

Appendix B – CPA Project Application Proposal

[CPC Use Only]	Date Received: 2/24/2025	Received By: Micarla Moore	Assigned CPC #: 2026-01
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This form may be copied. Please type or print clearly, answer all questions, use "N/A" if not applicable. Use additional paper as needed.

1-A Applicant Information

Last Name: Strauss	First Name: Jonathan
Organization(s)(as appropriate) West Groton Rail Trail Committee	

1-B Regional Project? YES NO

If YES, Town/Organization:

2

Submission Date: 2/25/25

3 Applicant Address

Street: 38 Westview Street	City: Groton	State: MA	Zip: 01450
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4

Phone: 978-870-8596	Email: jon@kellerfilters.com
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5 CPA Purpose (Check all that apply)

Affordable Housing: <input type="checkbox"/>	Community Housing: <input type="checkbox"/>	Historic Preservation: <input type="checkbox"/>
Open Space: <input type="checkbox"/>	Recreation: <input checked="" type="checkbox"/>	

As per MA General Law Chapter 44B, proposed historic projects that are not on the structures listed on the state's Registry of Historic Places require a determination by the Groton Historic Commission that the proposed project is of historic significance.

6

Town Committee or Boards Participating: Groton Select Board

7

Project Address/Property Owner's Name: Peterborough & Shirley RR (MBTA)

8

Project Name: West Groton Rail Trail

9 Additional Responsible Parties (If applicable)

Role (specify)	Name	Address	Phone	Email
Property/Site Owner	Mark Boyle	MBTA, 10 Park Plaza Boston, MA 02166	(w) 617 222-3255	mboyle@mbta.com
Project Manager	Bruce H. Easom	435 Martins Pond Road Groton, MA 01450	(w) 978 448-9190 (cell) 978 758-4370	bruce@easomcorp.com
Lead Architect				
Project Contractor				
Project Consultants				
Other:				
Other:				

10 As appropriate, indicate if proposal requires:

P&S Agreement: Deed: Option Agreement: Memorandum of Understanding:
 Other: Describe: 99 Year Lease

11-A Assessor Info (Map/Block/Lot ID(s)): **Map 101 / Parcel ID 101-8**

11-B Tax Classification Type: **RA**

12 Permits required:

Zoning: Historic Preservation: Other:

13 Historic Commission Approval Signoff (When Required): _____ Date: _____

14-A Project Cost: \$ **70,000** Estimate: Professional Quote:

14-B Requested from CPC: \$ **70,000** **14-C** Committed from OTHER Source: \$ **?**

If applicable:

Annual Anticipated Total Income: \$
Annual Anticipated Total Expense: \$
Anticipated Net Income (Loss): \$
Name of Estimator/Company:

15 CCP Objectives - Use CODES from Section 5 to indicate all that apply

Code 5.3 & OSRP 9.5.1

16 Project Timelines

Proposed State Date: 5/1/25

Projected Complete Date: 5/1/29

17

Estimated Delivery Date of Completion Report to CPC: 5/1/26

18 Project Description and Explanation (Attach Additional Sheets as Needed)

WGRTC is requesting the funds to initiate the legal process of securing the rights to the section from the MBTA. The section we are pursuing is the rail line from the river bordering Ayer to Cutler Field. See attached maps.

In addition, we are also pursuing environmental filings to the State in conjunction with the Squannacook Greenways group. These filings include both the MESA and MEPA reports. The timeline for the environmental filings has accelerated dramatically. This is due in large part to the way the State views this project, and the current efforts undertaken by the Squannacook Greenways group. The State will evaluate the portion of the rail line we are interested in developing, and the portion the Squannacook Greenways is currently working on, as one joint environmental application. Consequently, the amount of funding required initially has also increased due to the anticipated costs associated with the more detailed environmental reports required by the State. The relationship and timing between the WGRTC and the Squannacook Greenways efforts can be found in the following attachments relating to the scope of the joint efforts.

19 Feasibility

This project is feasible. We are working in partnership with the Squannacook Greenways group which has already successfully developed a portion of the rail lines into a usable trail.

20 List of Attachments

Expanded Scope Associated with the Squannacook Greenways Grant Proposal
Maps
Photos
Letters of Support
Squannacook Greenways Grant Proposal

21 Additional Information

Town boards and committees notified so far include:

Select Board

Planning Board

Conservation Commission

Parks Commission

Groton Trails Committee

Town Forest Committee

Groton Center

Ayer CPC

22 Management Plan

The portion of the project related to securing the rights for the section of track in question from the MBTA will be overseen by Bruce Easom. He will be working with Peter Cunningham from the Select Board. They have successfully negotiated with the MBTA previously on Behalf of the Squannacook Greenways.

Bruce Easom will also be interfacing with the Squannacook Greenways on coordinating he environmental studies.

Dan Pierpont will be advising the Trails committee on our progress.

