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SELECTMEN

## Community Preservation Committee Town of Belmont

### CPA Funding – Final Application

Ten copies of the completed Final Application must be submitted to the following address by no later than 7:00 pm on Monday, November 29, 2021:

Community Preservation Committee  
Matthew Haskell, CPA Administrator  
Office of the Select Board  
Belmont Town Hall  
455 Concord Avenue  
Belmont, MA 02478

Unless an applicant can demonstrate that a significant opportunity would otherwise be lost, final applications will not be accepted after the submission deadline. In order for the CPC to consider a project proposal that cannot adhere to the deadlines as outlined in the **Standard Application Process**, the project must meet the additional selection criteria as outlined in the **Special Application Process**.

**Project Title** Belmont Community Path Phase 2

**Project Location** Clark Street Pedestrian Bridge at Pleasant Street to Belmont/Waltham border

**Applicant/Contact Person** Russ Leino, Chair CPPC; Glenn Clancy Staff Contact

**Organization** Community Path Planning Committee

**Mailing Address** 19 Moore Street, Belmont, MA 02478

**Telephone** 617-993-2650 **E-mail** gclancy@belmont-ma.gov

**Signature**  **Date** 11/29/21

CPA Category (check only one, in consultation with the CPC):

- Community Housing
- Historic Preservation
- Open Space
- Recreation

**Amount Requested** \$200,000

**Total Project Cost** \$450,000

The CPC will review the Final Applications. Applicants will be contacted if additional information or an interview is required. The CPC may also request to visit the site of the proposed project. Applicants will be notified by mid-January whether the CPC plans to recommend their project at the next Annual Town Meeting.

**PROJECT DESCRIPTION:** Attach answers to the following questions. Applications will be returned as incomplete if all requested information is not provided. Include supporting materials as necessary.

- **Goals: What are the goals of the proposed project?**

The Belmont Community Path (hereafter Path or Community Path) will connect the Fitchburg Cutoff Path at Brighton Street, which provides a crucial link to the MBTA Alewife T Station and other multi-use paths beyond (e.g., Minuteman Bikeway, Cambridge Linear Path), with the soon-to-be-constructed Mass Central Rail Trail (MCRT) at the Waltham/Belmont municipal boundary. The path will also connect many high traffic sites in Belmont including the new Middle-High School, Belmont Center, Waverley Square, the 73 and 74/75 bus lines, and the Fitchburg Commuter Line train. The goal of this application is obtain funding to start design work on Phase 2 of the Path, which will connect the western terminus of Phase 1 at the Clark Street Pedestrian Bridge (Pleasant Street side) with the MCRT in Waltham, just beyond the MBTA's Waverley Station. (Waltham has completed 100% design of its path segment and is expected to start construction soon; Weston and Wayland have just completed constructing their MCRT segments in the last 18 months.) Phase 2 of the Path will extend approximately one mile.

The Belmont Community Path has been identified by various state agencies, including the Governor's MassTrails Team, as a critical gap in the regional path network. For example, the 2008 Massachusetts Bicycle Transportation Plan lists the Fitchburg Cutoff and the MCRT through Belmont as priorities for the State. Additionally, the Plan calls for the establishment of the Bay State Greenway (a primary network supported by secondary routes throughout the Commonwealth) that will include a segment of the MCRT through Belmont. The 2019 Massachusetts Bicycle Transportation Plan authored by MassDOT prioritizes the construction of "safe, connected and comfortable bicycle networks," and identifies a specific gap in high-comfort bike networks through the town of Belmont. Belmont's Community Path fulfills the initiatives and goals outlined in both of these documents. The MCRT is listed in multiple Department of Conservation and Recreation (DCR) documents and is an active DCR project. Portions of Phase 2 of the Path are located in commercial districts; Waverley Square is one of the three main commercial areas in Town, South Pleasant Street will be soon be developed for relatively dense housing. The Path will be in close proximity and provide convenient access to an affordable housing development on Belmont Hill (McLean zone 3 development).

The Path will separate pedestrian and bicycle traffic from vehicular traffic and limit street crossings, improving safety for all users. For example a 2012 study of 690 bicyclists who ended up in emergency rooms found that riders on separated paths were 90% less likely to be injured (Teschke, K. et al. Route Infrastructure and the Risk of Injuries to Bicyclists: A Case-Crossover Study. American Journal of Public Health 102 (12); 2336-43; [link](#)). Phase 2 of the Path in particular will provide a safe, off-road route for bicycle and pedestrian users from Waverley Square, Waltham and points West to access Belmont Center, the middle-high school campus, Alewife Station and points East. All safety concerns will be addressed in the design of the Path.

