

Board of Selectmen
Regular Meeting Agenda
November 9, 2020

Call to order 7:00 p.m. via Zoom Meeting

Chair Keyes convened the meeting at 7:00PM

Pledge of Allegiance

A. Consent Items

1. Approval of October 8, 2020 Regular Minutes
2. Approval of October 13, 2020 Regular Minutes
3. Approval of October 20, 2020 Regular Minutes
4. Approval of October 30, 2020 Regular Minutes

Selectman Arcudi made a motion to approve items 1-4, the October 8, 2020, October 13, 2020, October 20, 2020, and October 30, 2020 Regular Minutes. Chair Keyes seconded the motion.

Arcudi – Aye, Keyes – Aye

Selectman Arcudi asked the Town Administrator if the Executive Minutes will be posted to the public. The Town Administrator stated that yes, once the Executive Minutes are approved in Executive Session, they will be made available to the public provided that the minutes can be released.

5. Approval of Warrant 21-14, Signed by Chair Keyes
6. Approval of Warrant 21-18, Signed by Chair Keyes

Selectman Arcudi made a motion to approve items 5-6, warrant 21-14 and warrant 21-18. Chair Keyes seconded the motion.

Arcudi – Aye, Keyes – Aye

7. Accepting the Memorial Bench for Jack Farrar, former Road Commissioner

Selectman Arcudi stated that regarding choosing the color of the memorial bench, he recommends letting the donor decide that item. Chair Keyes is in agreement.

Selectman Arcudi made a motion to accept the memorial bench for Jack Farrar, Former Road Commissioner based on the letter that Chair Keyes. Chair Keyes seconded the motion.

Arcudi – Aye, Keyes – Aye

8. Accept Donation totaling 750,000 to be paid in increments of \$50,000 per year for a period of 15 years Per MGL Chap. 53E for the purpose of the Land Purchase; made by The Hopedale Foundation (Letter in Packet)

Chair Keyes and Selectman Arcudi thanked the Hopedale Foundation for their continued support to the Town of Hopedale. Selectman Arcudi stated that the acreage is off on the letter and asked that we clarify with Michael Diorio, Administrator for the Hopedale Foundation.

Selectman Arcudi made a motion to accept the donation totaling 750,000 to be paid in increments of 50,000 per year for a period of 15 years. Chair Keyes seconded the motion.

Arcudi – Aye, Keyes – Aye

9. Accept Donation totaling \$450,000 to be paid in increments of \$30,000 per year for a period of 15 years and to make payments regarding Lawyer fees or other fees regarding this purchase Per MGL Chap. 53E for the purpose of the Land Purchase; made by an Anonymous Donor

Chair Keyes asked for clarification if this is a donation of 450,000 total or 450,000 plus lawyer fees. The Town Administrator stated that she will clarify with the donor. Selectman Arcudi stated that he will make a motion to accept the 450,000 donation but will need clarification regarding lawyer fees to make a motion.

Selectman Arcudi made a motion to accept the donation totaling 450,000 from the anonymous donor. Chair Keyes seconded the motion.

Arcudi – Aye, Keyes – Aye

10. Accepting the LLA Certification Form for the Hopedale Country Club, Change of Manager ABCC License Renewal

Selectman Arcudi made a motion to approve the LLA certification form for the Hopedale Country Club, change of manager. Chair Keyes seconded the motion.

Arcudi – Aye, Keyes – Aye

B. Appointments and Resignations

1. Appointment of Patrick Rahill as a Call Firefighter effective November 1, 2020

Selectman Arcudi made a motion to appoint Patrick Rahill as a Call Firefighter effective November 1, 2020. Chair Keyes seconded the motion

Arcudi – Aye, Keyes – Aye

2. Appointment of Robert Hansen as a Call Firefighter Candidate effective November 1, 2020

Selectman Arcudi made a motion to appoint Robert Hansen as a Call Firefighter Candidate effective November 1, 2020. Chair Keyes seconded the motion.

Arcudi – Aye, Keyes – Aye

3. Appointment of David Shearns as a Call Firefighter Candidate effective November 1, 2020

Selectman Arcudi made a motion to appoint David Shearns as a Call Firefighter Candidate effective November 1, 2020. Chair Keyes seconded the motion.

Arcudi – Aye, Keyes – Aye

4. Appointment of Arlene Williams to the Council on Aging (3 Year Term)

Selectman Arcudi made a motion to appoint Arlene Williams to the Council on Aging (3 Year Term).
Chair Keyes seconded the motion.

Arcudi – Aye, Keyes – Aye

5. Appointment of David Guglielmi to the Council on Aging (3 Year Term)

Selectman Arcudi made a motion to appoint David Guglielmi to the Council on Aging (3 Year Term).
Chair Keyes seconded the motion.

Arcudi – Aye, Keyes – Aye

C. New Business

1. Set Election Hours for December 8th Local Election (proposed by Town Clerk 12PM-7PM) (Vote)

Chair Keyes asked the Town Administrator if she could provide them with the three candidates. The Town Administrator stated that the Town Clerk will inform the Selectmen and the Town who the candidates are. The Town Administrator stated that there will be election ballots with the candidate's names on them provided shortly.

Selectman Arcudi made a motion to approve the election hours for the December 8, 2020 Local Election from 12PM-7PM (proposed by the Town Clerk). Chair Keyes seconded the motion

Arcudi – Aye, Keyes – Aye

D. Old Business

E. Public and Board Member Comments (votes will not be taken)

Selectman Arcudi and Chair Keyes thanked the Town Clerk, volunteers, and Hopedale Police Department that worked during presidential election. Chair Keyes called upon Carole Mullen, Director of the Hopedale Council on Aging to thank her for planning Veteran's Day activities for Hopedale's Veteran's during COVID-19.

F. Correspondence and Selectmen Informational Items (votes will not be taken)

Xfinity – Launch of BNC and JBS HD (See attached document)

G. Requests for Future Agenda Items:

H. Administrator Updates (In Packet)

The Town administrator shared her updates regarding the budget, grants, and projects that the town is working on.

I. Unanticipated Items

1. Promotion of Call Firefighter Candidate, Brandon Blaisdell, to a Call Firefighter effective November 1, 2020

Selectman Arcudi made a motion to approve the promotion of Call Firefighter Candidate, Brandon Blaisdell, to Call Firefighter effective November 1, 2020. Chair Keyes seconded the motion.

Arcudi – Aye, Keyes – Aye

2. Executive Session – **No Executive Session**

Selectman Arcudi made a motion to adjourn the meeting at 8:07PM. Chair Keyes seconded the motion.

Arcudi – Aye, Keyes – Aye

Submitted by:

Lindsay Mercier
Lindsay Mercier, Executive Assistant

Adopted: _____

**TOWN OF HOPEDALE
BOARD, COMMISSION OR COMMITTEE
TALENT BANK FORM**

Local Government needs citizens to give of their time and talents serving the Town of Hopedale. A Talent Bank has been established to compile a list of interested citizens, willing to serve on a voluntary basis on boards, commissions and committees. Some groups meet often, others require less time, and still others are busy only at specific times of the year. Occasionally, there are requirements for ad hoc committees or sub-committees appointed to work on specific projects. Experience indicates that the two most appropriate qualities for successful service are an open mind and exercise of common sense.

If you are interested in serving, please list the position(s) you wish to be considered for: Master Planning Committee Member

Board, Commission or Committee applying for: Master Planning Committee

Please return completed forms to:

Town Administrator's Office – Hopedale Town Hall 78 Hopedale Street, Hopedale, MA 01747

The Town Hall mailing address is: P.O. Box 7, Hopedale MA, 01747

Please Note:

- The Board of Selectmen may fill vacancies until next election.
- It is recommended that you attend a few meetings of the committee or board you are contemplating joining to help determine your interest.
- The board/committee will be asked for their recommendation on each applicant appointment.

Name: Karen Crebase Are you a registered voter? • Yes • No

Address: 25 Adin Street How long have you lived in Hopedale?

Home Phone: 508.634.2220 Cell Phone: E-Mail: kcrebase@hopedaleschools.org

How would you like to be contacted? Email

Occupation: Superintendent of Schools

Have you ever been convicted of a felony? • Yes • No

Please list any potential conflicts of interest, e.g. membership in an organization or your business:
I work for the School Department, however, I do not believe this would cause a conflict of interest.

Education and Experience:

MEd Harvard University, BA, Colby College

I have worked as an educator for the past 30 years, as a teacher, Principal, and/or Superintendent. For the past 5 years I have worked in Hopedale and would be happy to assist in developing a Master Plan.

How many times during the last year have you attended a meeting of the Board/Committee to which you are requesting appointment? This is a new Committee and I do not believe it has met.

Have you ever had business before the Board/Committee to which you are requesting an appointment?

• Yes No If yes what type of business?

Special interests and skills:

Activities, e.g. Government/Civic & Community/Charitable & Educational:

MS Society, Cystic Fibrosis Foundation, volunteer in the Westford Public Schools

Reasons for wanting to serve:

I would like to assist Hopedale in the planning process for the long term progress of our great town.

The completion of this form in no way assures appointment. Citizens deemed most qualified to serve in a particular capacity will fill all board, commission or committee vacancies.

Applicant's Signature: Karen Crebase (approve electronic signature) Date: November 9, 2020

Letter of Resignation

Amy Lombardi



November 5, 2020

Hopedale Police Department
Mark A. Giovannella
Chief of Police
70 Hopedale Street
Hopedale MA 01747

Dear Police Chief Giovannella:

Please accept this formal notification that I am leaving my position with the Hopedale Police Department, part-time Dispatch, on November 5, 2020.

Thank you for the opportunities you have provided me during my time with the department.

If I can be of any assistance during this transition, please let me know.

Sincerely,

A handwritten signature in cursive script that reads "Amy Lombardi".

Amy Lombardi

CHRISTINE H. BURKE

P.O. Box 195

Hopedale, MA 01747

October 30, 2020

Ms. Lisa M. Pedrolì, Town Clerk
Town of Hopedale
74 Hopedale Street
Hopedale, MA 01747

RE: Resignation from Hopedale Water and Sewer Commission

Dear Ms. Pedrolì:

Kindly accept my resignation as a Commissioner with the Hopedale Water and Sewer Commission effective October 30, 2020.

It has been my pleasure to serve as a Member of the Water and Sewer Commission and to work with the many dedicated Town employees as well as elected and appointed persons.

Very truly yours,


Christine H. Burke

HOPEDALE TOWN CLERK

2020 NOV - 2 A 9 53

RECEIVED

HOPEDALE TOWN CLERK

~~RECEIVED~~

RECEIVED



TOWN OF HOPEDALE

78 Hopedale Street - P.O. Box 7
Hopedale, Massachusetts 01747

Tel: 508-634-2203 Fax: 508-634-2200

BOARD OF SELECTMEN

Brian R. Keyes, Chair
Louis J. Arcudi, III
Vacant

November 3, 2020

To: Abutters
National Grid – Wendy
Robert Leonida, Engineering Supervisor Distribution Design
Verizon New England, Inc., Albert Bessette – Rights of Way Manager

NOTICE

In conformity with the requirements of Section 22 of Chapter 166 of the General Laws (Ter. Ed.) you are hereby notified that a **Public Hearing** has been scheduled for **Monday, November 23, 2020 at 7:00 PM**, via Zoom Meeting based upon the petition of MASSACHUSETTS ELECTRIC COMPANY and VERIZON NEW ENGLAND, INC., to erect and maintain poles and wires to be placed thereon, together with such sustaining and protecting fixtures as said Companies may deem necessary to be owned and used in common by your petitioners, in the following public way or ways:

Mendon Street:

National Grid respectfully request permission to install new poles 38-50 Mendon St as shown on this map. This utility pole is required in order to provide electrical service to Grafton Upton Railroad.

Wherefore they pray that after due notice and hearing as provided by law, it be granted joint or identical locations for and permission to erect and maintain poles and wires, together with such sustaining and protecting fixtures as they may find necessary, said poles to be erected substantially in accordance with the plan filed herewith marked:

MASSACHUSETTS ELECTRIC COMPANY and VERIZON NEW ENGLAND, INC.

Plan No. 29266012 Dated 7/20/2020

**HOPEDALE BOARD OF SELECTMEN
Brian R. Keyes, Chairman**

PETITION FOR JOINT OR IDENTICAL POLE LOCATIONS

August 26th, 2020

To the Board of Selectmen
of the Town of Hopedale, Massachusetts

MASSACHUSETTS ELECTRIC COMPANY and VERIZON NEW ENGLAND, INC.

request permission to erect and maintain poles and wires to be placed thereon, together with such sustaining and protecting fixtures as said Companies may deem necessary to be owned and used in common by your petitioners, in the following public way or ways:

Mendon St

National Grid respectfully request permission to install new pole 38-50 Mendon St as shown on this map. This utility pole is required in order to provide electrical service to Grafton Upton RR.

Wherefore they pray that after due notice and hearing as provided by law, it be granted joint or identical locations for and permission to erect and maintain poles and wires, together with such sustaining and protecting fixtures as they may find necessary, said poles to be erected substantially in accordance with the plan filed herewith marked: **MASSACHUSETTS ELECTRIC COMPANY and VERIZON NEW ENGLAND, INC.**

Plan No. **29266012** Dated: **7/20/2020**

Also for permission to lay and maintain underground laterals, cables and wires in the above or intersecting public ways for the purpose of making connections with such poles and buildings as each of said petitioners may desire for distributing purposes.

Your petitioners agree to reserve space for one cross arm at a suitable point on each of said poles for the fire, police, telephone and telegraph signal wires belonging to the municipality and used by it exclusively for municipal purposes.

MASSACHUSETTS ELECTRIC COMPANY

Robert Leonida

By: _____
Manager of Distribution Design

VERIZON NEW ENGLAND, INC.

Albert E. Bessette

By: _____
Albert Bessette: Manager, R.O.W.

ORDER FOR JOINT OR IDENTICAL POLE LOCATIONS

August 26th, 2020

By the Board of Selectmen
of the Town of Hopedale, Massachusetts

Notice having been given and public hearing held, as provided by law, IT IS HEREBY ORDERED: **that MASSACHUSETTS ELECTRIC COMPANY and VERIZON NEW ENGLAND, INC.** be and they are hereby granted joint or identical locations for and permission to erect and maintain poles and wires to be placed thereon, together with such sustaining and protecting fixtures as said Companies may deem necessary, in the public way or ways hereinafter referred to, as requested in petition of said Companies dated the **26th day of August 2020**

All construction under this order shall be in accordance with the following conditions:-

Poles shall be of sound timber, and reasonably straight, and shall be set substantially at the points indicated upon the plan marked-- filed with this order
Plan No. **29266012** Dated: **3/3/2020**

There may attached to said **MASSACHUSETTS ELECTRIC COMPANY** not to exceed twenty wires and by said **VERIZON NEW ENGLAND, INC.** not to exceed forty wires and four aerial cables, and all of said wires and cables shall be placed at a height of not less than eighteen feet from the ground.