23 Signature

Applicant Signature: <i>Jonathan Strauss</i>	Date: <i>2/25/25</i>
Co-Applicant Signature:	Date:
Co-Applicant Signature:	Date:

WGRTC Expanded Scope Presentation Relative to the Squannacook Greenways Project:

The West Groton Rail Trail Committee was formed based in part off the successful efforts of the Squannacook Greenways Project to create a rail trail in West Groton. While the Squannacook Greenways project included both Townsend and Groton, the WGRTC was focused exclusively on the section in West Groton. Our original terminus was thought to be Cutler Field. However, with the details of the Squannacook Greenways grant proposal, we have expanded our scope to mile post B 41.10. This is just slightly to the northwest of H & V (See attached photos 2.6 & 2.7).

The timeline of the Squannacook Greenways efforts and the WGRTC proposal are interwoven as a result of the State viewing the environmental filings as one large project. The timeline looks as follows:

2/3/25	Squannacook Greenways submits grant application
2/27/25	WGRTC submits Groton CPC proposal
April 2025	Groton Spring TM
July 2025	Squannacook Greenways grant award
July 2025	WGRTC CPC fund availability theoretically
June 2026	Squannacook Greenways invoices due to the State for environmental work

What this timeline also illustrates is the fate of both projects are linked. If the Greenways gets their grant, and we are unsuccessful, they will not be able to proceed since they will not have sufficient funding for the entire length of the project scope. On the other hand, if the WGRTC secures funding and the Squannacook Greenways are unsuccessful, we can wait while they renew the grant process.

A more refined cost estimate is derived from the documents supplied by the Squannacook Greenways in their grant application (See attached documents Ref 2.1, 2.3, 2.4, 2.5). In addition to our rough estimate from LandTech, we were able to get a more detailed breakdown of the environmental filing costs. After careful analysis and prorating the costs over distance, we estimate our costs to be roughly \$63,250. That includes a 15% contingency (See attached cost breakdown Ref 2.2). This allowed us to reduce our funding requirement from \$75,000 to \$70,000. There is still the possibility of legal expenses. Our estimate is approximately \$10,000 for negotiating the rights from the MBTA and the existing freight line operator. This amount has been included in our estimate.



COMMONWEALTH OF MASSACHUSETTS
2025 MASSTRAILS GRANTS PROGRAM



Grant Application Template

This application template is provided for reference purposes only. All proposals must be submitted electronically through the program's online application portal. For assistance, refer to the MassTrails Grant Guidelines or contact the MassTrails Grants Administrator. READ ALL APPLICATION INSTRUCTIONS and GUIDANCE NOTES under each question for the most accurate submittal. An asterisk () indicates a required field. All application materials and guidance documents (including the Grant Guidelines and the Budget and Timeline Spreadsheet) are located online here: <https://www.mass.gov/how-to/apply-for-a-masstrails-grant>.*

SECTION I: APPLICANT INFORMATION

1.1: ***Organization:** Squannacook Greenways, Inc.

1.2: ***Contact Name:** Bill Rideout, Treasurer

1.3: ***Contact Phone:** 978-808-6136 (cell)

1.4: ***Contact Email:** rideout01469@gmail.com

1.5: ***Mailing Address:** 88 South Harbor Road, Townsend, MA 01469-1306

1.6: ***Has this entity received state trail grant funding in previous years (i.e., MassTrails, Recreational Trails Program Grants)? Yes / No**

1.7: **If yes, please indicate the funding source, project name(s) and year(s) awarded.**

2006 - \$20,000 from the Recreational Trails Program for a preliminary project design and engineering study for the Squannacook River Rail Trail (awarded through the Nashua River Watershed Association as we had not yet formed the non-profit Squannacook Greenways). The study was completed in August 2008 by the engineering firm of Faye, Spofford & Thorndike.

2016 - \$6,100 from the Recreational Trails Program to fund permit applications to the Natural Heritage & Endangered Species Program (NHESP) and local Conservation Commissions. The Environmental Notification Form (ENF) certificate, NHESP approval letter, and Orders of Conditions from the Groton and Townsend Conservation Commissions are all in place.

2019 - \$27,780 from MassTrails to fund tree and brush removal from the rail corridor, installation of a chain link fence along the Sterilite Plastics company property, and professional inspection to ensure compliance with Orders of Conditions.

2020 - \$115,000 from MassTrails to construct the first phase of the rail trail by removing rails and ties, installing an aggregate surface over approximately 1.1 miles, stabilizing the trail edges, and constructing a trailhead parking lot in Townsend. The completed trail section officially opened on May 10, 2021.

2022 - \$96,000 from MassTrails to help build phase 3 of the rail trail, a 0.61 mile section in Groton, MA. Grant match funding was provided by the Town of Groton through the Community Preservation Act. The completed Phase 3 trail section officially opened on May 14, 2023.

2023 - \$166,000 from MassTrails to help build phase 4, the last phase of the presently permitted rail trail. Matching funds include \$90,000 by the Town of Groton through the Community Preservation Act, and \$74,000 from other fundraising. The completed Phase 4 trail section officially opened on June 1, 2024.