The tasks involved in this project include: drafting the Request for Proposals (RFP) for Phase 2 design; reviewing proposals; interviewing finalists; selecting an engineering consultant to design the path; and negotiating and awarding the contract for design services. Once awarded, the Town will work with the consultant to prepare a 25% design for Phase 2 of the Path, and, at the appropriate time during the design process, complete and file Project Need and Project Initiation Forms (PNF/PIF) with MassDOT (a prerequisite for eligibility for Transportation Improvement Program (TIP) funding). Throughout the process, the Town, CPPC and selected consultant will engage in a public process to gather input from the residents and other stakeholders on the design

of Phase 2 of the Path. Ultimately, the goal of this proposed project is to 1) develop the 25% design for the Path, and 2) receive formal certification of Phase 2 of the Path as a MassDOT project (via acceptance of the submitted PNF/PIF forms) so that the project is eligible for TIP funding through the Boston Metropolitan Planning Organization (MPO) TIP process.

The CPPC expects to file a subsequent application for CPA funding to complete design work on Phase 2 of the Path (i.e., move from 25% design to 100% design).

- **Community Need:** Why is the project needed? Does it address needs identified in existing Town plans?

To provide convenient, safe, off-road connections to important commercial, educational and recreational destinations in Belmont for walkers and bicyclists of all ages; to better connect residents to public transit options including commuter rail, MBTA and bus lines; to invigorate Belmont Center and Waverley Square; to increase the fraction of Belmont children who walk or ride to school; to provide enhanced pedestrian access for Belmont seniors to access the Senior Center. In addition to functioning as a significant recreational and open space resource in its own right, Phase 2 will create connections to a vast network of open space and recreational amenities throughout the Town and the region, including the Belmont library and Underwood Pool (via Concord Avenue), Lone Tree Hill and the DCR's Alewife Reservation.

The Town's 2010 comprehensive plan ("A Vision for Belmont: Mapping a Sustainable Future"), created by the Planning Board with input from over 100 citizens, and adopted by the Select Board in 2010, in the chapter concerning Transportation and Energy Strategies (starting on page 45), articulates the rationale for a Belmont Community Path. Excerpts:

- "The Town should investigate potential funding sources for pedestrian and bicycle infrastructure improvements."
- "Consider how to establish a cross-town trail that will link with the Mass Central Rail Trail in Waltham to the west and Alewife Reservation Trail in Cambridge to the east."
- "Consider adopting "Safe Routes to School" policies and promote walking and biking to school."
- "Improve and maintain pedestrian and bicycle access to train stations."

In the "Recommendations, Concerns and Strategies" section of the comprehensive plan (page 61) the first goal is: "1. Enhance connections through open space, pedestrian and bicycle infrastructure."

In addition, the 2014 report of the Select Board-appointed Community Path Advisory Committee details online, snail-mail and in-person polling of Belmont residents concerning a Path. The results demonstrated broad public support for a path (Chapter 8, pages 64-70). Key findings include 90% of 1,050 Belmont residents who participated in an online poll were supportive of a path (including 80% strongly supportive), and the single most desired path feature was that it be off-road.

· Local Connectivity: Phase 2 will provide a safe, off-road connection for residents from Belmont Center to Waverly Square to reach local recreational, civic and cultural amenities. It will serve as a linear park for the entire community as well as a transportation corridor. Commuters will be able to access Belmont's commuter rail stations, bus lines, and Alewife Station from the Path, which may reduce traffic congestion and parking demands.

- Regional Connectivity: Belmont residents will also benefit from the connections to regional open space and recreational amenities such as: Minuteman Bikeway, Alewife Greenway Bike Path, Cambridge Linear Path, Somerville Community Path, the Green Line

Extension path (now under construction) and the countless recreational assets that can be accessed along each of these bicycle-pedestrian corridors.