The following are the public ways or parts of ways along which the poles above referred to may be erected, and the number of poles which may be erected thereon under this order:--

Mendon St
National Grid respectfully request permission to install new pole 38-50 Mendon St as shown on this map. This utility pole is required in order to provide electrical service to Grafton Upton RR.

Also for permission to lay and maintain underground laterals, cables and wires in the above or intersecting public ways for the purpose of making connections with such poles and buildings as each of said petitioners may desire for distributing purposes.

I hereby certify that the foregoing order was adopted at a meeting of the Board of Selectmen of the Town of Hopedale, Massachusetts held on the _____ day of _____

Clerk of Selectmen

Received and entered in the records of location orders of the Town of Hopedale, Massachusetts

Book: _____ Page: _____

Town Clerk

We hereby certify that on _____, at _____ o'clock, _____ M.
at _____ a public hearing was held on the petition of the
MASSACHUSETTS ELECTRIC COMPANY and VERIZON NEW ENGLAND, INC.

for permission to erect the poles, wires, cables, fixtures and connections described in the order
herewith recorded, and that we mailed at least seven days before said hearing a written notice of the
time and place of said hearing to each the owners of real estate (as determined by the last preceding
assessment for taxation) along the ways or parts of ways upon which the Companies are permitted
to erect poles, wires, cables, fixtures and connections under said order. And that thereupon said
order was duly adopted.

Selectmen of the Town of

Hopedale, Massachusetts

CERTIFICATE

I hereby certify that the foregoing is a true copy of a joint location order and certificate of hearing with notice
adopted by the Board of Selectmen of the Town of Hopedale, Massachusetts, on the _____ day of
_____ recorded with the records of location orders of said Town,
Book _____, Page _____.

This certified copy is made under the provisions of Chapter 166 of General Laws and any additions thereto
or amendments thereof.

Attest: _____
Town Clerk



Patriot Properties

Town of Hopedale

05/14/2020

11:59:38AM

Abutters List

Filter Used: DataProperty.AccountNumber in (228,228,156,236,237,238,239,240,258,257,154,155)

**Town of Hopedale
Abutters List**

Subject Parcel ID:

Subject Property Location:

ParcelID	Location	Owner	Co-Owner	Mailing Address	City	State	Zip
11-173-2	11 FITZGERALD DR	GRAFTON + UPTON RAILROAD		PO BOX 952	CARVER	MA	02330
11-174-0	141 MENDON ST	1 FITZGERALD DRIVE LLC		481 MAIN ST, SUITE 3	FRANCONIA	NH	03580
11-174-1	6 FITZGERALD DR	HOPEDALE PROPERTIES, LLC		100 CENTRAL ST	WORCESTER	MA	01613-0646
11-34-0	146 MENDON ST	HOPEDALE, TOWN OF		146 MENDON ST	HOPEDALE	MA	01747-0007
11-35-0	150 MENDON ST	KANNAR CARLEEN A		150 MENDON ST	HOPEDALE	MA	01747
11-45-0	139 MENDON ST	FITZGERALD JOHN J	FITZGERALD MARY ELLEN	139 MENDON ST	HOPEDALE	MA	01747-1941
11-46-0	137 MENDON ST	FERGUSON JR DANIEL E		137 MENDON ST	HOPEDALE	MA	01747-1941
11-47-0	135 MENDON ST	BRIGHAM PAULA A		135 MENDON ST	HOPEDALE	MA	01747
11-48-0	131 133 MENDON ST	ALEXANDER LEE A		131-133 MENDON ST	HOPEDALE	MA	01747-1941
11-49-0	127 129 MENDON ST	MACDONALD JASON G	MACDONALD CHERYL L	127 MENDON ST	HOPEDALE	MA	01747
11-63-1	12 DEPOT ST	GRAFTON + UPTON RAILROAD		PO BOX 952	CARVER	MA	02330
11-63-2	16 DEPOT ST	GRAFTON + UPTON RAILROAD		PO BOX 952	CARVER	MA	02330

Parcel Count: 12

End of Report



**Office of the Board of Assessors
P.O. Box 7
74 Hopedale Street
Hopedale, MA 01747
Ann M. Williams Principal Assessor
Tel. (508) 634-2203 x 224 FAX (508) 634-2200
e-mail: awilliams@hopedale-ma.gov**

**Edward A. Holland, Jr.
Chairperson**

Donald W. Howes

Matthew M. Dailey

May 14, 2020

National Grid
Wendy Paluch
280 Melrose St
Providence, RI 02097

Re: Abutters list for 141 Mendon St (f/k/a- 1 Fitzgerald Dr)
Parcel ID = 11-174-0

Dear MS. Paluch,

Per your request, I have comprised an abutter's list for the above property. The list is authentic and is calculated on direct and opposite abutters of the subject property.

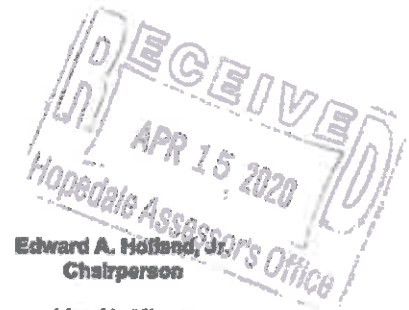
If you have any questions, please contact this office.

Respectfully,

Renee Polechronis
Assessor's Clerk



Office of the Board of Assessors
 P.O. Box 7
 74 Hopedale Street
 Hopedale, MA 01747
 Teresa H. Gonsalves Principal Assessor
 Tel. (508) 634-2303 x224 FAX (508) 634-2300
 e-mail tgonvalves@hopedale-ma.gov



Edward A. Hoffend, Jr.
 Chairperson
Lisa M. Alberto
Donald W. Howes

REQUEST FOR ABUTTER'S LIST

Today's Date: 3/4/2020

Requester's Name: National Grid - Wendy Paluch

Mailing Address of Requester: 280 Malrose St, Providence, RI 02097

Requester's Contact Number: 401.267.8827

Address of Subject Property: 1 Fitzgerald Dr Book 58536 / PG 143

Subject Property Parcel ID: Map: 11 Block: _____ Lot: 174

Requester's Signature: _____

Do you wish the Abutter's List to be?

Emailed to: wendy.paluch@nationalgrid.com

Mailed to: _____ or Picked up: _____

Purpose: Building/ZBA (300' Radius)

ConCom (100' Radius)

Other (please specify) _____

Date Completed: 3/14/20

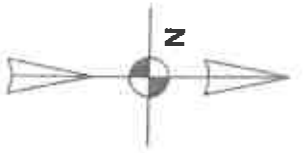
Completed By: Teresa Gonsalves

Cost: \$25.00 per report type and or per address - checks payable to Town of Hopedale. Lists will not be emailed/mailed until payment is received.

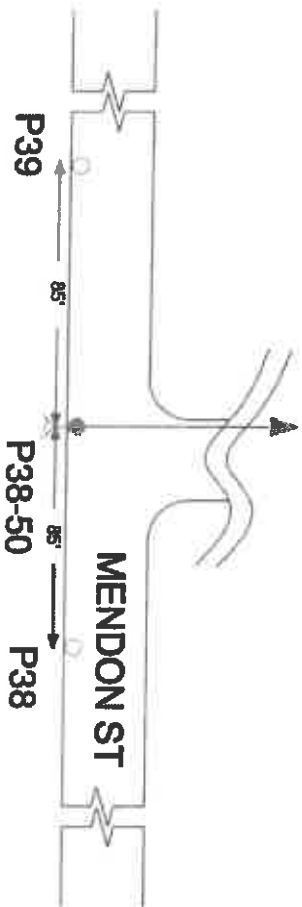
PLEASE ALLOW TEN (10) BUSINESS DAYS FOR COMPLETION

pd ✓

7001743325



**GRAFTON UPTON RR
PRIVATE PROPERTY**



OH LEGEND	
●	NEW POLE
○	EXISTING POLE
△	GUY

NATIONAL GRID RESPECTFULLY REQUEST PERMISSION TO INSTALL NEW POLE 38-50
MENDON ST AS SHOWN ON THIS MAP. THIS UTILITY POLE IS REQUIRED IN ORDER TO
PROVIDE ELECTRICAL SERVICE TO GRAFTON UPTON RR.



Massachusetts Electric
Southeast District, Hopkinton

Plan number: **29266012** Date: **3/3/2020**

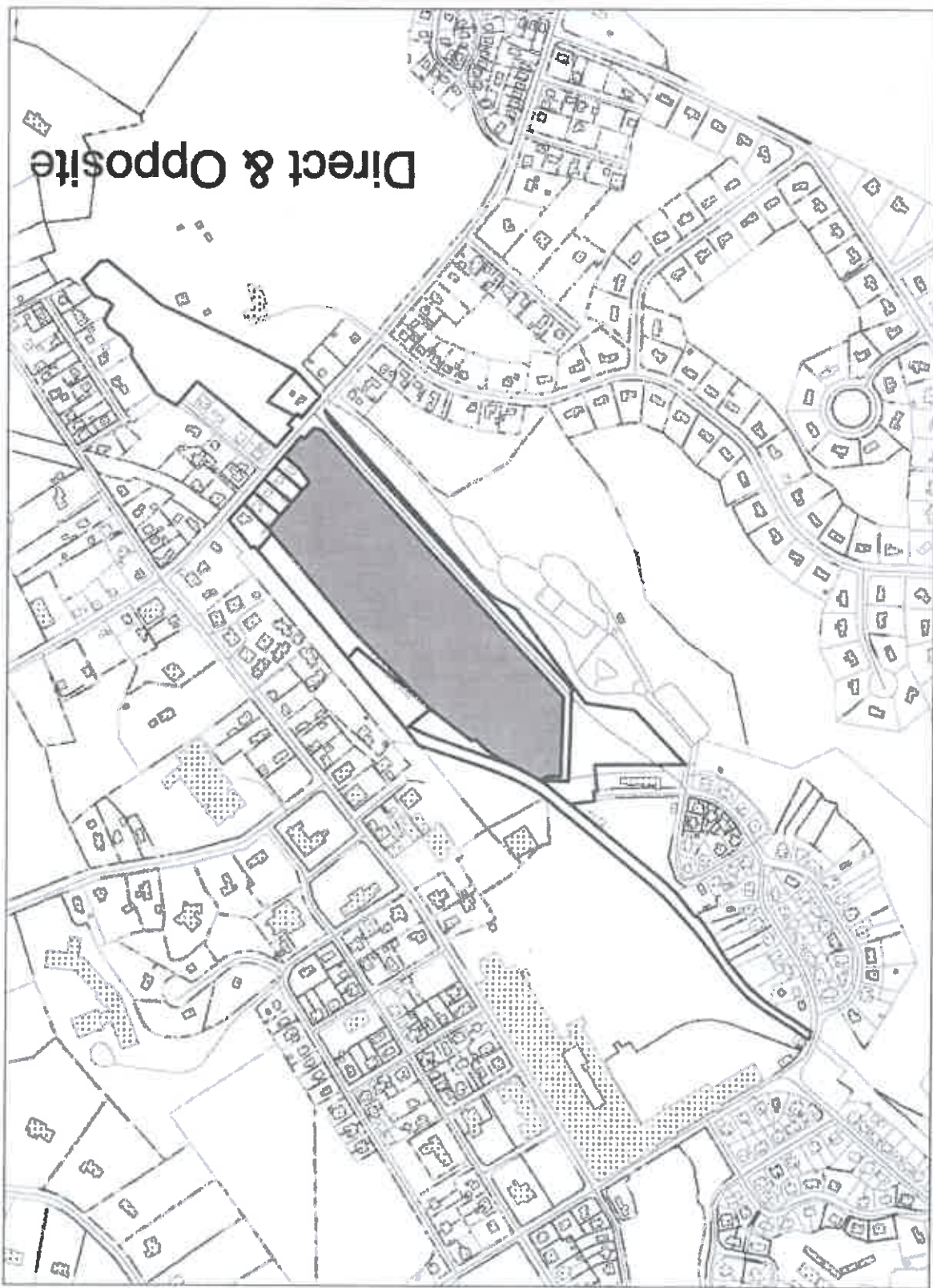
To accompany Petition dated: **3/3/2020**

To the : **TOWN of HOPEDALE**

For proposed : **NEW Pole: 38-50 Location: MENDON ST**

Date of Original Grant: **3/3/2020**

141 Mendon St Parcel- 11-174-0



Direct & Opposite

PETITION FOR JOINT OR IDENTICAL POLE LOCATIONS

August 26th, 2020

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of the Town of Hopedale, Massachusetts

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Plan No. **29266012** Dated: **7/20/2020**

Also for permission to lay and maintain underground laterals, cables and wires in the above or intersecting public ways for the purpose of making connections with such poles and buildings as each of said petitioners may desire for distributing purposes.

Your petitioners agree to reserve space for one cross arm at a suitable point on each of said poles for the fire, police, telephone and telegraph signal wires belonging to the municipality and used by it exclusively for municipal purposes.

MASSACHUSETTS ELECTRIC COMPANY

Robert Leonida

By: _____
Manager of Distribution Design

VERIZON NEW ENGLAND, INC.

Albert E. Bessette

By: _____
Albert Bessette: Manager, R.O.W.

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I hereby certify that the foregoing order was adopted at a meeting of the Board of Selectmen of the Town of Hopedale, Massachusetts held on the _____ day of _____

Clerk of Selectmen

Received and entered in the records of location orders of the Town of Hopedale, Massachusetts

Book: _____ Page: _____

Town Clerk

We hereby certify that on _____ at _____ o'clock, _____ M.
at _____ a public hearing was held on the petition of the
MASSACHUSETTS ELECTRIC COMPANY and VERIZON NEW ENGLAND, INC.

for permission to erect the poles, wires, cables, fixtures and connections described in the order
herewith recorded, and that we mailed at least seven days before said hearing a written notice of the
time and place of said hearing to each the owners of real estate (as determined by the last preceding
assessment for taxation) along the ways or parts of ways upon which the Companies are permitted
to erect poles, wires, cables, fixtures and connections under said order. And that thereupon said
order was duly adopted.