SECTION II: PROJECT INFORMATION

2.1: ***Project Title:** *Please limit the project Title to a maximum of 5 words.*

Squannacook River Rail Trail

2.2: ***Municipality(ies) where the project will take place:** Townsend and Groton, MA

2.3: ***Brief Project Description:** *Provide a brief description of the proposed project in 3-4 sentences. This description will be used to describe the project in abbreviated form for various purposes including approvals, press, and announcements going forward.*

In alignment with the strategic vision of a 33-mile Nashoba Rail Trail Network, Squannacook Greenways intends to expand the Squannacook River Rail Trail northward from Townsend Center to connect with the Mason Rail Trail in New Hampshire and southward to where our lease ends near Hollingsworth and Vose in Groton. This application addresses the first step in making this vision a reality - developing engineering plans and acquiring state permits.

2.4: ***Total Project Value:** *See the "MassTrails Budget and Timeline Spreadsheet" and attach at the end of this application. The spreadsheet can be accessed on the MassTrails Grants website.*

\$154,097

2.5: ***Grant Amount Requested:** (Up to 80% of Total Project Value)

\$120,000

2.6: ***Matching Amount Committed:** (Minimum of 20% of Total Project Value)

\$34,097

2.7: ***What is the source of Match funding?**

Groton Community Preservation Act (CPA) grant (already won); Volunteers - unskilled labor

2.8: ***What is the primary activity of the project?** (Check one)

Val map folder > [Georeferenced Val Maps](#)

	Val Map Distance	Equivalent Mileage	
Nashua River Bridge north abutment	99 + 62	1.89	Georeferenced Val Map V36.4M 02.pdf
West Groton Center	196 + 20	3.72	Georeferenced Val Map V36.4M 04.pdf
Cutler Field	220 + 00	4.17	Georeferenced Val Map V36.4M 05.pdf
Hollingsworth and Vose	240 + 00	4.55	Georeferenced Val Map V36.4M 05.pdf
Mile Post 41.10	263 + 75	5.00	Georeferenced Val Map V36.4M 06.pdf
Bertozzi Wildlife Managemnt Area	340 + 00	6.44	Georeferenced Val Map V36.4M 07.pdf
Depot Street	525 + 20	9.95	Georeferenced Val Map V36.4M 10.pdf
Mile Post 46.85	567 + 41	10.75	Georeferenced Val Map V36.4M 11.pdf
Massachusetts - New Hampshire state line	743 + 24	14.08	Georeferenced Val Map V36.4M 15.pdf

West Groton			
	Rail Trail Committee	Squannacook Greenways	Total
Distance from Nashua River Bridge north abutment to West Groton Center [miles]	1.83		1.83
Distance from West Groton Center to Cutler Field [miles]	0.45		0.45
Distance from Cutler Field to Hollingsworth and Vose [miles]	0.38		0.38
Distance from Hollingsworth and Vose to Mile Post 41.10 [miles]	0.38		0.38
Distance from Mile Post 41.10 to Bertozzi Wildlife Management Area [miles]		1.44	1.44
Distance from Depot Street to the Mile Post 46.85 [miles]		0.80	0.80
Distance from Mile Post 46.85 to the state line [miles]		3.33	3.33
Total [miles]	3.04	5.57	8.61
	35.3%	64.7%	100.0%

Estimated permitting cost \$63,250 \$150,000
 Per-mile permitting cost \$20,823.05 \$26,912.23

CIVIL ENGINEERING

LAND SURVEYING

WETLAND CONSULTING

January 24, 2025
PRO 24-6056

Mr. Bill Rideout
Squannacook Greenways
88 South Harbor Road
Townsend, MA 01469

VIA EMAIL
rideout01469@gmail.com

**RE: Proposal for Engineering Services
MEPA, EIR, and Notice of Intent Submittals
Townsend & Groton MA**

Dear Mr. Rideout:

This letter presents a Scope Of Work and cost estimate for the performance of Engineering Consulting Services associated with the design and permitting of the Squannacook River Rail Trail Extension from Depot Street to the New Hampshire State Line, the Meehan Bridge Extension, and the West Groton Rail Trail Extension from the Bertozzi Conservation Area to the Groton/Ayer Town Line.

The Project is located within NHESP Priority Habitat of Rare Species/Estimated Habitat of Rare Wildlife, Flood Hazard areas, and jurisdictional areas under the Wetlands Protection Act. In addition, the scope of the project triggers MEPA filings that include Environmental Justice Notice & Public Outreach, Expanded Environmental Notification Form, and MEPA Rollover Environmental Impact Report.

Additionally, Dillis & Roy will provide Engineering, Surveying, and Wetlands Consultation Services associated with the design and permitting of the West Groton Rail Trail project, running from the Bertozzi Conservation Area to Cutler Field.

1.0 SCOPE OF WORK

Based on the above project requirements, Dillis & Roy offers the following Scope Of Work:

1.1 MEPA Services – Dillis & Roy will prepare 30% level design plans and alternative plans in support of MEPA filings prepared by LEC Environmental Consultants. The plans will be prepared at a scale of 1" = 100' and will include construction details. Up to two (2) Alternative Plans for each segment will be prepared to support required Alternatives Analysis.