The need and community support for the Community Path has also been the topic of numerous studies over the years, including:

1. Central Massachusetts Rail Trail Feasibility Study, 1997
2. MAPC's Belmont/Waltham Community Trail Alignment Study, 2012
3. The Belmont Community Path Advisory Committee Final Report, 2014
4. The Belmont Community Path Feasibility Study, 2017

The 2010 Comprehensive Plan for Belmont, produced by the Planning Board with extensive community input, and endorsed by the Select Board, identified the absence of a Belmont path as an Opportunity (page 36): "There is no significant system of commuter and community paths to public transit and schools." The Comprehensive Plan subsequently articulated seven goals (page 36), most of which will be served by the Belmont Community Path:

- "Preserve and enhance existing active and passive recreation areas
- Ensure adequate maintenance and develop more links between open spaces through Town
  - Protect private neighborhood open spaces and vistas as visual amenities
  - Seek to create more community public gathering places and beautify existing open spaces in village commercial squares to foster an even greater sense of community.
  - Seek to expand off-street recreational trails that interconnect existing parks open spaces and conservation areas within Town and to inter-town trails both to the East and West
  - Seek to encourage alternative modes of travel (e.g. bike and pedestrian) other than cars to travel to rail stations by designating more pathways and sidewalks from neighborhoods to commuter rail stations and Alewife
  - Increase or designate more pathways from neighborhoods to commercial village centers and schools while increasing awareness of safety and neighborhood and community history along the paths."
- **Community Support:** What is the nature and level of support for this project? Include any letters of support and petitions.

There is widespread, general support for the Community Path throughout Belmont. Town Meeting has repeatedly and overwhelmingly supported funding related to Phase 1 of the Path, as did the Select Board, the Warrant Committee, and the School Committee.

On the state level, the Massachusetts Department of Transportation (MassDOT) and the Massachusetts Bay Transit Authority (MBTA) recognize the regional significance of the proposed Belmont Community Path that will ultimately link commercial districts and transportation hubs in Belmont and Cambridge.

Senator William N. Brownsberger and Representative David M. Rogers are strong advocates for the project and have been working with state officials to help Belmont secure construction funding for the Underpass and the Community Path. Recently Representative Rogers helped secure \$250,000 for design of Phase 2 of the path. Representative Katherine Clark has also demonstrated

strong support for the Path, including submitting funding requests for Path construction funding as a part of the recent federal infrastructure bill (see: <https://katherineclark.house.gov/community-project-funding-requests>).

- **Project Documentation:** Attach any applicable engineering plans, architectural drawings, site plans, photographs, any other renderings, relevant studies or material.

Attachment 1 contains the Executive Summary from the 2017 Feasibility Study for the Belmont Community Path<sup>1</sup>, Attachment 2 includes Nitsch's Conceptual Design Report

In addition to the above attachment, the following studies can be found at the links provided:

- The Belmont Community Path Advisory Committee Final Report, 2014

[www.belmont-ma.gov/sites/belmontma/files/file/file/belmont-community-path-advisory-committee\\_final-report\\_2014-06-07.pdf](http://www.belmont-ma.gov/sites/belmontma/files/file/file/belmont-community-path-advisory-committee_final-report_2014-06-07.pdf)

- MAPC's Belmont/Waltham Community Trail Alignment Study, 2012

[www.belmont-ma.gov/sites/belmontma/files/file/file/mpac\\_trail\\_alignment\\_study.pdf](http://www.belmont-ma.gov/sites/belmontma/files/file/file/mpac_trail_alignment_study.pdf)

- Central Massachusetts Rail Trail Feasibility Study, 1997

[www.belmont-ma.gov/sites/belmontma/files/u151/1997\\_ctps\\_mcrf\\_feasibility\\_study.pdf](http://www.belmont-ma.gov/sites/belmontma/files/u151/1997_ctps_mcrf_feasibility_study.pdf)

- **Timeline:** What is the schedule for project implementation, including a timeline for all critical milestones?

The CPPC will draft and advertise an RFP for design services for Phase 2 during the fall of 2022. The design effort to reach 25% is expected to take 18 – 24 months, therefore it is expected the 25% design will be submitted to MassDOT in the fall of 2024. The Town and CPPC will work closely with the selected design consultant to determine the most appropriate point during the design process to submit the PNF/PIF to MassDOT.

- **Credentials:** How will the experience of the applicant contribute to the success of this project? What prior municipal procurement experience does the applicant have? If the applicant has no prior procurement experience, what member of the project's working team or Town of Belmont Department Head mentor will be responsible for ensuring the project adheres to the necessary procurement laws?