Selectmen of the Town of

Hopedale, Massachusetts

CERTIFICATE

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adopted by the Board of Selectmen of the Town of Hopedale, Massachusetts, on the _____ day of
_____ recorded with the records of location orders of said Town,
Book _____, Page _____.

This certified copy is made under the provisions of Chapter 166 of General Laws and any additions thereto
or amendments thereof.

Attest: _____
Town Clerk



Patriot Properties

Town of Hopedale

05/14/2020

11:59:38AM

Abutters List

Filter Used: DataProperty.AccountNumber in (228,228,156,236,237,238,239,240,258,257,154,155)

**Town of Hopedale
Abutters List**

Subject Parcel ID:

Subject Property Location:

ParcelID	Location	Owner	Co-Owner	Mailing Address	City	State	Zip
11-173-2	11 FITZGERALD DR	GRAFTON & UPTON RAILROAD		[REDACTED]	CARVER	MA	02330
11-174-0	141 MENDON ST	1 FITZGERALD DRIVE LLC		[REDACTED]	FRANCONIA	NH	03580
11-174-1	6 FITZGERALD DR	HOPEDALE PROPERTIES, LLC		[REDACTED]	WORCESTER	MA	01613-0648
11-34-0	146 MENDON ST	HOPEDALE, TOWN OF		[REDACTED]	HOPEDALE	MA	01747-0007
11-35-0	150 MENDON ST	KANNAR CARLEEN A		[REDACTED]	HOPEDALE	MA	01747
11-45-0	139 MENDON ST	FITZGERALD JOHN J	FITZGERALD MARY ELLEN	[REDACTED]	HOPEDALE	MA	01747-1941
11-46-0	137 MENDON ST	FERGUSON JR DANIEL E		[REDACTED]	HOPEDALE	MA	01747-1941
11-47-0	135 MENDON ST	BRIGHAM PAULA A		[REDACTED]	HOPEDALE	MA	01747
11-48-0	131 133 MENDON ST	ALEXANDER LEE A		[REDACTED]	HOPEDALE	MA	01747-1941
11-48-0	127 129 MENDON ST	MACDONALD JASON G	MACDONALD CHERYL L	[REDACTED]	HOPEDALE	MA	01747
11-63-1	12 DEPOT ST	GRAFTON + UPTON RAILROAD		[REDACTED]	CARVER	MA	02330
11-63-2	18 DEPOT ST	GRAFTON + UPTON RAILROAD		[REDACTED]	CARVER	MA	02330

Parcel Count: 12

End of Report



**Office of the Board of Assessors
P.O. Box 7
74 Hopedale Street
Hopedale, MA 01747
Ann M. Williams Principal Assessor
Tel. (508) 634-2203 x 224 FAX (508) 634-2200
e-mail: awilliams@hopedale-ma.gov**

**Edward A. Holland, Jr.
Chairperson**

Donald W. Howes

Matthew M. Dailey

May 14, 2020

National Grid
Wendy Paluch
280 Melrose St
Providence, RI 02097

Re: Abutters list for 141 Mendon St (f/k/a- 1 Fitzgerald Dr)
Parcel ID = 11-174-0

Dear MS. Paluch,

Per your request, I have comprised an abutter's list for the above property. The list is authentic and is calculated on direct and opposite abutters of the subject property.

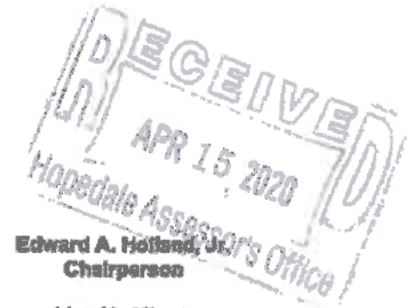
If you have any questions, please contact this office.

Respectfully,

Renee Polechronis
Assessor's Clerk



Office of the Board of Assessors
 P.O. Box 7
 74 Hopedale Street
 Hopedale, MA 01747
 Teresa H. Gonsalves Principal Assessor
 Tel. (508) 634-2303 x224 FAX (508) 634-2300
 e-mail tgonalves@hopedale-ma.gov



Edward A. Holland, Jr.
 Chairperson

Lisa M. Alberto

Donald W. Howes

REQUEST FOR ABUTTER'S LIST

Today's Date: 3/4/2020

Requester's Name: National Grid - Wendy Paluch

Mailing Address of Requester: 260 Matross St, Providence, RI 02097

Requester's Contact Number: 401.287.8827

Address of Subject Property: 1 Fitzgerald Dr Book 58535 / PG 143

Subject Property Parcel ID: Map: 11 Block: _____ Lot: 174

Requester's Signature: _____

Do you wish the Abutter's List to be?

Emailed to: wendy.paluch@nationalgrid.com

Mailed to: _____ or Picked up: _____

Purpose: Building/ZBA (300' Radius)

ConCom (100' Radius)

Other (please specify) _____

Date Completed: 3/19/20

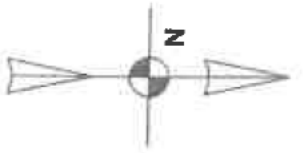
Completed By: Renee Paluchonis

Cost: \$25.00 per report type and or per address - checks payable to Town of Hopedale. Lists will not be emailed/mailed until payment is received.

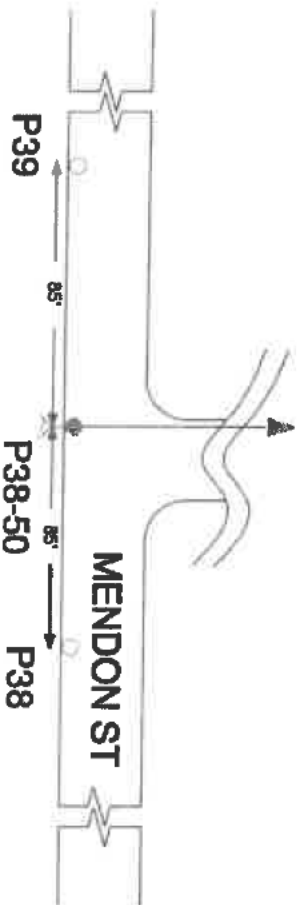
PLEASE ALLOW TEN (10) BUSINESS DAYS FOR COMPLETION

pd ✓

7001743325




GRAFTON UPTON RR
PRIVATE PROPERTY

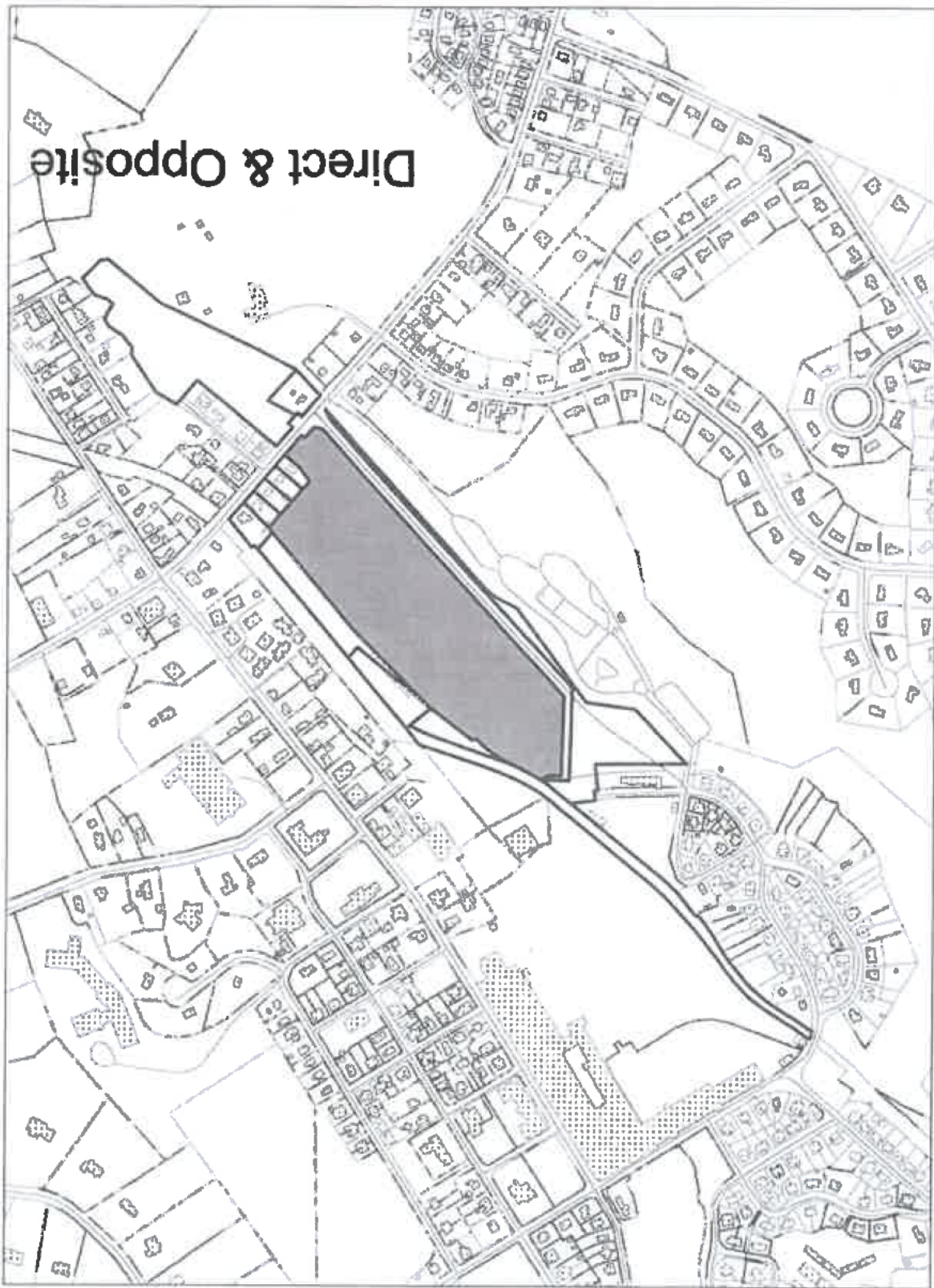


OH LEGEND	
●	NEW POLE
○	EXISTING POLE
∧	GUY

NATIONAL GRID RESPECTFULLY REQUEST PERMISSION TO INSTALL NEW POLE 38-50 MENDON ST AS SHOWN ON THIS MAP. THIS UTILITY POLE IS REQUIRED IN ORDER TO PROVIDE ELECTRICAL SERVICE TO GRAFTON UPTON RR.

 Massachusetts Electric <small>Southeast District, Hopkinton</small>			
Plan number:	29266012	Date:	3/3/2020
To accompany Position date:		3/3/2020	
To the : TOWN of HOPEDALE			
For proposed NEW	Pole: 38-50	Location:	MENDON ST
Date of Original Grant: 3/3/2020			

141 Mendon St Parcel- 11-174-0



PETITION FOR JOINT OR IDENTICAL POLE LOCATIONS

August 26th, 2020

To the Board of Selectmen
of the Town of Hopedale, Massachusetts

MASSACHUSETTS ELECTRIC COMPANY and VERIZON NEW ENGLAND, INC.

request permission to erect and maintain poles and wires to be placed thereon, together with such sustaining and protecting fixtures as said Companies may deem necessary to be owned and used in common by your petitioners, in the following public way or ways:

Mendon St

National Grid respectfully request permission to install new pole 38-50 Mendon St as shown on this map. This utility pole is required in order to provide electrical service to Grafton Upton RR.

Wherefore they pray that after due notice and hearing as provided by law, it be granted joint or identical locations for and permission to erect and maintain poles and wires, together with such sustaining and protecting fixtures as they may find necessary, said poles to be erected substantially in accordance with the plan filed herewith marked: **MASSACHUSETTS ELECTRIC COMPANY and VERIZON NEW ENGLAND, INC.**

Plan No. **29266012** Dated: **7/20/2020**

Also for permission to lay and maintain underground laterals, cables and wires in the above or intersecting public ways for the purpose of making connections with such poles and buildings as each of said petitioners may desire for distributing purposes.

Your petitioners agree to reserve space for one cross arm at a suitable point on each of said poles for the fire, police, telephone and telegraph signal wires belonging to the municipality and used by it exclusively for municipal purposes.

MASSACHUSETTS ELECTRIC COMPANY

Robert Leonida

By: _____
Manager of Distribution Design

VERIZON NEW ENGLAND, INC.

Albert E. Bessette

By: _____
Albert Bessette: Manager, R.O.W.

ORDER FOR JOINT OR IDENTICAL POLE LOCATIONS

August 26th, 2020

By the Board of Selectmen
of the Town of Hopedale, Massachusetts

Notice having been given and public hearing held, as provided by law, IT IS HEREBY ORDERED:
that MASSACHUSETTS ELECTRIC COMPANY and VERIZON NEW ENGLAND, INC. be and they are hereby granted joint or identical locations for and permission to erect and maintain poles and wires to be placed thereon, together with such sustaining and protecting fixtures as said Companies may deem necessary, in the public way or ways hereinafter referred to, as requested in petition of said Companies dated the **26th day of August 2020**

All construction under this order shall be in accordance with the following conditions:-

Poles shall be of sound timber, and reasonably straight, and shall be set substantially at the points indicated upon the plan marked-- filed with this order
Plan No. **29266012** Dated: **3/3/2020**

There may attached to said **MASSACHUSETTS ELECTRIC COMPANY** not to exceed twenty wires and by said **VERIZON NEW ENGLAND, INC.** not to exceed forty wires and four aerial cables, and all of said wires and cables shall be placed at a height of not less than eighteen feet from the ground.

The following are the public ways or parts of ways along which the poles above referred to may be erected, and the number of poles which may be erected thereon under this order:-

Mendon St

National Grid respectfully request permission to install new pole 38-50 Mendon St as shown on this map. This utility pole is required in order to provide electrical service to Grafton Upton RR.

Also for permission to lay and maintain underground laterals, cables and wires in the above or intersecting public ways for the purpose of making connections with such poles and buildings as each of said petitioners may desire for distributing purposes.