1.1.1 Segment 1 – Depot Street, Townsend to New Hampshire State Line (4.0

miles) - \$3500.00

1.1.2 Segment 2 – Meehan Bridge Extension - \$1620.00

1.1.3 Segment 3 – Bertozzi Conservation Area to Groton/Ayer Town Line – \$3500.00

Total Estimated Cost Task 1.1 - \$8,620.00

- 1.2 MEPA Support Services** – Dillis & Roy will provide engineering services in support of the MEPA Filings being prepared by LEC Environmental Consultants. Dillis & Roy estimates ten (10) hours for this task.

Estimated Cost - \$1950.00

- 1.3 Wetland Permitting for West Groton Rail Trail (Bertozzi Conservation Area to Cutler Field)** – Dillis & Roy will provide Engineering, Surveying, and Wetlands Consultation services associated with the design and permitting for the proposed West Groton Rail Trail from Bertozzi Conservation Area to Cutler Field in West Groton. More specifically, Dillis & Roy will provide the following services:

- 1.3.1 **Wetlands Delineation** – Public records and site observations indicate wetland resource areas are located on and along the Project Site. Any alterations within 100-feet of a Wetland or 200-feet of a river/perennial stream are under the jurisdiction of the local Conservation Commission and the Wetlands Protection Act.

Dillis & Roy will delineate the Wetland Resource Areas on and along the property in accordance with the Massachusetts Wetlands Protection Act and local Wetlands Protection Bylaw. Blue numbered flags will be hung at the edge of resource areas on and along the Project Site. Upon completion Dillis & Roy will provide a Wetland Delineation Report.

Estimated Cost - \$3750.00

- 1.3.2 **Survey & Existing Conditions** – Dillis & Roy will provide limited topographic survey services to facilitate the preparation of a Notice of Intent Wetland Filing. The survey will locate wetlands delineated under Task 1.3.1 along with areas of the rail trail washed out due to past flooding events.

Estimated Cost - \$7600.00

- 1.3.3 **Wetland Resources & Rail Trail Design Plan** – Dillis & Roy will prepare a Wetland Resources & Rail Trail Design Plan for use in Permitting and Construction of the proposed West Groton Rail Trail running from Bertozzi Conservation Area to Cutler Field in West Groton. Plans will be prepared at a scale of 1" = 50' and will include a cover sheet,

key sheet, and construction details. Construction details will include restoration designs for washout areas located under Task 1.3.2.

Estimated Cost - \$11,000.00

- 1.3.4 **Notice of Intent Filing**– Dillis & Roy will prepare and submit a Notice of Intent to the Groton Conservation Commission and the Commonwealth of Massachusetts in accordance with the Wetlands Protection Act and local Bylaw. This work will include preparation of figures, forms, applications, project narratives, abutter notification, and the scheduling of a public hearing.

Certified mailing costs and legal advertising costs will be presented on invoices as reimbursable expenses.

Attendance at Public Meetings will be required and billed in accordance with item 1.5 of this proposal.

Any plan revisions will be prepared and billed in accordance with item 1.4 of this proposal.

Estimated Cost - \$2,500.00

Total Estimated Cost Task 1.3 - \$24,850.00

- 1.4 **Revisions Required by Owner, Client, or Agency** – During the course of the submittal review process, it is common for revisions to be required by the Approving Authority. Dillis & Roy will provide these services as required on a Time & Material Basis.

Upon receipt of said requests or comments, Dillis & Roy will provide the Client with an hourly estimate for revising plans and reports for authorization prior to performing any work.

Professional Engineer - \$195/Hr.

Project Engineer - \$155-Hr.

- 1.5 **Meetings** – As required by the circumstances of the project, as requested by the client, and not covered under another task, Dillis & Roy will prepare for and attend meetings with the Client, Client Representatives, Public Officials, and Town Boards on an hourly basis.

Professional Engineer - \$195/Hr.

Project Engineer - \$155-Hr.

2.0 ASSUMPTIONS, LIMITATIONS AND CONDITIONS

The following assumptions apply to this proposal:

- 2.1 This proposal assumes that the proposed work will be covered under existing wetlands permitting.
- 2.2 There are no defects in the title of the property, no hiatuses or gores in the deeds, and no registered land contained in locus.
- 2.3 Significant rainfall or snowfall could impact the ability to complete the work as referenced above.
- 2.4 Nothing in this proposal should be construed to indicate a particular outcome of a permit application.
- 2.5 Filing with any regulatory agency not included within this Scope of Work will entail an additional fee.
- 2.6 All permits, applications, advertising, and subcontractor fees are to be paid by client. If Dillis & Roy pays the fees, a 15% surcharge will be added to the fee.
- 2.7 Alterations to final plans, calculations, reports, and other data requested by client or any regulatory agency following the initial submittal will entail an additional fee.
- 2.8 This proposal is based on regulations in effect at the time of this proposal. Changes in regulations after the date of this proposal may entail an additional fee.
- 2.9 This proposal does not include work related to appeals.
- 2.10 This proposal does not include work related to wetland filling and the associated replication area design.
- 2.11 Legal, environmental, geotechnical, structural, architectural, or other professional consultants, whose services are deemed necessary during the course of this project, will contract directly with the client.
- 2.12 Reimbursable expenses such as printing, certified mailings, legal advertisement costs are not included.