The Belmont Select Board created and appointed a Community Path Project Committee (see Attachment 3 for Committee Charge) to advance the work of the Community Path Implementation Advisory Committee to oversee the continuing implementation of the Community Path project. This Committee is working closely with the following Town employees:

- Patrice Garvin, Town Administrator, has been MCPPO certified since 2008 with the Inspector General and is the Chief Procurement Officer for the Town.

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<sup>1</sup> The entire Feasibility Study can be found:  
[www.belmont-ma.gov/sites/belmontma/files/uploads/bcp\\_feasibility\\_study\\_updated.pdf](http://www.belmont-ma.gov/sites/belmontma/files/uploads/bcp_feasibility_study_updated.pdf)

- Glenn Clancy, Community Development Director, has participated in all phases of the Community Path project, and has experience with CPA projects, as well as other TIP-funded projects.
- Jay Marcotte, Department of Public Works (DPW) Director, has extensive experience with several CPA projects, as well as other Town projects.
- All three of the above town employees are *ex officio* members of the CPPC and attend most meetings.
  - **Success Factors:** How will the success of this project be measured?

Success will be measured by the following milestones:

- creating an RFP to solicit bids from consultants,
- receiving multiple bids,
- hiring a qualified consultant,
- development and submittal of 25% design documents and PNF/PIF to MassDOT
- **Budget:** What is the total budget for the project and how will CPA funds be spent? All items of expenditure must be clearly identified. Distinguish between hard and soft costs and contingencies. (NOTE: CPA funds may not be used for maintenance.)

The project is expected to cost \$400,000 to \$450,000. The CPPC is requesting \$200,000 of CPA funds. The remaining amount will be funded using a state earmark secured by Representative Rogers in the amount of \$250,000.

- **Other Funding:** What additional funding sources are available, committed, or under consideration? Include commitment letters, if available, and describe any other attempts to secure funding for this project.

The committee will be utilizing a state earmark secured by Representative Rogers in the amount of \$250,000. The CPPC may also seek to supplement this request by seeking a grant from MassTrails Grants Program, which is administered by the state Department of Conservation and Recreation (DCR). This is a competitive application process, and the Town previously received a \$100,000 grant for design of Phase 1a of the Community Path. The deadline to submit is February 2022.

- **Fundraising:** When fundraising, please establish a 501c and set up a separate bank account in the name of the 501c. Requires IRS filings on the part of the entity that sets it up. Collect and deposit all funds into the bank account you set up. B) Work with the Treasurer's Office to set up an account in the name of the CPA Project. Define the purpose of the fund raising and what the money will be used for. All checks made out to the Town of Belmont. Send them to the attention of Floyd Carman in the memo section Donation for Project. This way they are tax deductible.

N/A

- **Town Properties:** Is the project proposal for a town-owned property? If so, the project

must be sponsored by the Town or have a Town Department Head acting as a co-signer.

It is possible some town-owned land will be required for Phase 2 of the Path. Impact on town properties will be determined during the design process.

- **Private Entity as a Private Project Sponsor:** Private entities sponsoring CPA projects on private property, not town owned are required to be nonprofit 501c3 organizations and provide a copy of their IRS determination letter as part of their application.

N/A

- **Maintenance:** If ongoing maintenance is required for your project, how will it be funded?

There is no maintenance required for this phase of the project, but if the project goes through to completion, ongoing maintenance will be required following construction. The DPW is currently in the process of determining the maintenance costs of the full implementation of the Community Path and has representation on the CPPC.

- **Impact on Town Budget:** What, if any, potential secondary effects will your proposed project have on the Town's Operating Budget? Are there any capital projects that rely on the successful completion of your project?

Future maintenance costs for the Town will be required once the Community Path is constructed.

**ADDITIONAL INFORMATION:** Provide the following additional information, as applicable.

1. **Control of Site:** Documentation that you have control over the site, such as a Purchase and Sales Agreement, option or deed. If the applicant does not have site control, explain how public benefits will be protected in perpetuity.

The development of 25% design plans for Phase 2 of the Path will inform the Town and CPPC of any impacts to private property and/or areas along the proposed route that will require specialized agreements.

2. **Deed Restrictions:** In order for funding to be distributed, an appropriate deed restriction, meeting the requirements of Chapter 184 of Mass General Laws pursuant to section 12 of the Community Preservation Act, must be filed with the CPC. Provide a copy of the actual or proposed restrictions that will apply to this project.