I hereby certify that the foregoing order was adopted at a meeting of the Board of Selectmen of the Town of Hopedale, Massachusetts held on the _____ day of _____

Clerk of Selectmen

Received and entered in the records of location orders of the Town of Hopedale, Massachusetts

Book: _____ Page: _____

Town Clerk

We hereby certify that on _____ at _____ o'clock, _____ M.
at _____ a public hearing was held on the petition of the
MASSACHUSETTS ELECTRIC COMPANY and VERIZON NEW ENGLAND, INC.

for permission to erect the poles, wires, cables, fixtures and connections described in the order
herewith recorded, and that we mailed at least seven days before said hearing a written notice of the
time and place of said hearing to each the owners of real estate (as determined by the last preceding
assessment for taxation) along the ways or parts of ways upon which the Companies are permitted
to erect poles, wires, cables, fixtures and connections under said order. And that thereupon said
order was duly adopted.

Selectmen of the Town of

Hopedale, Massachusetts

CERTIFICATE

I hereby certify that the foregoing is a true copy of a joint location order and certificate of hearing with notice
adopted by the Board of Selectmen of the Town of Hopedale, Massachusetts, on the _____ day of
_____ recorded with the records of location orders of said Town,
Book _____, Page _____.

This certified copy is made under the provisions of Chapter 166 of General Laws and any additions thereto
or amendments thereof.

Attest: _____
Town Clerk



Patriot Properties

Town of Hopedale

05/14/2020

11:59:38AM

Abutters List

Filter Used: DataProperty.AccountNumber in (228,228,156,236,237,238,239,240,258,257,154,155)

Town of Hopedale
Abutters List

Subject Parcel ID:

Subject Property Location:

ParcelID	Location	Owner	Co-Owner	Mailing Address	City	State	Zip
11-173-2	11 FITZGERALD DR				CARVER	MA	02330
11-174-0	141 MENDON ST				FRANCONIA	NH	03580
11-174-1	6 FITZGERALD DR				WORCESTER	MA	01613-0648
11-34-0	146 MENDON ST				HOPEDALE	MA	01747-0007
11-35-0	150 MENDON ST				HOPEDALE	MA	01747
11-45-0	139 MENDON ST				HOPEDALE	MA	01747-1941
11-46-0	137 MENDON ST				HOPEDALE	MA	01747-1941
11-47-0	135 MENDON ST				HOPEDALE	MA	01747
11-48-0	131 133 MENDON ST				HOPEDALE	MA	01747-1941
11-49-0	127 129 MENDON ST				HOPEDALE	MA	01747
11-63-1	12 DEPOT ST				CARVER	MA	02330
11-63-2	18 DEPOT ST				CARVER	MA	02330

Parcel Count: 12

End of Report



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e-mail: awilliams@hopedale-ma.gov**

**Edward A. Holland, Jr.
Chairperson**

Donald W. Howes

Matthew M. Dailey

May 14, 2020

National Grid
Wendy Paluch
280 Melrose St
Providence, RI 02097

Re: Abutters list for 141 Mendon St (f/k/a- 1 Fitzgerald Dr)
Parcel ID = 11-174-0

Dear MS. Paluch,

Per your request, I have comprised an abutter's list for the above property. The list is authentic and is calculated on direct and opposite abutters of the subject property.

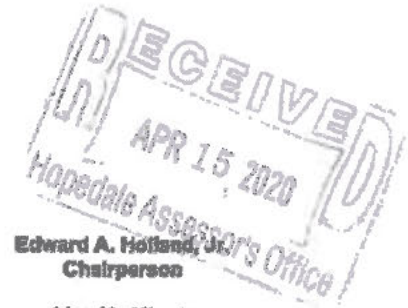
If you have any questions, please contact this office.

Respectfully,

Renee Polechronis
Assessor's Clerk



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Edward A. Holland,
 Chairperson

Lisa M. Alberto

Donald W. Howes

REQUEST FOR ABUTTER'S LIST

Today's Date: 3/4/2020

Requester's Name: National Grid - Wendy Paluch

Mailing Address of Requester: 260 Metross St, Providence, RI 02097

Requester's Contact Number: 401.287.8827

Address of Subject Property: 1 Fitzgerald Dr Book 58836 / PG 143

Subject Property Parcel ID: Map: 11 Block: _____ Lot: 174

Requester's Signature: _____

Do you wish the Abutter's List to be?

Emailed to: wendy.paluch@nationalgrid.com

Mailed to: _____ or Picked up: _____

Purpose: Building/ZBA (300' Radius)

ConCom (100' Radius)

Other (please specify) _____

Date Completed: 3/14/20

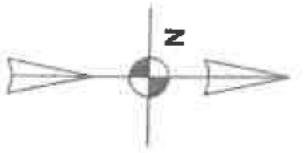
Completed By: Renee Paluchonis

Cost: \$25.00 per report type and or per address - checks payable to Town of Hopedale. Lists will not be emailed/mailed until payment is received.

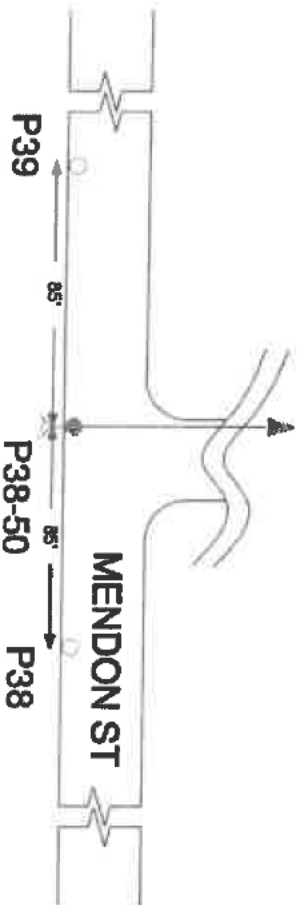
PLEASE ALLOW TEN (10) BUSINESS DAYS FOR COMPLETION

pd ✓

7001743325




GRAFTON UPTON RR
PRIVATE PROPERTY

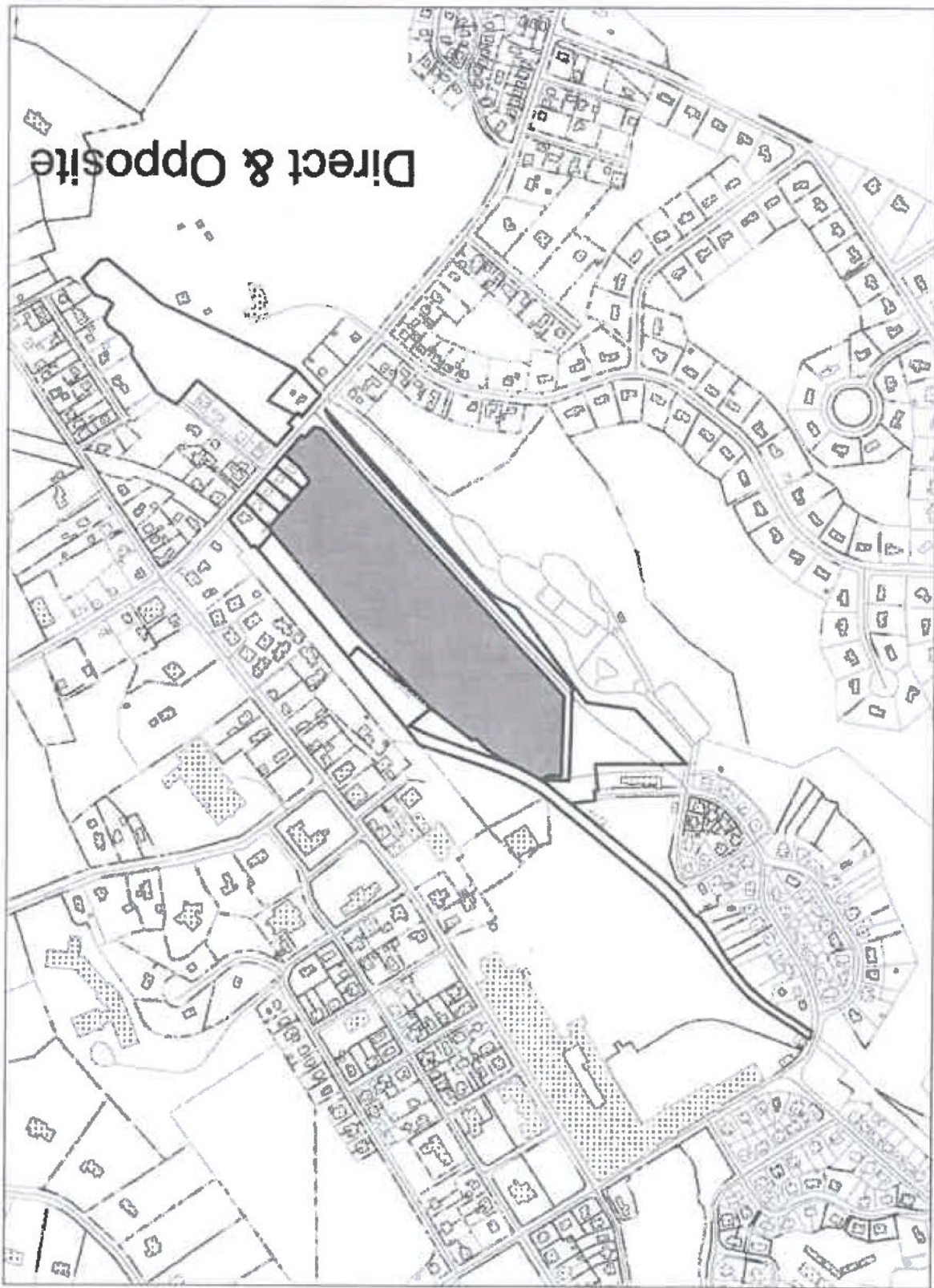


OH LEGEND	
●	NEW POLE
○	EXISTING POLE
△	GUY

NATIONAL GRID RESPECTFULLY REQUEST PERMISSION TO INSTALL NEW POLE 38-50
MENDON ST AS SHOWN ON THIS MAP. THIS UTILITY POLE IS REQUIRED IN ORDER TO
PROVIDE ELECTRICAL SERVICE TO GRAFTON UPTON RR.

 Massachusetts Electric <small>Southeast District, Hopkinton</small>	
Plan number: 29266012	Date: 3/3/2020
To accompany Position date: 3/3/2020	
To the : TOWN of HOPEDALE	
For proposed NEW Pole: 38-50	Location: MENDON ST
Date of Original Grant: 3/3/2020	

141 Mendon St Parcel- 11-174-0



APPENDIX A

This model policy was prepared to assist cities and towns in developing a fuel-efficient vehicle policy. This model policy is intended for illustration purposes. Communities are free to utilize the format provided.

Municipality / School District	
FUEL EFFICIENT VEHICLE POLICY	
Effective Date	
Revisions	
Board of Selectman Approval Date	
School Superintendent Approval Date	

DEFINITIONS

Combined city and highway MPG (EPA Combined fuel economy): Combined Fuel Economy means the fuel economy from driving a combination of 43 percent city and 57 Percent highway miles and is calculated as follows:

$$=1/((0.43/City\ MPG)+(0.57/highway\ MPG))$$

Drive System: The manner in which mechanical power is directly transmitted from the drive shaft to the wheels. The following codes are used in the drive field:

- AWD = All Wheel Drive: 4 -wheel drive automatically controlled by the vehicle power train system
- 4WD = 4-Wheel Drive: driver selectable 4-wheel drive with 2-wheel drive option
- 2WD = 2-Wheel Drive

Heavy-duty vehicle: A vehicle with a manufacturer's gross vehicle weight rating (GVWR) of more than 8,500 pound

POLICY STATEMENT

In an effort to reduce the (city/town/school district/other local entity)'s fuel consumption and energy costs the (policy making body) hereby adopts a policy to purchase only fuel efficient vehicles to meet this goal.

PURPOSE

To establish a requirement that the (city/town/school district/other local entity) purchase only fuel efficient vehicles for municipal/school use whenever such vehicles are commercially available and practicable.

APPLICABILITY

This policy applies to all divisions and departments of the (city/town/school district/other local entity).

GUIDELINES

All departments/divisions shall purchase only fuel-efficient vehicles for municipal use whenever such vehicles are commercially available and practicable.

The (city/town/school district/other local entity) will maintain an annual vehicle inventory for ALL vehicles and a plan for replacing any non-exempt vehicles with vehicles that meet, at a minimum, the fuel efficiency ratings contained in the most recent guidance for Criterion 4 published by the MA Department of Energy Resources' Green Communities Division.

It is the responsibility of the (city/town/school district/other local entity) to check the Green Communities Division's Guidance for Criterion 4 for updates prior to ordering replacement vehicles.

Exemptions

- Heavy-duty vehicles: examples include fire-trucks, ambulances, and some public works trucks that meet the definition of heavy-duty vehicle
- Police cruisers, large passenger vans and cargo vans are exempt from this criterion since fuel efficient models are not currently available. However, we commit to purchasing fuel efficient police cruisers, large passenger vans and cargo vans when they become commercially available. Police and fire department administrative vehicles are NOT exempt and must meet fuel efficient requirements.

Inventory

The following information shall be included in a vehicle inventory list and said list shall be updated on an annual basis and provided to the Green Communities Division:

Model	Make	Model Year	Year/month Purchased	Drive System: 2 WD, 4WD or AWD	> 8500 pounds? (Y or N)	Exempt or non- exempt	MPG Rating	Vehicle Function
Ford	F250	2016	08/2017	4WD	Y	Exempt	N/A	DPW - Maintenance
Ford	Focus	2014	07/2014	2WD	N	NE	32	Assessors
International	Dump Truck	2011	09/2011	RWD	Y	Exempt	N/A	Sander/Snowplowing

NOTE: Departments/Divisions may use EPA combined MPG estimates or actual combined MPG.

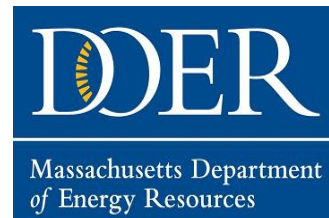


**GREEN
COMMUNITIES
DESIGNATION and
GRANT PROGRAM**

*Fuel efficient
vehicles*

4

Criterion



INTRODUCTION

Criterion Four of the Green Communities Program states that communities must purchase only fuel-efficient vehicles for municipal use whenever such vehicles are commercially available and practicable. The purpose behind this criterion is to reduce carbon dioxide emissions by municipal vehicles, which has a positive impact on the environment and saves municipalities money.