3.0 SCHEDULE

Dillis & Roy will coordinate scheduling directly with the Client as funding becomes available. Dillis & Roy will require 6-8 weeks from task authorization to mobilization of services.

4.0 GENERAL CONTRACT CONDITIONS

The following general contract conditions are part of this agreement. Your approval of this proposal indicates your acceptance of these general conditions.

- 4.1 **RIGHT OF ENTRY** - The signing of this contract gives authorization for DILLIS & ROY, CIVIL DESIGN GROUP, INC. personnel to enter upon the site to conduct site examinations, surveys, soil tests, and other work as required to accomplish the Scope of Work as described herein. It is understood by the client that these surveys and tests may require the cutting of brush and that the digging of holes for soil tests will cause noticeable and lasting disturbance to the ground, furthermore, access to the site by heavy machinery may cause disturbance to stone walls and ground surface. If the client is not the record owner of the site at the time that this contract is executed, it shall be the client's responsibility to obtain right of entry from the owner of record.
- 4.2 **CHANGE OF SCOPE** - If, during the progress of work under this contract, there is a change in scope of the work as ordered by the client or as required by circumstances or by other authorities with the acknowledgement of the client, a change order to this contract will be required before the work will proceed. DILLIS & ROY, CIVIL DESIGN GROUP, INC. will not change the scope of work on the basis of an oral order by the client or by anyone else.
- 4.3 **TERMINATION PROVISION** - This contract may be terminated by either party upon five (5) days written notice in the event of persistent failure of performance of terms and conditions of the contract by the other party through no fault of the terminating party. DILLIS & ROY, CIVIL DESIGN GROUP, INC. shall be paid for services completed up to the time of termination.
- 4.4 **BILLING PROCEDURE** - Invoices for services shall be rendered either upon completion of services or on a monthly basis at the option of DILLIS & ROY, CIVIL DESIGN GROUP, INC. and are payable upon presentation. Invoices shall be mailed to the client at the above address.
- 4.5 **SERVICE CHARGES AND COST OF COLLECTIONS** - A service charge of one and one-half percent (1-1/2%) per month will be added to any unpaid balance. DILLIS & ROY, CIVIL DESIGN GROUP, INC. reserves the right to terminate work under this contract if payment is not received in accordance with this provision. The client agrees to pay all costs of collection including reasonable attorney's fees.
- 4.6 **OWNERSHIP OF PLANS AND DOCUMENTS** - All field notes, field data, soil boring logs, reports, calculations, working drawings, estimates, and other documents prepared by DILLIS & ROY, CIVIL DESIGN GROUP, INC. as instruments of service shall remain the property of DILLIS & ROY, CIVIL DESIGN GROUP, INC. The client agrees that all work furnished to the client by DILLIS & ROY, CIVIL DESIGN GROUP, INC. which is not paid for, will be returned upon demand and will not be used by the client for any purpose whatsoever.

Work stated above will commence in a timely manner after receipt of the signed contract and retainer. If this agreement is acceptable to you, please sign the original in the space provided below and return the entire document.

Regards,

DILLIS & ROY

Civil Design Group, Inc.



Francis McPartlan, P.E.
Senior Civil Engineer

Accepted By: _____
Authorized Signature

Print Name Date

Email address

Electronic Invoicing:

Dillis & Roy will send all invoices via email. If you prefer to receive invoices by mail, please check the box below.

Please mail paper copies of my invoices to the following address:

(Street)

(Suite, Apt, etc.)

(City, State, Zip)



January 21, 2025

Email [rideout01469@gmail.com]

Mr. Bill Rideout
Squannacook Greenways
88 South Harbor Road
Townsend, MA 01469

**Re: MEPA and MESA Permitting Proposal
Squannacook River Rail Trail Extension
Townsend, Massachusetts**

[LEC File #: SG\25-050.02]

Dear Mr. Rideout:

Thank you for the opportunity to submit a proposal for coordination and submission of a MEPA Expanded Environmental Notification Form (EENF), Rollover Environmental Impact Report (Rollover EIR), and MESA Conservation and Management Permit (CMP) for the Squannacook River Rail Trail Extension from Center Street to the New Hampshire State line in Townsend, Massachusetts. The project site is located within a Priority Habitat of Rare Species/Estimated Habitat of Rare Wildlife as mapped by the Massachusetts Natural Heritage and Endangered Species Program (NHESP) according to the 15th Edition of the *Massachusetts Natural Heritage Atlas* (effective August 1, 2021). Consequently, the project is subject to the *Massachusetts Endangered Species Act* (MESA, M.G.L. c. 131A) and its implementing *Regulations* (321 CMR 10.00). It is LEC’s understanding that the project may result in a “take” of one or more State-listed rare species and consequently require a CMP from NHESP. The following provides a description of our permitting approach, scope, and fee.

