 kV Meeting on 4/12

Dear Mr. Grenzeback and Mr. Howard,

We sincerely appreciate your decision on hiring two consultants to intervene the Eversource 345 kV transmission line project. We did have a very productive meeting on 3/31.

During the discussion, the engineer consult pointed out the challenges of the alternative route using the bike path and the industrial area. We are just wondering if we could invite Mr. Micheal Day to the upcoming meeting on 4/12 so we could have a better understanding about the possibility?

Thanks!

Best,

Janet