As background, the US Environmental Protection Agency's Green Vehicle Guide states that:

Vehicles with lower fuel economy create more carbon dioxide - the most prevalent greenhouse gas - than vehicles with higher fuel economy. Every gallon of gasoline your vehicle burns puts about 20 pounds of carbon dioxide into the atmosphere because air has weight and mass, and it takes a lot of it to burn a gallon of gasoline. One of the most important things you can do to reduce your contribution to global warming is to buy a vehicle with higher fuel economy. The difference between 25 miles per gallon and 20 miles per gallon can amount to the prevention of 10 tons of carbon dioxide over a vehicle's lifetime. Buying a more fuel-efficient vehicle will also help to reduce our nation's dependence on fossil fuels. And of course, you will save money by having to fuel up less often.

COMPLIANCE

To meet this criterion, municipalities need to adopt by action of the local official or body with authority to enact municipal policies a written Fuel-Efficient Vehicle Policy that requires municipal departments and divisions to purchase only fuel-efficient vehicles (**See Appendix A, model policy**). Both general government and school districts are required to enact a fuel-efficient vehicle policy for a municipality to meet this requirement, and letters documenting adoption must be provided and signed by the appropriate municipal authorities, as noted below. Letters from other municipal officials are not acceptable.

For letters from the general government and school district:

- **General Government** – The general government must provide a letter from the Chief Executive Officer of the city or town stating that it has adopted the Fuel-Efficient Vehicle Policy. The Chief Executive Officer is defined as the manager in any city having a manager and in any

town having a city form of government, the Mayor in any other city, and the Board of Selectmen in any other town unless some other officer or body is designated to perform the functions of a Chief Executive Officer under the provisions of a local charter or laws having the force of a charter.

- **Public School Districts** - For a municipality to meet this requirement, its public school district must provide a letter from the School Superintendent stating that it has adopted the Fuel Efficient Vehicle Policy. Please note that even if the school only has vehicles that are exempt from the Policy, adoption of the Policy by the school must be provided since the school may acquire non-exempt vehicles in the future.
- **Regional School Districts** – Regional School Districts are not required to be part of a municipality's Green Communities designation application. However, for regional school districts that wish to be part of a municipality's Green Communities designation (with approval by the municipality), the regional school district must also adopt the Fuel-Efficient Vehicle Policy and provide a letter from the Superintendent stating that it has adopted the Policy.

Sample adoption letters are provided in Appendices B and C.

In addition, the municipality is required to develop and maintain a vehicle inventory for all four-wheeled vehicles, both exempt and non-exempt. A plan for replacing non-exempt vehicles with vehicles that meet the fuel efficiency ratings below must also be developed and maintained. This inventory of all vehicles and replacement plan for non-exempt vehicles must include school vehicles. The fuel efficiency ratings are set to ensure that at least five or more automatic transmission models of mass production are available for sale in Massachusetts (all from affordable brands; no luxury brands). Based on 2010 EPA data, vehicles are to have a combined city and highway MPG no less than the following:

- 2 wheel drive car: 29 MPG
- 4 wheel drive car: 24 MPG
- 2 wheel drive minivan 20 MPG
- 4 wheel drive minivan 18 MPG
- 2 wheel drive pick-up truck: 17 MPG
- 4 wheel drive pick-up truck: 16 MPG
- 2 wheel drive sport utility vehicle: 21 MPG
- 4 wheel drive sport utility vehicle: 18 MPG

Hybrid or electric vehicles in these vehicle classes will meet these criteria.

To inform your purchasing decisions, information on makes and models of vehicles, including fuel economy comparisons, can be found at: <http://www.fueleconomy.gov> We encourage use of this valuable resource for informing decisions.

In addition, many vehicles that meet the above criteria can be found on statewide contract VEH98,

“Purchase of Light Duty Vehicles – Passenger Cars, SUVs, Trucks, Vans, SSVs and PPVs,” located on www.commbuys.com

***NOTE:** The EPA maintains a database on vehicle fuel efficiency that is updated occasionally throughout the year, as new models are released. As increasing numbers of fuel-efficient vehicle models are released, the minimum combined MPG requirements of Criterion 4 will be revised upwards. Thus, cities and towns must check the Criterion 4 Guidance for updates prior to ordering new vehicles.

In order to encourage efficient driving practices, municipalities should implement a monitoring system to record miles driven, fuel consumption, etc. for each vehicle in every department. A monitoring system will help facilitate the municipality’s reduction in aggregate energy consumption. If a municipality provides fuel for fleet vehicles, it should consider using a universal fleet card that provides a monitoring system for tracking fuel use.

VEHICLE RECYCLING

Recycling of vehicles – i.e., moving a previously purchased and used vehicle from one municipal department to another municipal department in need of a vehicle - is only allowed if the vehicle being recycled to a new department meets the fuel-efficient criteria listed above. Please be advised that a recycled Ford Crown Victoria does not meet the MPG rating and therefore would not meet fuel efficient vehicle requirements. When a city or town is ready to retire a Crown Victoria police vehicle, fleet disposal companies can provide an attractive option.

EXEMPTIONS

Vehicles that are exempt from the municipal Fuel-Efficient Vehicle Policy include motorcycles and heavy-duty vehicles defined as having a manufacturer’s gross vehicle weight rating (GVWR) of more than 8,500 pounds. Examples include fire engines, ambulances, and some public works vehicles. In addition, police cruisers, large passenger vans, and cargo vans are exempt from this criterion; however, municipalities must commit to purchasing fuel efficient cruisers, large passenger vans, and large cargo vans when they become commercially available. Police and fire department administrative vehicles **MUST** meet fuel efficient requirements.

Emergency Response vehicles that are under 8,500 pounds and for which fuel-efficient models are available are **NOT** exempt.

ALTERNATIVE COMPLIANCE

If a municipality has a vehicle fleet composed of all exempt vehicles (e.g. heavy-duty vehicles and/or police cruisers), it must propose alternative means of reducing vehicle fuel consumption in order to comply with this criterion. Examples of Alternative Compliance include having in place policies and programs that reduce vehicle fuel consumption such as: carpooling incentives for municipal employees; preferred parking for employees with hybrid vehicles; bicycle racks at municipal buildings; incentives to encourage

employees to bike to work; or a bicycle sharing program for employees to travel within the municipality. Alternative compliance can also be provided through the installation of idle-reduction devices on police cruisers and/or trucks, installation of electric vehicle charging stations, and/or use of alternative fuels such as biodiesel blends from B-5 to B-20 for heavy duty fleets. While DOER encourages policies such as these for all municipalities, cities and towns that do not have any vehicles in their fleet subject to the MPG criteria MUST provide some form of Alternative Compliance. In addition, a municipality must note that, should it acquire non-exempt vehicles in the future, it is committed to purchasing non-exempt vehicles that meet the most recent guidance for Criterion 4 published by the MA Department of Energy Resources' Green Communities Division. See Appendix D for a model Fuel Efficient Vehicle Policy for Alternative Compliance.

A vehicle inventory of exempt vehicles must be provided.

Please note: Even if a municipality has only one non-exempt vehicle, it must have a Fuel-Efficient Vehicle Policy in place. Alternative Compliance for meeting Criterion 4 can only be used if ALL vehicles in the fleet are exempt.

APPLICABILITY

All communities seeking Green Communities designation must adopt a fuel-efficient vehicle policy that reflects the most recent MPG criteria published in this Guidance. If a municipality has adopted a policy that reflects old MPG criteria, it must have done so within the six months immediately preceding issuance of revised Guidance in order to qualify for credit under this criterion when applying for designation.

All designated Green Communities must review their Fuel-Efficient Vehicle Policy on an annual basis and ensure that their policies reflect DOER's most recently published MPG minimums. The Annual Reporting required of Green Communities will include this information.

Future Financial Considerations

Contingency language regarding potential future budgetary constraints in Fuel Efficient Vehicle Policies will not be accepted. DOER recognizes that predicting and committing future budgets is difficult and will work with municipalities on a case-by-case basis should they encounter difficulty complying with their Fuel-Efficient Vehicle Policy due to a budget issue in a particular year.

FOR MORE INFORMATION

Websites:

www.mass.gov/energy/greencommunities

www.fueleconomy.gov

Statewide contract **VEH98**,

"Purchase of Light Duty Vehicles: Passenger Cars, SUVs, Trucks, Vans, SSVs and PPVs"

located on www.commbuys.com.

Contact your [Regional Coordinator](#)

APPENDIX A

This model policy was prepared to assist cities and towns in developing a fuel-efficient vehicle policy. This model policy is intended for illustration purposes. Communities are free to utilize the format provided.

Municipality / School District	
FUEL EFFICIENT VEHICLE POLICY	
Effective Date	
Revisions	
Board of Selectman Approval Date	
School Superintendent Approval Date	

DEFINITIONS

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$$= 1 / ((0.43 / \text{City MPG}) + (0.57 / \text{highway MPG}))$$

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Heavy-duty vehicle: A vehicle with a manufacturer’s gross vehicle weight rating (GVWR) of more than 8,500 pound

POLICY STATEMENT

In an effort to reduce the (city/town/school district/other local entity)’s fuel consumption and energy costs the (policy making body) hereby adopts a policy to purchase only fuel efficient vehicles to meet this goal.

PURPOSE

To establish a requirement that the (city/town/school district/other local entity) purchase only fuel efficient vehicles for municipal/school use whenever such vehicles are commercially available and practicable.

APPLICABILITY

This policy applies to all divisions and departments of the (city/town/school district/other local entity).

GUIDELINES

All departments/divisions shall purchase only fuel-efficient vehicles for municipal use whenever such vehicles are commercially available and practicable.

The (city/town/school district/other local entity) will maintain an annual vehicle inventory for ALL vehicles and a plan for replacing any non-exempt vehicles with vehicles that meet, at a minimum, the fuel efficiency ratings contained in the most recent guidance for Criterion 4 published by the MA Department of Energy Resources' Green Communities Division.

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The following information shall be included in a vehicle inventory list and said list shall be updated on an annual basis and provided to the Green Communities Division:

Model	Make	Model Year	Year/month Purchased	Drive System: 2 WD, 4WD or AWD	> 8500 pounds? (Y or N)	Exempt or non-exempt	MPG Rating	Vehicle Function
Ford	F250	2016	08/2017	4WD	Y	Exempt	N/A	DPW - Maintenance
Ford	Focus	2014	07/2014	2WD	N	NE	32	Assessors
International	Dump Truck	2011	09/2011	RWD	Y	Exempt	N/A	Sander/Snowplowing

NOTE: Departments/Divisions may use EPA combined MPG estimates or actual combined MPG.

FUEL EFFICIENT VEHICLE REPLACEMENT PLAN

All non-exempt vehicles shall be replaced with fuel-efficient vehicles that adhere to the most recent Green Communities Criterion 4 Guidance. Vehicles shall be replaced when they are no longer operable and will not be recycled from one municipal department to another unless the recycled replacement vehicle meets the fuel efficiency ratings outlined in the Policy. In addition, when replacing exempt vehicles, the function of the vehicle will be reviewed for potential replacement with a more fuel efficient vehicle, including a fuel efficient non-exempt vehicle.

(city/town/school district/other local entity) will review on an annual basis the Vehicle Inventory, along with the Green Communities Criterion 4 Guidance, to plan for new acquisitions as part of planning for the new fiscal year budget.

QUESTIONS / ENFORCEMENT

All other inquiries should be directed to the department/division responsible for fleet management and/or fleet procurement. This policy is enforced by the Chief Administrative Officer and/or his/her designee(s).

Appendix B

Sample town adoption letter

Letter must be on Town Letterhead

MA Department of Energy Resources
Green Communities Division
100 Cambridge Street – Suite 1040
Boston, MA 02114

{date of letter}

At a public Board of Selectmen meeting held on [DATE], the Board of Selectmen voted to adopt the attached Fuel Efficiency Vehicle Policy.

Thank you.

Signature and Typed Name of Chair

Appendix C

Sample School Adoption Letter

Letter must be on School letterhead

MA Department of Energy Resources
Green Communities Division
100 Cambridge Street – Suite 1040
Boston, MA 02114

{date of letter}

Please be advised that the Public Schools of [Town] hereby adopted the attached Fuel Efficiency Vehicle Policy.

Thank you.

Signature and Typed Name of Superintendent of Schools

Appendix D

This model policy was prepared to assist cities and towns in developing a fuel-efficient vehicle policy. This model policy is intended for illustration purposes. Communities are free to utilize the format provided.

(city/town/school district/other local entity name) Alternative Compliance Fuel Efficient Vehicle Policy

FEVP Effective Date	
Date of Municipal Approval	
Date of Board of Selectmen Approval	
Date of School Superintendent Approval	

INTRODUCTION

Criterion Four of the Green Communities Program states that a Green Community must purchase fuel-efficient vehicles for municipal use, including schools, whenever such vehicles are commercially available and practicable. (city/town/school district/other local entity name) currently owns 10 vehicles for municipal use. All vehicles fall into the exempt status according to the Green Community’s Criterion 4 guidance. (city/town/school district/other local entity name) has adopted this Fuel Efficient Vehicle Policy (FEVP) to purchase the most fuel-efficient vehicles for all departments/divisions whenever they become commercially available.

This policy is established to reduce the consumption of fossil fuels, which in turn will have a positive impact on the environment and save tax dollars. Under this policy (city/town/school district/other local entity name) hereby establishes a monitoring system to help facilitate the municipality’s reduction in vehicle consumption. (city/town/school district/other local entity name) Select Board will establish and oversee the monitoring system in conjunction with the town and school officials and staff. Additionally, (city/town/school district/other local entity name) has adopted an anti-idling policy for all municipally-owned vehicles.

ALTERNATIVE COMPLIANCE

(city/town/school district/other local entity name) has all exempt vehicles (see attachment A, vehicle inventory). Therefore, city/town/school district/other local entity is seeking Alternative Compliance for Criterion 4 based on the following three actions:

- 1) (city/town/school district/other local entity name) has developed an inventory of all registered vehicles for each department.

- 2) The annual miles driven (or hours used) and total fuel consumption will be determined starting in the municipal fiscal years of 2019, beginning on July 1, 2018. city/town/school district/other local entity will review this information in September of each year for potential ways to reduce consumption, including: reducing vehicle miles traveled, replacing exempt vehicles with fuel-efficient non-exempt vehicles, replacing exempt vehicles with more efficient exempt vehicles.
- 3) (city/town/school district/other local entity name) has adopted an anti-idling policy, in accordance with MGL chapter 90, Section 16A (see Attachment B) applicable to all municipal vehicles to reduce vehicle fuel consumption and emissions.
- 4) (city/town/school district/other local entity name) is a rural community with no access to public transportation, and, since employees travel to work from multiple directions, carpooling is unrealistic. However, two (2) priority parking place for employees traveling to work with hybrid and electric vehicles have been created closest to the main entrance of Town Hall.