As the lead consultant for MEPA and MESA, LEC will oversee the permitting process and coordinate with you and other team members regarding the required scope of work in each area of expertise, work product, performance timelines, and review draft and final consultant reports for consistency and clarity.

1 Scope of Services

The following tasks are to be performed under this Agreement:

MEPA SERVICES:

1.1 MEPA EJ 45-Day Notice and Public Outreach

Consistent with 301 CMR 11.05 (4) and in accordance with the MEPA Public Involvement Protocol for Environmental Justice Populations (effective January 1, 2022), LEC will use the Executive Office of Energy and Environmental Affairs (EEA) Environmental Justice Maps

Initial: _____

LEC Environmental Consultants, Inc.				www.lecenvironmental.com
12 Resnik Road Suite 1 Plymouth, MA 02360 508.746.9491	380 Lowell Street Suite 101 Wakefield, MA 01880 781.245.2500	100 Grove Street Suite 310 Worcester, MA 01605 508.753.3077	P. O. Box 590 Rindge, NH 03461 603.899.6726	680 Warren Avenue Suite 3 East Providence, RI 02914 401.685.3109
PLYMOUTH, MA	WAKEFIELD, MA	WORCESTER, MA	RINDGE, NH	EAST PROVIDENCE, RI



Viewer to identify all EJ populations within 1 mile and 5 miles of the project locus and prepare a list of all languages identified for the designated EJ geographic areas. LEC will complete the Environmental Justice Screening Form and provide draft copies to the project team for review and input within their area of expertise prior to distribution. The EJ Screening Form will be distributed no later than 45 days, and no earlier than 90 days, prior to filing the EENF. As required under MEPA Regulations, advance notification must be provided to community-based organizations (CBOs) and tribes based on a recommended list provided by the EEA EJ Director (the “EJ Reference List”). Concurrently, LEC will research whether additional CBOs, tribes or other neighborhood organizations or leaders also should be notified. To the extent any language has been identified for the EJ populations, LEC will subcontract certified language translation of the EJ Screening Form for distribution along with the English translation. This information will be distributed to the CBO list with a copy to MEPA. This scope includes ten (10) hours of team coordination and the costs associated with translating the EJ Screening Form in up to five (5) languages.

LEC will take the lead on planning, scheduling, and hosting one (1) EJ Public Outreach Meeting prior to filing the EENF. LEC will perform any required additional EJ and community outreach throughout the MEPA process.

1.2 MEPA Expanded ENF

Following the 45-day notification time period and within 90 days, LEC will prepare and submit an EENF for review of the proposed project by the Secretary of EEA. LEC will rely on information provided by the project team members based on their area of expertise.

This scope includes preparation of the EENF, required materials, and attachments. LEC will prepare the EJ Analysis and coordinate with the project team on completing an Alternatives Analysis, output report from RMAT Climate Resilience Design Standards Tool to satisfy the MEPA Interim Protocol on Climate Change Adaptation and Resiliency, dated October 1, 2021. The ENF will include site plans and stormwater management prepared by Dillis & Roy. LEC also will rely on Dillis & Roy for project specific design descriptions. A draft of the EENF will be provided to the project team for review prior to submittal to the MEPA Office.

The EENF will be provided to the distribution list, as required at 301 CMR 11.16 including those on the EJ Notification List. According to 301 CMR 11.15 (1), public notice of the ENF filing will be published in a newspaper of local circulation in English. Certification of such publication will be provided to MEPA. LEC will participate in one (1) remote public consultation session with MEPA staff and the project team to review the project and discuss alternatives, potential environmental impacts, and mitigation measures as required under 310 CMR 11.06 (2). As required by MEPA, if requested by the public, LEC will subcontract a certified translator for simultaneous live translation for up to five (5) languages during the remote public consultation session.

Initial: _____



During the EENF review period, the MEPA Review Analyst will receive comments from interested parties and make a recommendation to the Secretary on the completeness of the EENF, and Proposed EIR. LEC will coordinate with MEPA staff and Dillis & Roy to answer questions during review of the EENF and to facilitate issuance of the EENF Certificate.

1.3 MEPA Rollover Environmental Impact Report

Concurrent with filing the EENF and in accordance with 310 CMR 11.06(13), LEC also will file a Rollover EIR based on an assumed scope, that the project will not materially exacerbate any existing unfair inequitable Environmental Burden and related public health consequences impacting an Environmental Justice Population, and will not result in a disproportionate adverse effect or increased climate change effects on an Environmental Justice Population, and describe measures taken to provide meaningful opportunities for public involvement by Environmental Justice Populations prior to filing the EENF and Proposed EIR. This scope includes compiling and preparing a supplemental report, required materials, and appendices. LEC will coordinate with and rely on other project team members for text and supporting appendices regarding land impacts, project design, alternatives to avoid, minimize, and mitigate impacts, and stormwater management. LEC will provide project coordination, research, and review to compile the required data for the Rollover EIR. A draft Rollover EIR will be provided to the project team for review and comment prior to submittal. The Rollover EIR will be submitted to the MEPA Unit and provided to the distribution list, as required at 301 CMR 11.16.