This is not applicable during this phase of the project, but may become relevant in the next phase of design.

3. **Acquisitions:** For acquisition projects, attach appraisals and agreements if available. Attach a copy of the deed.

See Control of Site, above.

4. **Feasibility:** Provide a list of all further actions or steps that will be required for completion of the project, such as environmental assessments, zoning approvals, and any other known barriers to moving forward.

Additional actions or steps in this category will be determined during the development of 25%

design plans.

- 5. Hazardous Materials:** Provide evidence that the proposed project site is free of hazardous materials or there is a plan for remediation in place.

It is expected that construction challenges, if any, will be identified during the 25% design process and recommendations for remediation will be included in the final design documents and funded by the TIP.

- 6. Permitting:** Provide evidence that the project does not violate any zoning ordinances, covenants, restrictions or other laws or regulations. What permits, if any, are needed for this project? Provide the expected date of receipt for necessary permits, and copies of any permits already acquired.

It is expected that the final design process will determine necessary permitting for the construction of Phase 2, and that environmental, construction, and other permits would be required from state and /or federal agencies. All permits must be secured before MassDOT will fund construction of Phase 2 of the Path.

- 7. Environmental Concerns:** Identify all known wetlands, floodplains, and/or any natural resource limitation that occur within the boundaries of your submission.

Based on the Town's 2017 Community Path Feasibility Study and mapping available in the Office of Community Development, there are no wetlands, floodplains or natural resource limitations within the project scope. However, the final design documents will identify any such concerns with particularity.

- 8. Professional Standards:** Evidence that appropriate professional standards will be followed if construction, restoration or rehabilitation is proposed. Evidence that the applicant has the proven or potential capacity to conduct the scope and scale of the proposed project, as evidenced by project leaders with appropriate qualifications and technical experience or access to technical expertise.

N/A – this request is related to design services only.

- 9. Further Attachments:** Assessor's map showing location of the project.

The Assessor's Map showing the anticipated alignment for Phase 2 can be found on Attachment 4 for your review.



2021 CPA Funding Application

Clark Street Pedestrian Bridge at Pleasant Street to Belmont/Waltham  
border

25% Design

**Attachment 1:**

PARE Feasibility Study – Executive Summary 2017

**Feasibility Study for the  
Belmont Community Path**



Submitted to:  
Belmont's Community Path  
Implementation Advisory Committee

Prepared November 2017 by



**K<sub>3</sub>** LANDSCAPE ARCHITECTURE, LLC

## EXECUTIVE SUMMARY

The Town of Belmont, a densely settled urban area, suffers from worsening traffic congestion unbalanced with a desire to advance healthy living initiatives. A multi-use path will provide opportunities for healthy recreation, an alternate mode of transportation for short commutes and great connections to existing transit stations for longer commutes.

After 20 years of independently pursuing a multi-use path, the Town of Belmont has procured a formal feasibility study aimed at identifying a recommended route for the path to move forward to design and construction. The following represents an account of the process and findings of this Feasibility Study.

The essence of the proposed multi-use path is to create a designated space for non-motorized activity along an alignment that meets the Americans with Disabilities Act (ADA) guidelines for access and use. The project limits extend over two miles from the border with Waltham to the border with Cambridge, running adjacent or in close proximity to the active Fitchburg commuter rail line operated by the Massachusetts Bay Transportation Authority (MBTA). While many potential routes advanced from efforts of the antecedent Community Path Advisory Committee (CPAC), additional routes were added as part of this feasibility study, particularly in areas where previously defined alignments were likely infeasible based on state, MBTA or ADA requirements.

To ensure the proposed path could serve the greatest user base, potential users needed to be identified. As noted, the path is intended for recreational use as well as commuting. Thus, potential users include all Belmont residents as well as residents and users from adjacent or connected communities. The path will immediately connect to the existing Fitchburg Cutoff path in Cambridge, providing access to the Alewife Station and points beyond along the Minuteman Bikeway and Alewife Greenway Path. It is likely that upon opening the path would connect to points westward as well, including portions of the Mass Central Rail Trail (MCRT) in Waltham and Weston, which are currently in the design phases.