POLICY STATEMENT

In an effort to reduce (city/town/school district/other local entity name)'s fuel consumption and energy costs, (city/town/school district/other local entity name)'s Board of Selectmen hereby adopts this policy to purchase the most fuel-efficient vehicles to meet this goal.

APPLICABILITY

This policy applies to all divisions and departments of (city/town/school district/other local entity name).

GUIDELINES

All departments/divisions will purchase the most fuel-efficient vehicles for municipal use (including police, fire and highway) whenever such vehicles are commercially available and practicable.

(city/town/school district/other local entity name) will maintain an annual vehicle inventory for all vehicles and a plan for replacing any non-exempt vehicles that meet, at a minimum, the fuel efficiency ratings contained in the most recent guidance for Criterion 4 published by the MA Department of Energy Resources' Green Communities Division. The fuel efficiency ratings contained therein are based on the most recently published US Environmental Protection Agency combined city and highway MPG ratings for vehicles. The most recent Green Communities Guidance for Criterion 4 will be checked for updates prior to ordering replacement vehicles.

Exemptions

Heavy-duty vehicles such as fire trucks, ambulances, heavy-duty trucks and large passenger and cargo vans, as well as motorcycles are exempt from this criterion. Police cruisers are also exempt from this criterion. However, (city/town/school district/other local entity name) commits to purchasing fuel-efficient cruisers when they become commercially available and practicable. Police Department administrative vehicles must meet fuel-efficient requirements unless they are also used as police cruisers.

Inventory

An inventory of all Town vehicles is contained in Attachment A and shall be updated on an annual basis.

FUEL EFFICIENT VEHICLE REPLACEMENT PLAN

All non-exempt vehicles shall be replaced with fuel-efficient vehicles that meet the fuel efficiency ratings outlined in the Policy. Vehicles shall be replaced when they are no longer operable and will not be recycled from one municipal department to another unless the recycled replacement vehicle meets the fuel efficiency ratings outlined in the Policy. In addition, when replacing exempt vehicles, the function of the vehicle will be reviewed for potential replacement with a more fuel efficient vehicle, including a fuel efficient non-exempt vehicle.

The Vehicle Inventory will be reviewed on an annual basis along with the Green Communities Criterion 4 Guidance to plan for new acquisitions as part of planning for the new fiscal year budget.

DEFINITIONS

Combined City and Highway MPG (EPA Combined fuel economy): Combined Fuel Economy means the fuel economy from driving a combination of 43 percent city and 57 percent highway miles and is calculated as follows:

$$\text{Combined City and highway MPG} = \frac{1}{\left(\frac{0.43}{\text{CityMPG}}\right) + \left(\frac{0.57}{\text{HighwayMPG}}\right)}$$

Drive System: The manner in which mechanical power is directly transmitted from the drive shaft to the wheels. The following codes are used in the drive field:

- AWD = All Wheel Drive: four-wheel drive automatically controlled by the vehicle power train system
- 4WD = 4 Wheel Drive: driver selectable four-wheel drive with 2-wheel drive option
- 2WD = 2-wheel Drive

Heavy-Duty Vehicle: A heavy-duty vehicle is defined as a vehicle with a manufacturer’s gross vehicle weight rating (GVWR) of more than 8,500 pounds.

QUESTIONS AND ENFORCEMENT

All inquiries should be directed to the department/division responsible for fleet management and/or fleet procurement. This fuel Efficient Vehicle Replacement Plan is enforced by the Chief Administrative Officer and/or his/her designee(s).

ATTACHMENT A

(city/town/school district/other local entity name) MUNICIPAL VEHICLE INVENTORY

Make	Model	Model Year	Date Purchased (month/yr.)	Drive System	GVWR> 8,500 pounds? (Y or N)	Exempt or Non-Exempt (E or NE)	MPG Rating	Function
Ford		2004	11/04	4WD	Y	E		Ambulance
GMC	Yukon	1999	12/10	4WD	N	E	14	Fire Chief - emergency response
Chevrolet	Silverado	2014	8/14	4WD	N	NE	18	DPW
Ford	Focus	2018	8/17	2WD	N	NE	31	assessors

ATTACHMENT B

This sample policy was taken from the MA DEP's idling reduction toolkit, found at <http://www.mass.gov/dep/air/community/depirkit.doc>.

(city/town/school district/other local entity name)

ANTI-IDLING POLICY

This policy applies to [Insert target audience: residents, municipal fleet, school] vehicles operated by or within the town/city of [name of municipality].

OBJECTIVES

- 1) To eliminate unnecessary idling of vehicles in order to reduce the community's exposure to exhaust from gasoline and diesel engines.
- 2) To educate and inform municipal employees and residents about the health and environmental effects of gasoline and diesel exhaust.

PURPOSE

Idling vehicles pollute the air and present several health and environmental hazards. Gasoline and diesel vehicles produce carbon monoxide, carbon dioxide, volatile organic compounds (VOCs) and oxides of nitrogen (NOx). Carbon monoxide causes respiratory distress and in high concentrations can be lethal; carbon dioxide is a primary contributor to global warming; and VOCs and NOx form ozone, ground-level smog and impair lung function. In addition, diesel exhaust contains fine particulate matter, which the U.S. Environmental Protection Agency has designated as a likely carcinogen. The elderly, chronically ill and children are all particularly vulnerable to these health effects because their lung function is respectively decreased, impaired or still in development.

In addition, Massachusetts General Law (MGL Chapter 90, Section 16A) and the Massachusetts Department of Environmental Protection (DEP) idling reduction regulation (310 CMR 7.11(1)(b)) both prohibit unnecessary vehicle idling by stating that the engine must be shut down if the vehicle will be stopped for more than five minutes. Exemptions include: 1) the vehicle is being serviced and the idling is required to repair the vehicle; or 2) the vehicle is making deliveries and needs to keep its engine running (to power refrigerators, for example); and, 3) the vehicle's accessory equipment needs to be powered, such as a fork lift or a truck's rear dump bed, or a wheelchair lift in a bus or van. To provide additional protections for children, MGL Chapter 90, Section 16B further restricts unnecessary idling in school zones.

In order to reduce the health and environmental effects of vehicle exhaust, comply with the state's idling reduction regulation and law, and decrease our use of fuel by reducing unnecessary idling, the following actions shall be implemented to the maximum extent practicable:

[Municipality would insert specific actions it will implement in its Idling Reduction Campaign such as: posting of signs in public areas, educating municipal employees and residents, establishing best management practices for municipal vehicle operations, etc.]

This policy is hereby approved by the [Governing Body], this [date], to eliminate unnecessary idling.

Signature: _____

Authorized Official

ATTACHMENT A.
FY2021 IRAP APPLICATION COVER SHEET
(Please type in text boxes provided below)

1. Name of Applicant:
2. Address of Applicant:
3. Nature of Applicants Business:
4. Contact Person:
5. Title:

Email:

Phone: ()

6. Descriptive Name of Project:

7. Total project cost: \$

Proposed Start Date:

Completion Date:

8. Funding Sources:

Amount:

Percent of Project Cost:

IRAP Request:

\$

%

Source of Private Sector Project Funding:

1.

\$

%

2.

\$

%

3.

\$

%

9. Project location (limits):

10. Length:

11. Railroad Milepost From: _____ To: _____

12. Is Project fully designed by a qualified design firm? Yes: No:

13. Has Project received necessary environmental approvals? Yes: No:

14. Are there any right-of-way considerations that will need to be addressed/resolved for this project to be constructed? Yes: No:

15. In the space provided below provide a brief project description (limit of 250 words) of the work that will be constructed under the proposed IRAP project.

The applicant certifies that the information provided in this application is true and correct, and that the private sector matching funding commitments shown above are in place and are not contingent upon any other project funding award that may be anticipated or pending.

Signature: 

Title: _____

Name: _____

Date: _____

(Please Type)

A. Project Need Statement –

The Grafton and Upton Railroad Company (GU) is experiencing strong growth at their Hopedale Transloading railyard located in Hopedale, Massachusetts with the addition of new customers that are creating direct benefits to the Commonwealth in manufacturing and recycling through job creation, reduced landfill demand, the effective use of recycled materials, and tax revenue to the local community. To provide the Commonwealth with these benefits, the GU has several constraints in their Hopedale Facility that are prohibiting the timely growth needed to accommodate the railroad customers that are trying to expand services and benefits in Massachusetts. Due to this demand, GU has invested privately to accommodate their growth over the previous 6 months and to support their existing and new customers. To ensure new customers were able to locate to the GU, and the Commonwealth of Massachusetts, GU constructed, with private funds of over a million dollars in last year, a run-around to improve safety (consisting of 2 new 115 LB, #10 switch and 1500' of new rail) and a new customer unloading track (consisting of 1 relay 85LB, #8 EQ switch and 700' of rail). However, even with these improvements, GU's efforts to bring more manufacturing jobs to the Commonwealth has proven that more track is needed to support these manufacturing jobs. While GU's private investment in new tracks was a band-aid for the immediate need for railcar transloading space with the addition of phase 2 for 2M glass recycling, our new hand sanitizer product line that will be about a quarter of a million gallons per week, and a cement manufacturer, Ciment Quebec, they do not provide sufficient space for the loading of recycled materials and repositioning of railcars to meet the recycling demand.

In addition, GU will be the only distributor of certain commodities transported by rail for the production of hand sanitizer in the Northeast which will address the COVID issues now and in the future. Prior to this week, this material was being shipped in tractor trailer trucks by our terminal operator Dana Rail Car from north and south Dakota. Our first rail loads began last week and will quickly grow by this fall to a quarter million gallons per week or 10 rail cars. The need for this IRAP is apparent in the increased demand and short of supply of hand sanitizer to fight uptick in COVID. By building tracks for the repositioning and transloading of these railcars, over 15 Million gallons annually, we will make the conversion from truck to rail and reduce the number of long-haul trucks in the Commonwealth; a reduction of nearly 2000 trucks. The direct benefit of this will be jobs in the Commonwealth for transloading this product, which will yield 10 rail cars per week or, over a quarter million gallons per week, which is needed to help Massachusetts with goal of meeting consumer demand in the northeast and reducing consumer costs. The benefit health and safety benefit will help ensure proper mitigation of current and future transmittable viruses. Therefore, GU needs to add more tracks to accommodate this rapid growth.

Furthermore, GU's has successfully located 2M Resources to their Hopedale facility. Phase 1 of 3 is operational and they are a glass recycling facility located inside GU's 90,000 square foot warehouse. This process of recycle offer the Commonwealth multiple benefits by transforming this storage warehouse into a manufacturing facility. First, 2M is reducing waste in the overburdened state landfills and reducing the cost to move it out of state. Second, they are creating manufacturing jobs by adding several more phases to their operations so the glass can be reused in multiple application, like insulation. The next two phases will require nearly five million dollars in equipment investments but need also require additional rail capacity to support this growth. This recycling facility is designed in reduce waste overburdening landfills in the Commonwealth and create a final product that is used for manufacturing of insulation, new bottles, other glass products. Half the equipment for phase 2 is already on site and the remaining equipment is being manufactured to arrive in September for operations in October.

As stated above, this recycling process is a better described as a manufacturing process because the glass is processed through different machines with the input of equipment operators to develop a dry silica like product, creating a commodity for further manufacturing. Additional benefits to the process include the room to grow (in size and tonnage processing capability) and many opportunities for job growth along the way (see 2M Resources Letter of Support). While GU has made progress rebuilding (New fire suppression and fire alarms, new roof systems, new loading docks) after GU's purchase of this 80,000SF facility in 2019, renewing and reorganizing their manufacturing facility to support 2M Resources, other constraints exist outside the facility with a lack of loading tracks at the

Hopedale facility which results in railcar storage along neighbors hoods rather than in the railyard. Therefore, GU needs more track space to accommodate the build out of all three phases. The track space GU has requested in the IRAP will allow GU to assist 2M in loading the railcars by prepositioning them within the railyard so they can be loaded consecutively in a safe and efficient operation.

To overcome these constraints, the GU proposes the installation of three (3) tracks and the relocation of another. GU needs three (3) transloading/railcar tracks to accommodate 2M resources and Preposition of railcars for Charah Solutions, Ciment Quebec and hand sanitizer manufacturing. These tracks will be used to preposition, clean and load/unload railcars and they will allow their customers to load directly into the railcar without a need to store material on the ground. Last, it is important for the relocation of track that currently goes into the Hopedale manufacturing facility to accommodate a 60,000 square foot addition (another million dollar private investment) which will support the growth of 2M Resources and GP, a decade old GU customer positioned for growth in the New England market. The addition of each track gives each customer a safe place to operate without interference or risk of running into another company's work area. Further, the storage capabilities on each track will allow the customers of the GU to have an adequate car supply available to keep material moving so it does not have to be stored on site.

B. Project Description –

The Hopedale Transloading Railyard Expansion Project is designed to allow the GU's customers to have immediate access to their freight by creating multiple loading and unloading areas by adding additional tracks and extending another. Not only will this project have positive economic impacts by creating manufacturing jobs, it'll provide for safer and more consistent rail service. Furthermore, this project will help the customers and the GU hire additional employees such as 2M, who recently hired five (5) employees in phase 1 and is currently seeking applications for more. The project consists of constructing two (2) transloading tracks that can be accessed by both sides for loading and unloading, clean and prepositioning of railcars, the addition of one (1) loading track to load material directly to railcars and the relocation of the building track (entering the warehouse) to accommodate an addition to the building and 2M Resources loading sequence of manufactured products. The project is based on three principles of mutual success for both the Commonwealth of Massachusetts and GU including safety, waste reduction in the Commonwealth's overburdened landfills, and manufacturing job creation in Massachusetts.

Safety improvements are easily found with the addition of each track which gives each customer a safe place to operate without interference or risk of running into another company's work area. Further, the storage capabilities on each track for the prepositioning of railcars to be loaded/unloaded will allow the customers of the GU to have an adequate car supply available to keep material moving so it does not have to be stored on site. Safety improvements are also found in the transloading process by designing a rail yard and transfer facility that can accommodate all the customers and align with efficient business operations and process maps that make manufacturing possible within the warehouse. This gives each customer enough track space to preposition the required number of cars to meet their customer's needs and project deadlines.