Primary components of the multi-use path include connections to major town amenities, other recreational uses and transit. More specifically, key points identified for connection within town include the Beaver Brook Reservation, Waverley Square, Belmont Center, Waverley Station, Belmont Center Station, schools and amenities along Concord Avenue such as the library, pool and music school.

To advance from the various potential alternatives to a single recommended route, a process was established to identify and rank the feasibility of each alternative and to justify the combination of alternatives into an overall route. The process included:

- site understanding, using a combination of GIS mapping and field visits;
- public engagement, to elicit and consider input from the town and all potential users;
- design, to provide conceptual representation of what each alternative would entail;
- evaluation, via a matrix style approach that evolved with the project;
- cost, to provide anticipated construction costs in current dollars for each alternative;

- 
- funding, to identify potential sources and establish a path forward; and
  - recommendations, for the primary path route and contingency routes, as well as future funding, phasing and spurs.

Ultimately, the recommended route would: begin on the north side of the rail at the Waltham/Belmont town line; continue along the north side of the rail to the Waverley Square station, where a “box-over” park would be constructed; continue along the south side of the rail, through the DPW site, to the west side of the Housing Authority office building; cross the rail on a bridge structure; continue along the north side of the rail to Alexander Avenue, utilizing the existing Concord Avenue overpass structure; cross under the rail at Alexander Avenue via a depressed, retained path; and then proceed along the south side of the rail on the Belmont High School property, and subsequently the Purecoat North/Crate Escape property, to an at-grade crossing of Brighton Street and the Fitchburg Line.

This route carries a total estimated construction cost of \$27.9 Million, not inclusive of right-of-way costs that will be required for agreements and/or partial acquisitions. This route utilizes the greatest extent of town owned and operated property, and would allow for future spur connections to all identified points not included within the initial route. It is also the most direct route, which has been identified as ideal for maximizing state funding. While this is the recommended route, deemed most feasible by the study, there are a few obstacles that the town will need to work out internally in order to implement. Should any of these obstacles become insurmountable, contingent routes have been identified.

Ideally, the recommended route would be endorsed by the Community Path Implementation Advisory Committee (CPIAC) and relayed to the Board of Selectmen (BOS), who will make the final decision on the path route. Following the BOS decision, the project can proceed to design, permitting, funding and right-of-way (ROW) agreements and acquisitions, as necessary. If all elements continue to move forward with minimal delay, the proposed path could be constructed as early as 2022.

2021 CPA Funding Application

Clark Street Pedestrian Bridge at Pleasant Street to Belmont/Waltham  
border Right-of-Way

25% Design

**Attachment 2:**

Nitsch - Conceptual Design Report

2021 CPA Funding Application

Clark Street Pedestrian Bridge at Pleasant Street to Belmont/Waltham  
border

25% Design

**Attachment 3:**

Charge for the Community Path Project Committee

## Community Path Project Committee

**Members:** 5, plus Ex-Officio  
**Appointed by:** Board of Selectmen  
**Length of Term:** 3 Year  
**Charge Approved:** August 27, 2018  
**Meeting Date and Time:**

**Disclosure:** *Any and all nearby abutters appointed are required to fill out a disclosure form and to place it on file with the Town Clerk.*

**Description:** The Community Path Project Committee purpose is to execute the following Town project:

1. Work with the Board of Selectmen to apply for a Community Preservation Application for Phase 1a and 1b of the Community Path.
2. Draft and execute a RFP for Design and Construction Services for Phase 1a and Phase 1b of the Community Path.
3. Select a Design and Construction Firm, once funding is secured.
4. Provide a report to Town Meeting on the Community Path and its progress.
5. Work with the Town's Administrative offices to process invoices and contracts that will be approved by the Board of Selectmen.
6. Work with the Board of Selectmen to determine next steps to design and construct Phase 2 of the Community Path (Clark Bridge to Waverly Square)

### Deliverable to the Board of Selectmen:

1. Recommended Contract for the selected Design and Construction Firm.

**Criteria for Membership:** The Project Committee shall be appointed by the Board of Selectmen for a staggering three (3) year term, including the following members:

	<u>Term to Expire</u>
1. Ex-Officio Town Administrator or his/her designee	2019
2. Ex-Officio Director of the Department of Public Works	2019
3. Ex-Officio Senior Planner	2019
4. Ex-Officio Public Safety Representative	2019
5. Representative from the School	2020
6. Resident with experience in public construction projects	2020
7. Resident	2021
8. Resident	2021
9. Resident	2019

2021 CPA Funding Application

Clark Street Pedestrian Bridge at Pleasant Street to Belmont/Waltham  
border

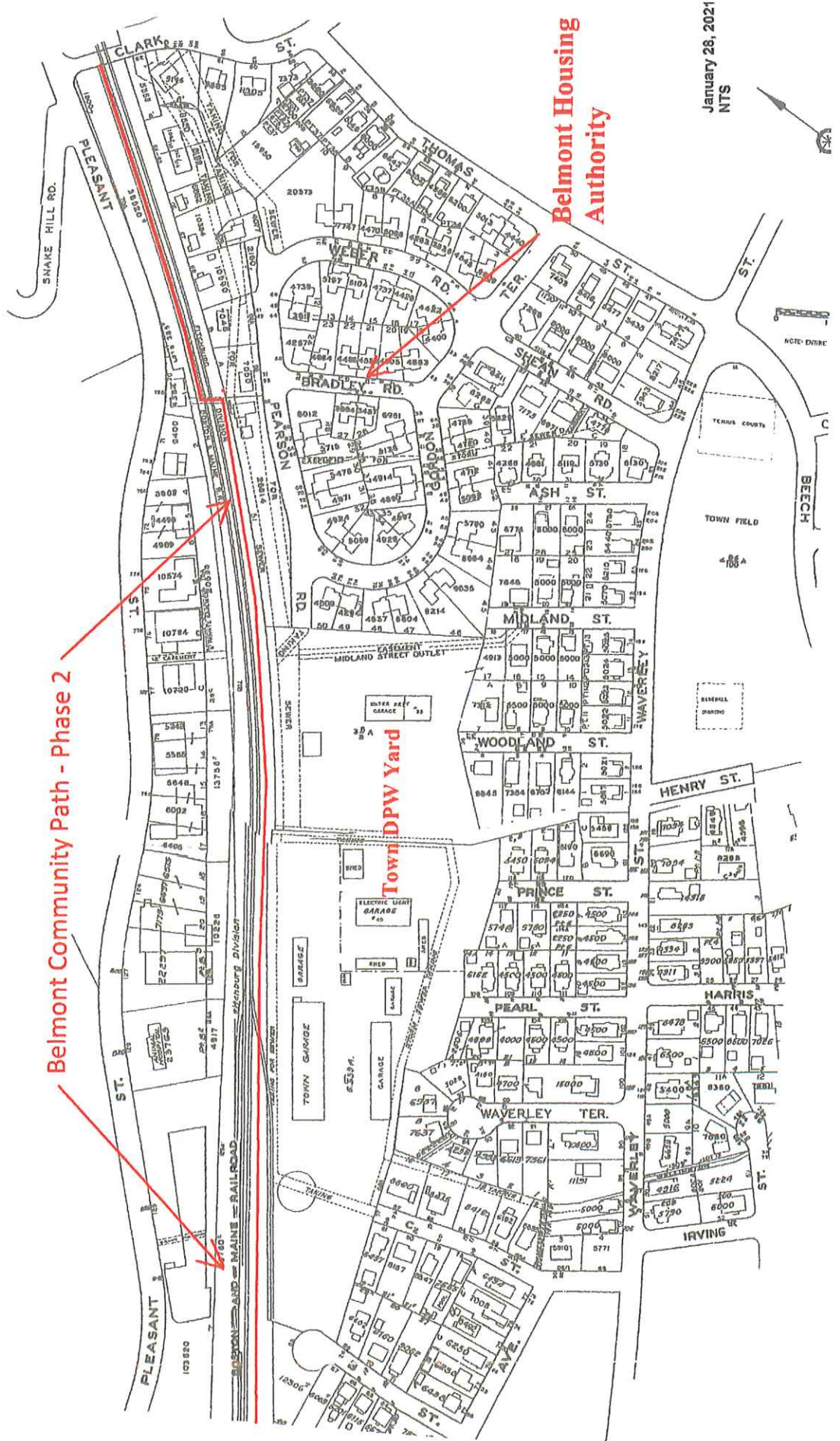
25% Design

**Attachment 4:**

Community Path Phase 2 Locust Map



Sect on 6.2: Project Map - Belmont Community Path Phase 2  
Map 1



January 28, 2021  
NTS

Section 6.2: Project Map - Belmont Community Path Phase 2  
Map 2