The environmental impacts of this project will help the Commonwealth of Massachusetts immediately by removing long haul trucks from interstate highways. For example, 2M Resources move to the GU will remove over 3,000 long haul trucks from Interstate 90 and reducing waste going to the Commonwealth's overburdened landfills. This will require the use of a loading track and storage track to accommodate over 10 railcar loads of material per week. Another example is Georgia-Pacific's recent growth which removed nearly 200 trucks that were previously traveling from outside New England to Hopedale; reducing wear and tear on highways and converting truck traffic to more economical and environmentally friendly rail traffic. Finally, the addition of Ciment Quebec once again removes over 400 long haul trucks from the overburdened interstates and centralizes their operation for future growth and addition of more jobs.

2M Resources growth has created a need to build an addition on the Hopedale Manufacturing facility to continue to accommodate existing customers rather than having them move out of Massachusetts. Therefore, the track

entering the building needs to be relocated (the lead outside the building) so the addition can be completed. GU needs to build this track to retain GP's current and additional business and keep long haul trucks off the road and improve the capacity to add more manufacturing jobs in Hopedale. Furthermore, the growth all customers in Hopedale have added additional rail car volume and allowed the GU's distribution center and 2M Resources to hire an additional forklift operators and laborers as well as the indirect benefits from a purchase additional forklifts from a local dealership who will now be providing maintenance services at the GU's distribution center.

2M Resources will also bring safety, environmental and economic benefits to the GU and Commonwealth of Massachusetts as well as manufacturing jobs. Removing trucks from the road and creating operating capacity by adding 3 tracks will incentive Ciment Quebec, Charah, GP and 2M Resources to fully utilize rail access as opposed to long haul trucking because they will have a steady supply of railcars ready to move product and prevent costly material buildup and delays on site. Further, this improves safety on the roadway's by removing trucks and benefits the greenhouse gas and emissions reductions goals as well as adding manufacturing jobs to Commonwealth both directly and indirectly.

Therefore, the Commonwealth directly benefits from investing the GU's Hopedale Railyard Expansion project from new manufacturing jobs (directly and indirectly), reduced waste in the overburdened landfills and ensuring the efficient reuse of recycled materials.

C. Project Readiness –

The Hopedale Transloading Railyard Expansion Project meets requirements of an immediate project as it will be completed by June 30, 2021 and is ready to go upon notice to proceed. The project's right of way is complete, design is complete (attached), all required permits completed, railroad is sponsoring this project and paying match, no third party coordination required, procurement for rail materials is underway, and this site is properly zoned by the town of Hopedale as Industrial Land and was a larger rail yard for over 130 years. This project goes back to what was historically an industrial railyard and manufacturing facility. The only thing that can delay this project would be a delay from MassDOT on the review and approval of this public private partnership grant. Our goal with an August award and contract will be to complete this work before end of 2020 calendar year.

D. Project Schedule

The project will be self-performed by railroad employees under our forced account as other awards from MassDOT and will begin as soon as award is made by MassDOT. Materials are standard stock materials that are readily available and quotes have been received. Upon award construction will begin and will be completed no later than June 30, 2021. If awarded by August 31, 2020 it is likely all this work will be completed by the winter season. GU was ready to go in the last round and is ready to implement upon MassDOT award.

E. Anticipated Project Benefits

GU, in partnership with several customers located in Hopedale (See Hopedale Data) are committed to bringing and retaining manufacturing jobs within the Commonwealth. This IRAP will help the GU and their customers continue their success within the Commonwealth and add over twenty (20) jobs at this location. The GU has a proven track record with successful implementation of IRAP awards, Section 130 awards, and adding higher paying job growth to the Commonwealth, such as Maintenance of Way, Maintenance of Equipment, forklift operators and transload operators. GU is committed to creating jobs in the Commonwealth, achieving state environmental and emissions reductions goals and maintaining a strong safety culture (American Shortline and Regional Railroad Associate Jake Award Winners).

Hopedale Data

IRAP Direct Job Creation 2020 - 2021

- Grafton and Upton Distribution Center – 1-2 Job
 - 2M Resources – 20 – 25 jobs directly, 10 – 15 indirect
- Total Direct Jobs from IRAP Award – Low 21, High 27**

Hopedale Rail Customers – Current

- Charah Solutions – 300 railcars
- Georgia Pacific – 260 railcars
- Nutmeg Forest Products – 10 railcars

Total Railcars – 520

Total Truck equivalent = 2000

Hopedale Rail Customers WITH IRAP

- 2M Resources – 780 railcars (by 2021)
- Charah Solutions – 350 railcars
- Georgia Pacific – 260 railcars
- Heritage Environmental – 30 railcars
- Nutmeg Forest Products – 10 railcars

Total Railcars - 2,170

Total Truck Equivalent = 10,980

F. Budget

This Public Private Partnership Project Budget is \$850,000.00 of which 41% will be funded by the GU Railroad in the amount of \$350,000. The IRAP requested amount is 59% or \$500,000. Following pages provide a detailed estimate of the project.



TOWN OF HOPEDALE

78 Hopedale Street - P.O. Box 7
Hopedale, Massachusetts 01747
Tel: 508-634-2203 Fax: 508-634-2200
www.hopedale-ma.gov

BOARD OF SELECTMEN

Brian R. Keyes, Chair
Thomas A. Wesley
Louis J. Arcudi, III

Town Administrator
Diana M. Schindler

July 13, 2020

Secretary & Chief Executive Officer Stephanie Pollack
Massachusetts Department of Transportation
10 Park Plaza, Suite 4160, Boston, MA 02116

Secretary Mike Kennealy
Housing and Economic Development
1 Ashburton Place, Room 2101, Boston, MA 02108

RE: FY2020 Industrial Rail Access Program (IRAP)

Dear Secretary & CEO Pollack and Secretary Kennealy:

The Hopedale Board of Selectmen and Grafton and Upton Railroad (GU) have worked collaboratively over the last decade creating a successful and respected Public Private Partnership (PPP). GU works closely to assist Hopedale when the town does not have the resources or equipment to address critical issues of concern. We were disappointed that GU's application from last round was deferred action on November 14, 2019 based on lack of clear information regarding the public benefits the project is expected to achieve; we expect this letter will address your concern as well as GU's application in detail.

Last year, GU purchased a 90,000 SF building on fifteen (15) acres, properly zoned Industrial, and has made significant investments in their property and building including creating new manufacturing jobs for the site, some of which have gone to Hopedale residents. In addition, GU is now proposing a 60,000 SF addition for additional rail centric development to further revitalize the industrial area that was part of the former Draper complex to spur job generation and tax revenue for the Town. Their IRAP application for Transloading Railyard Expansion, tracks #3, #4, #5, and #8 that include modification to #1, #2, and #7 will allow the State of Massachusetts to assist GU manufacturing customers growth demand and continues our PPP.

We are excited to hear GU and their transloading customers will be the northeast distributor of the essential components to manufacture hand-sanitizer that is necessary to fight COVID-19, transporting over a quarter million gallons per week that will increase supply and reduce cost to consumers; this IRAP will assist in that necessary initiative. Further, the efforts of GU's support of the manufacturing processes of their customers, including the effective recycling of glass and aluminum by 2M Resources, saving waste from the overburdened Massachusetts landfills, and creating manufacturing opportunities for companies like Charah Solutions, the distributor of fly ash, a recycled component required by MassDOT in concrete production to manufacture a stronger

material with recyclable products, are realized not only in industrial growth, tax revenue and reduction of waste, but also in job creation and long-term partnerships with the town while being a more environmentally-friendly option.

This IRAP project will provide for a safer and consistent rail service while lessening the impacts to our town residents, as GU, due to their rapid growth is forced to store loaded/empty railcars on their mainline given current railyard small size. On behalf of the Town of Hopedale, we respectfully request your favorable support for this project as expeditiously as possible. The work is ready to begin in September before winter.

Thank you for your attention and consideration.

Sincerely,



Diana M. Schindler
Town Administrator

cc: Governor Charlie Baker
Lt. Governor Karyn Polito
Senator Ryan C. Fattman
Representative Brian Murray
Astrid Glynn, Rail Administrator
Michael Milanoski, GU President



June 23, 2020

James Eng
Deputy Rail Administrator
10 Park Plaza, Suite 4160
Boston, MA 02116

Mr. Eng:

2M Resources has recently executed a long-term lease with the Grafton and Upton Railroad Company at 141 Mendon Street in Hopedale, MA for the purpose of constructing a glass recycling facility. 2M Resources is dedicated to helping the Commonwealth of Massachusetts by reducing the overburden placed on the Massachusetts waste stream by focusing on glass recycling. The glass will not enter the landfills and once processed, will move by rail; the most economical solutions to transporting bulk materials. Further, the final material that we manufacturer will be used by American companies to manufacture goods such as insulation. This project recycles and creates American manufacturing jobs.

This facility is designed to in 3 phases and should take 2-3 years to complete the build out. Phase 1 is operational, and we have hired five (5) employees and will continue to hire several more. We currently have contracts with five (5) distribution companies and will continue to seek additional contracts.



Phase 1 Operational as of 6/15/2020



Phase 2 engineering is complete, equipment is currently shipping to Hopedale and will be complete by Q1 2021 and allow us to hire 4 more employees. The final phase of buildout will give 2M Resources the most efficient recycling opportunities and allow us to additional employees, totally 15-20 employees.

2M Resources will utilize the Grafton and Upton Railroad as the primary means for transportation on processed glass as it leaves the facility. We will ship 200-300 railcar loads of glass annually in the first phase and will require storage at least 10 railcars on site to ensure continuous loading of recycled materials, requiring more railcar storage capacity in Hopedale. Phase 2 and 3 will each produce additional railcar output doubling the initial volumes.

Respectfully,

A handwritten signature in blue ink, appearing to read "Michel Marquis", with a stylized flourish at the end.

Michel Marquis, president

2M Resources Corp.

Dana Container Inc.

25 Maple Avenue
Upton, MA 01568

July 15, 2020

Michael Milanoski
Grafton & Upton Railroad
42 Westborough Road
North Grafton, MA 01536

Subject: Covid-19, Ethyl Alcohol for Hand Sanitizer Industry

Michael:

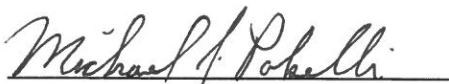
As you know, there is tremendous demand at the Upton Massachusetts railyard for tank car shipments of ethyl alcohol for use in combating the Covid virus. This alcohol will be transloaded from tank cars into tanker trucks for delivery to local and regional hand sanitizer manufacturers.

We recently leased 12 thirty thousand gallon jumbo rail cars to a customer from Attleboro MA. These 12 tank cars will complement 38 shipper owned tank cars that have already begun cycling through Upton (see attached CSX waybill). These railcars will arrive in Upton at the rate of 10 cars per week indefinitely.

We are writing this letter in order to re-enforce the need for Grafton & Upton Railroad and their partner CSXT in supporting these all-important shipments of alcohol during the current nationwide coronavirus pandemic.

Please contact us with any questions or concerns.

Sincerely,



Michael J. Polselli
New England Regional Manager

CARRIER TPW

PAGE 1 OF 1

FORM 9190

RECEIVED, SUBJECT TO THE CLASSIFICATIONS AND LAWFULLY FILED TARIFFS IN EFFECT ON THE DATE OF THE ISSUE OF THIS BILL OF LADING,
FROM VANTAGE CORN PROCESSORS LLC

9516R

DATE BILLED 06/03/2020 SHIPPERS'S NO. 012842
P.O. NO 517405

AT PEORIA IL
VIA

The property described below, in apparent good order, except as noted (contents and condition of contents of packages unknown), marked, consigned, and destined as indicated below, which said carrier (the word carrier being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its route, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed as to each carrier of all or any of said property, even if for any portion of said route to destination and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the terms and conditions of the Uniform Domestic Straight Bill of Lading set forth (1) in Official Southern, Western and Illinois Freight Classifications in effect on the date hereof, if this is a rail or rail water shipment, or (2) in the applicable motor carrier classification or tariff if this is a motor carrier shipment. Shipper hereby certifies that he is familiar with all the terms and conditions of the said bill of lading, including those on the back thereof, set forth in the classification or tariff which governs the transportation of this shipment and the said terms and conditions are hereby agreed to by the shipper and accepted for himself and his assigns.

CONSIGNEE TO (Mail or street address of consignee - For purposes of notification only)
DANA CONTAINER 499457

GRAFTON & UPTON RAILROAD CO
25 MAPLE AVE

SEND FREIGHT BILL TO:
ARCHER DANIELS MIDLAND CO
PO BOX 1470
DECATUR IL 6252500

UPTON MA

01568

ROUTE TPW-REYNO-CSXT-NGRAF-GU

Subject to Section 7, if conditions of this shipment is to be delivered to the consignee without recourse or the consignor, the consignor shall sign the following statement.
The carrier shall not make delivery of this shipment without payment of freight and all other lawful charges.

By CHRIS ELWICK
(Signature of Consignor)

If charges are to be prepaid type here "Prepaid".

PREPAID

"The fibre boxes or sacks used for this shipment conform to requirements of Rule 5 - 40 and 41 of Uniform Freight Classification."

The description and weight indicated on this bill of lading are correct subject to verification by EASTERN, SOUTHERN, or WESTERN WEIGHING & INSPECTION BUREAU according to agreement.

If the shipment moves between two ports by a carrier by water, the law requires that the bill of lading shall state whether it is "carrier's or shipper's weight". NOTE- Where rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property. The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding

\$
Per _____

DESCRIPTION OF ARTICLES, SPECIAL MARKS AND EXCEPTIONS	CAR NO.	QTY.	WEIGHT	CLASS OR RATE
UN1170, ETHYL ALCOHOL, 3, PG II BULK TANK CAR 2818445.00 SDA 40-B 190 RATE PER CAR TO REYNO RATE PER CAR TO BEYD SEALS: 333607 333608 PLACARDED FLAMMABLE 49-091-59	ADMX030084 SHIPPED AS SHIPPED AS 333609	1	191804 LBS 1 CAR 1 CAR	

SHIPPER'S SPECIAL INSTRUCTIONS

THIS IS TO CERTIFY THAT THE ABOVE NAMED MATERIALS ARE PROPERLY CLASSIFIED, DESCRIBED, PACKAGED, MARKED, AND LABELED AND ARE IN PROPER CONDITION FOR TRANSPORTATION ACCORDING TO THE APPLICABLE REGULATIONS OF THE DEPARTMENT OF TRANSPORTATION. ELWICK, CHRISTOPHER

EMERGENCY CONTACT: VANTAGE CORN PROCESSORS LLC CONT: 862818 US & CANADA: 800-424-9300;

OUTSIDE US AND CANADA 1-703-527-3887; MEXICO 01-800-681-9531.

RULE 11; EACH CARRIER IS TO BILL FOR ITS OWN CHARGES



June 23, 2020

James Eng
Deputy Rail Administrator
10 Park Plaza, Suite 4160
Boston, MA 02116

Mr Eng,

I'm writing to you today on behalf of Charah Solutions and our growing relationship the Grafton and Upton Railroad. In 2020, Charah entered into an agreement with a leading cement manufacturer, to sublease transloading space at the Hopedale Terminal. This partnership is designed to take long haul trucks off the road, develop construction and manufacturing and improve customer access to both fly ash and cement products through the Grafton and Upton Railroad's Hopedale Transloading Facility. What's more is that the Grafton and Upton Railroad offered to build a new customer track at no cost to Charah to ensure a long-term relationship. This new track ensures products can be safely unloaded with minimal railcar moves. However, more space will be needed.

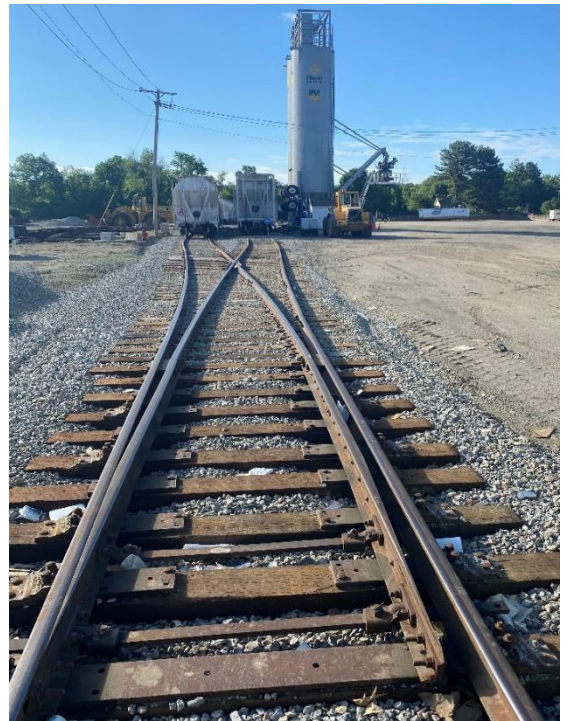
Recently, Charah has expanded their customer base and will once again require the GU to add additional track space for the storage of Charah railcars to meet the demand of this Growth which is expected to be 35% in 2021. Further, Charah Solutions provides recycled materials, up to 25% of the MassDOT concrete mix specifications, which gives the concrete increased durability for longevity and greater resilience to the New England climate. The location of the facility, central Massachusetts, reducing trucking into the state and provides efficient access to these materials, creating direct benefits to the Commonwealth of Massachusetts. Please consider the Grafton and Upton Railroads application to help support cement and fly ash manufacturing as well as supporting the growth of the construction industry.

Thank you,

A handwritten signature in black ink that reads 'Tiffany Duffy'.

Tiffany Duffy

Charah Solutions



Newly constructed switch and customer siding built and paid for by the Grafton and Upton Railroad Company.

ESTIMATING SPREAD SHEET HOPEDALE YARD 2020 TRACK CONFIGURATION

ALL MATERIAL FOR THE ENTIRE SCOPE OF WORK

DESCRIPTION	COST/HR	QTY	U/M	HRS	M/U	EXTENDED
TIE 7" INDUSTRIAL GRADE NEW	\$ 69.00	2400	EA	1	1.10	\$ 182,160.00
TIE PLATE, DOUBLE SHOULDER 5.5" EXCELLENT RELAY	\$ 10.50	4200	EA	1	1.10	\$ 48,510.00
SPIKES 5/8" CUT 100LB KEGS	\$ 89.00	90	KEG	1	1.10	\$ 8,811.00
115RE RAIL, EXCELENT RELAY (use relay on site 150tons)	\$ 688.00	42	TON	1	1.10	\$ 31,785.60
JOINT BARS 115RE TOELESS RELAY 4 OR 6 HOLE	\$ 88.00	228	EA	1	1.10	\$ 22,070.40
COMPROMISE JOINT BAR 115RE X 112RE	\$ 478.00	2	PR	1	1.10	\$ 1,051.60
TRK BOLT, 1 X 6 NEW W/NUT & LK WSHR	\$ 2.60	912	SET	1	1.10	\$ 2,608.32
RAIL ANCHOR DRIVE ON 5.5" BASE	\$ 2.05	5922	EA	1	1.10	\$ 13,354.11
SWITCH TIMBER KIT #10 TURNOUT	\$ 8,000.00	4	EA	1	1.10	\$ 35,200.00
SWITCH TIMBER KIT #8 TURNOUT	\$ 7,800.00	1	EA	1	1.10	\$ 8,580.00
TURNOUT KIT COMPLETE, 115RE #8 SAMPSON PT EX RELAY	\$ 13,500.00	1	SET	1	1.10	\$ 14,850.00
TURNOUT KIT COMPLETE, 115RE #10 SAMPSON PT EX RELAY	\$ 14,800.00	4	SET	1	1.10	\$ 65,120.00
SWTICH OPERATING STAND, CENTURY 51A	\$ 950.00	5	ASSY	1	1.10	\$ 5,225.00
HAYES TYPE WD BUMPER	\$ 1,200.00	3	ASSY	1	1.10	\$ 3,960.00
HAYES HBX DERAIL	\$ 980.00	3	ASSY	1	1.10	\$ 3,234.00
GRAVEL, PROCESSED	\$ 9.00	2000	TON	1	1.10	\$ 19,800.00
BALLAST AREMA 4-4A	\$ 9.00	2880	TON	1	1.10	\$ 28,512.00

\$ 494,832.03

FINE GRADE AND PLACE FIRST 4" OF BALLAST

DESCRIPTION	COST/HR	QTY	U/M	HRS	M/U	EXTENDED
FOREMAN	\$ 67.00	1	EA	80	1.35	\$ 7,236.00
OPERATOR	\$ 49.00	3	EA	80	1.35	\$ 15,876.00
LABORER	\$ 46.00	2	EA	80	1.35	\$ 9,936.00
CREW/TOOL TRUCK	\$ 63.33	1	EA	80	1.25	\$ 6,333.00
BULLDOZER	\$ 28.00	1	EA	80	1.25	\$ 2,800.00
ROLLER, 20 TON	\$ 66.00	1	EA	80	1.25	\$ 6,600.00
TRACTOR TRAILER DUMP	\$ 64.60	1	EA	80	1.25	\$ 6,460.00

\$ 55,241.00 \$ 9.36

CONSTRUCT WOOD TIE PLAIN TRACK 4000 TRACK FEET

DESCRIPTION	COST/HR	QTY	U/M	HRS	M/U	EXTENDED	COMMENTS
FOREMAN	\$ 67.00	1	EA	100	1.35	\$ 9,045.00	
OPERATOR	\$ 49.00	2	EA	100	1.35	\$ 13,230.00	
LABORER	\$ 46.00	4	EA	100	1.35	\$ 24,840.00	
CREW/TOOL TRUCK	\$ 63.33	1	EA	100	1.25	\$ 7,916.25	
EXCAVATOR	\$ 89.80	1	EA	40	1.25	\$ 4,490.00	
GRAPPLE TRUCK	\$ 129.00	1	EA	60	1.25	\$ 9,675.00	
TRACTOR TRAILER DUMP	\$ 64.60	1	EA	40	1.25	\$ 3,230.00	
PETTIBONE SPEED SWING	\$ 65.70	1	EA	50	1.25	\$ 4,106.25	
SPIKER, NORDCO MODEL CX OR EQUAL	\$ 71.56	1	EA	50	1.25	\$ 4,472.50	
AIR COMPRESSOR	\$ 19.50	1	EA	100	1.25	\$ 2,437.50	

\$ 83,442.50 \$ 20.86

CONSTRUCT TURNOUTS

DESCRIPTION	COST/HR	QTY	U/M	HRS	M/U	EXTENDED	COMMENTS
FOREMAN	\$ 67.00	1	EA	140	1.35	\$ 12,663.00	
OPERATOR	\$ 49.00	2	EA	140	1.35	\$ 18,522.00	
LABORER	\$ 46.00	3	EA	140	1.35	\$ 26,082.00	
CREW/TOOL TRUCK	\$ 63.33	1	EA	140	1.25	\$ 11,082.75	
EXCAVATOR	\$ 89.80	1	EA	140	1.25	\$ 15,715.00	
GRAPPLE TRUCK	\$ 129.00	1	EA	70	1.25	\$ 11,287.50	
TRACTOR TRAILER DUMP	\$ 64.60	1	EA	40	1.25	\$ 3,230.00	
PETTIBONE SPEED SWING	\$ 65.70	1	EA	40	1.25	\$ 3,285.00	
AIR COMPRESSOR	\$ 19.50	1	EA	140	1.25	\$ 3,412.50	

\$ 105,279.75 \$ 17,546.63

BALLAST AND SURFACE ALL TRACKS AND TURNOUTS 2 FULL PASSES

DESCRIPTION	COST/HR	QTY	U/M	HRS	M/U	EXTENDED	COMMENTS
CONSTRUCTION SUPERVISOR EIC	\$ 50.00	1	EA	40	1.35	\$ 2,700.00	
FOREMAN	\$ 67.00	1	EA	40	1.35	\$ 3,618.00	
OPERATOR	\$ 49.00	1	EA	40	1.35	\$ 2,646.00	
LABORER	\$ 46.00	2	EA	40	1.35	\$ 4,968.00	
CREW/TOOL TRUCK	\$ 63.33	1	EA	40	1.25	\$ 3,166.50	
EXCAVATOR	\$ 89.80	1	EA	40	1.25	\$ 4,490.00	
TRACTOR TRAILER DUMP	\$ 64.60	1	EA	40	1.25	\$ 3,230.00	
BALLAST CAR	\$ 35.00	1	EA	40	1.25	\$ 1,750.00	
PETTIBONE SPEED SWING	\$ 65.70	1	EA	40	1.25	\$ 3,285.00	
TORSION BEAM TAMPER	\$ 179.10	1	EA	40	1.25	\$ 8,955.00	
PRODUCTION REGULATOR	\$ 72.00	1	EA	40	1.25	\$ 3,600.00	
						\$ 42,408.50	\$ 7.19

INSTALL HAYES WD BUMPER 7 EA AND 7 HAYES HBX

DESCRIPTION	COST/HR	QTY	U/M	HRS	M/U	EXTENDED	COMMENTS
FOREMAN	\$ 67.00	1	EA	12	1.35	\$ 1,085.40	
OPERATOR	\$ 49.00	2	EA	12	1.35	\$ 1,587.60	
LABORER	\$ 46.00	2	EA	12	1.35	\$ 1,490.40	
CREW/TOOL TRUCK	\$ 63.33	1	EA	12	1.25	\$ 949.95	
PETTIBONE SPEED SWING	\$ 65.70	1	EA	12	1.25	\$ 985.50	
AIR COMPRESSOR	\$ 19.50	1	EA	12	1.25	\$ 292.50	
						\$ 6,391.35	\$ 456.53
PROJECT MANAGEMENT / SAFETY OVERSIGHT						\$ 12,000.00	
PAVING						\$ 43,500.00	
DESIGN / ENGINEERING						\$ 5,000.00	
SURVEY STAKE-OUT						\$ 2,000.00	

GRAND TOTAL \$ 850,095.13



TOWN OF HOPEDALE

78 Hopedale Street - P.O. Box 7
Hopedale, Massachusetts 01747
Tel: 508-634-2203 Fax: 508-634-2200
www.hopedale-ma.gov

BOARD OF SELECTMEN

Brian R. Keyes, Chair
Thomas A. Wesley
Louis J. Arcudi, III

Town Administrator
Diana M. Schindler

July 13, 2020

Secretary & Chief Executive Officer Stephanie Pollack
Massachusetts Department of Transportation
10 Park Plaza, Suite 4160, Boston, MA 02116

Secretary Mike Kennealy
Housing and Economic Development
1 Ashburton Place, Room 2101, Boston, MA 02108

RE: FY2020 Industrial Rail Access Program (IRAP)

Dear Secretary & CEO Pollack and Secretary Kennealy:

The Hopedale Board of Selectmen and Grafton and Upton Railroad (GU) have worked collaboratively over the last decade creating a successful and respected Public Private Partnership (PPP). GU works closely to assist Hopedale when the town does not have the resources or equipment to address critical issues of concern. We were disappointed that GU's application from last round was deferred action on November 14, 2019 based on lack of clear information regarding the public benefits the project is expected to achieve; we expect this letter will address your concern as well as GU's application in detail.

Last year, GU purchased a 90,000 SF building on fifteen (15) acres, properly zoned Industrial, and has made significant investments in their property and building including creating new manufacturing jobs for the site, some of which have gone to Hopedale residents. In addition, GU is now proposing a 60,000 SF addition for additional rail centric development to further revitalize the industrial area that was part of the former Draper complex to spur job generation and tax revenue for the Town. Their IRAP application for Transloading Railyard Expansion, tracks #3, #4, #5, and #8 that include modification to #1, #2, and #7 will allow the State of Massachusetts to assist GU manufacturing customers growth demand and continues our PPP.

We are excited to hear GU and their transloading customers will be the northeast distributor of the essential components to manufacture hand-sanitizer that is necessary to fight COVID-19, transporting over a quarter million gallons per week that will increase supply and reduce cost to consumers; this IRAP will assist in that necessary initiative. Further, the efforts of GU's support of the manufacturing processes of their customers, including the effective recycling of glass and aluminum by 2M Resources, saving waste from the overburdened Massachusetts landfills, and creating manufacturing opportunities for companies like Charah Solutions, the distributor of fly ash, a recycled component required by MassDOT in concrete production to manufacture a stronger

material with recyclable products, are realized not only in industrial growth, tax revenue and reduction of waste, but also in job creation and long-term partnerships with the town while being a more environmentally-friendly option.

This IRAP project will provide for a safer and consistent rail service while lessening the impacts to our town residents, as GU, due to their rapid growth is forced to store loaded/empty railcars on their mainline given current railyard small size. On behalf of the Town of Hopedale, we respectfully request your favorable support for this project as expeditiously as possible. The work is ready to begin in September before winter.

Thank you for your attention and consideration.

Sincerely,



Diana M. Schindler
Town Administrator

cc: Governor Charlie Baker
Lt. Governor Karyn Polito
Senator Ryan C. Fattman
Representative Brian Murray
Astrid Glynn, Rail Administrator
Michael Milanoski, GU President