LEC will coordinate with MEPA staff to answer questions and facilitate the issuance of the Rollover EIR Certificate.

Estimated Budget \$20,000.00

MESA SERVICES:

- 1.4 LEC will coordinate a pre-filing consultation with NHESP and the project team to discuss state-listed rare species concerns, permitting requirements, and conceptual project details. LEC estimates ten (10) hours for this service, potentially including an on-site meeting with NHESP staff. Coordination beyond the estimated ten hours would constitute an additional service.
- 1.5 LEC will prepare a MESA Checklist submission to NHESP, as required under the MESA regulations for projects within mapped Priority Habitat of Rare Species. The result of the Checklist filing will be a formal determination letter from NHESP as to whether the project will result in a “take” of rare species protected by MESA.
- 1.6 If the NHESP determination letter indicates that the project will result in a “take” of rare species, LEC will prepare a CMP Application to NHESP. The CMP Application will include a description of existing site conditions, rare species habitat analysis, and impact assessment for the project, along with accompanying habitat maps prepared by LEC and site plans prepared by others. LEC will coordinate with project team members to obtain requisite information, plans,

Initial: _____



materials, etc. LEC will obtain authorization from the Client prior to submitting materials to NHESP.

NHESP feedback will dictate any potential additional rare species services.

Estimated Budget \$10,000.00

2 Fees for Services

LEC has prepared an estimated budget of Thirty Thousand Dollars (\$30,000.00) for MEPA- and MESA-related services described above in Articles 1.1 through 1.6, all inclusive of mileage, legal advertisements, language translation, postage, and printing, as described in the Scope of Services of this Agreement.

LEC proposes to provide these services on an hourly basis according to the attached Standard Fee Schedule. The attached Terms and Conditions, and Standard Fee Schedule are also considered to be part of this Agreement. Should you wish to proceed, please endorse this Agreement, retain one copy for your records, and return one copy to LEC with a Retainer in the amount of \$10,000.00. This proposal is valid until February 15, 2025.

Sincerely,

LEC Environmental Consultants, Inc.

Dan Wells
Senior Wildlife/Wetland Scientist

Agreed and Accepted By:

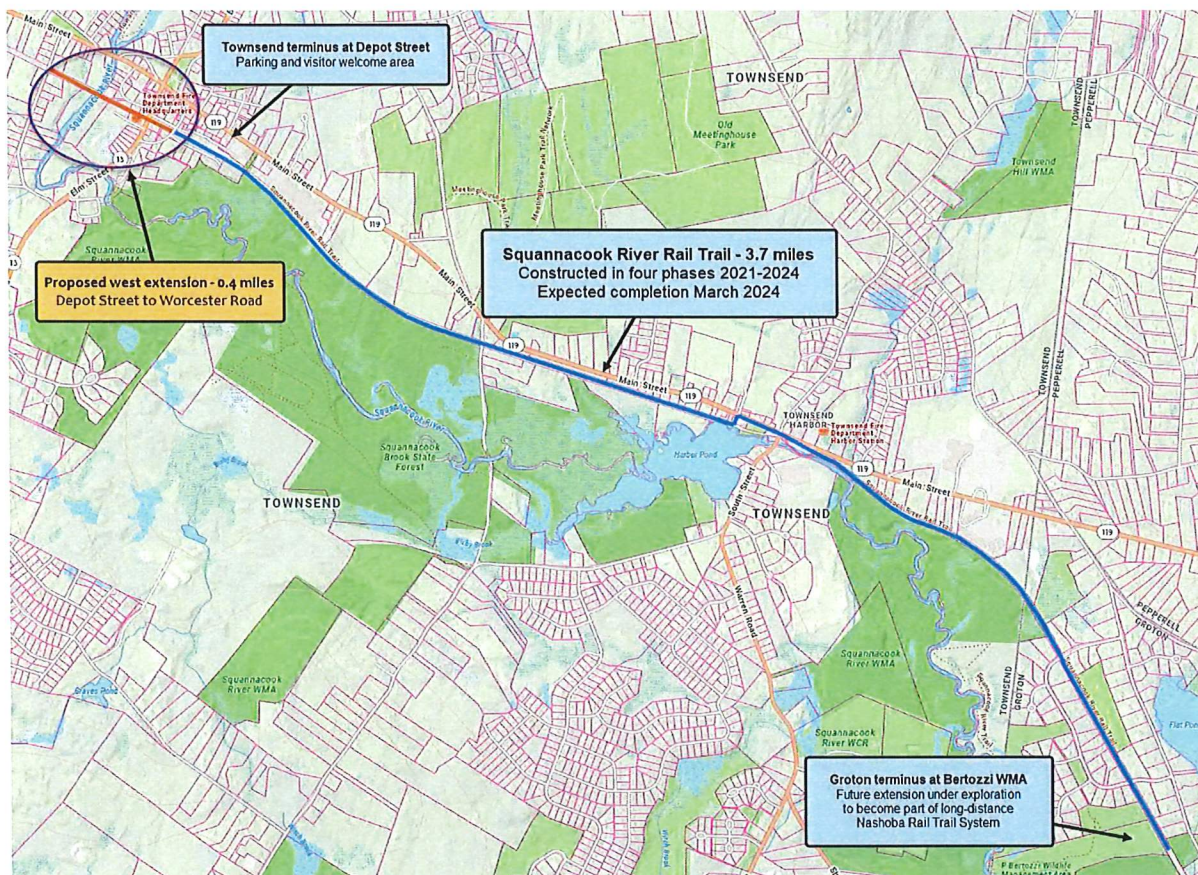
Bill Rideout
Squannacook Greenways

Squannacook River Rail Trail

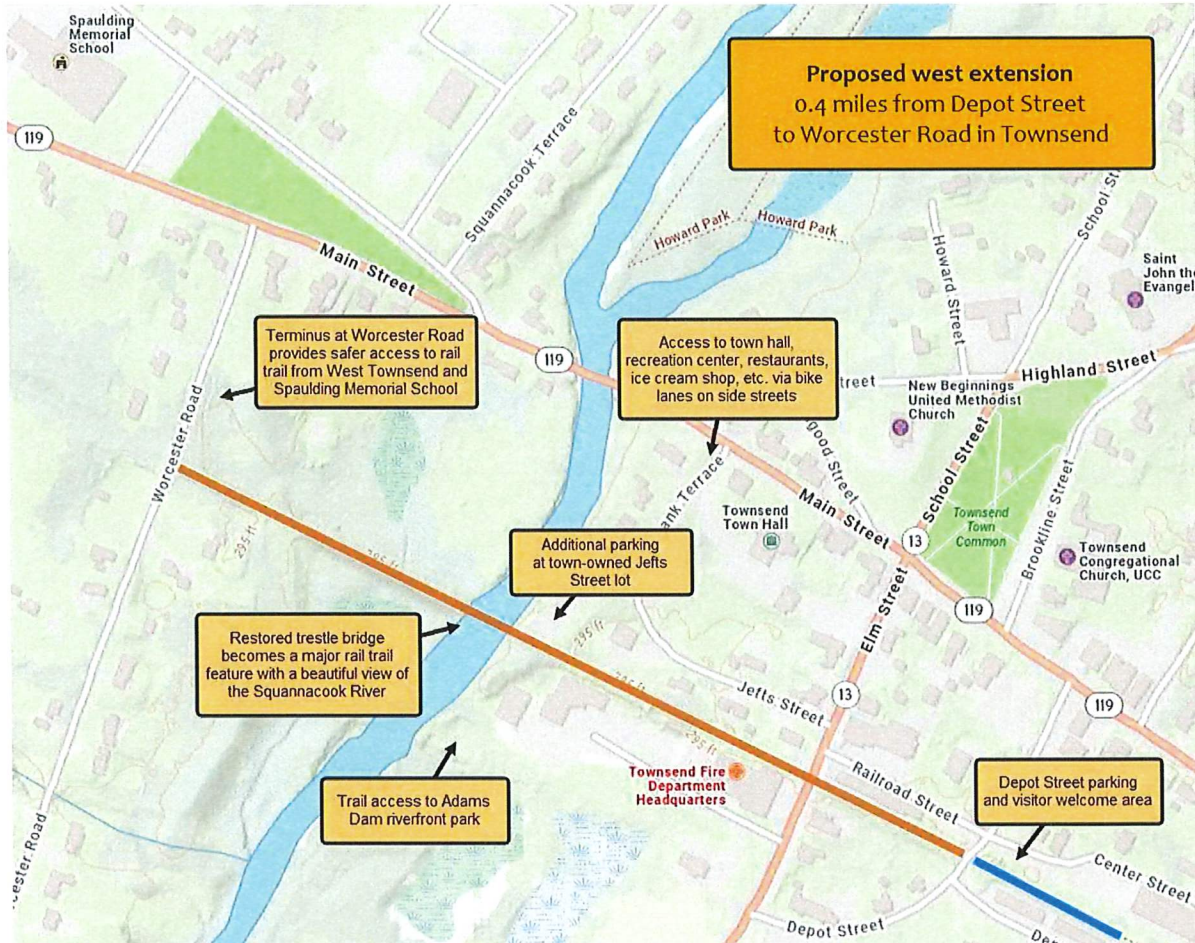
Attachment 7.2 - Project Maps

Locus maps and project extents

Squannacook Greenways is submitting this grant application for funding to hire engineering consultants to complete design and permitting work in preparation for extending the Squannacook River Rail Trail west. The map below shows the existing 3.7 mile rail trail (blue line), scheduled to be completed in March, and the proposed Worcester Road extension (orange line).



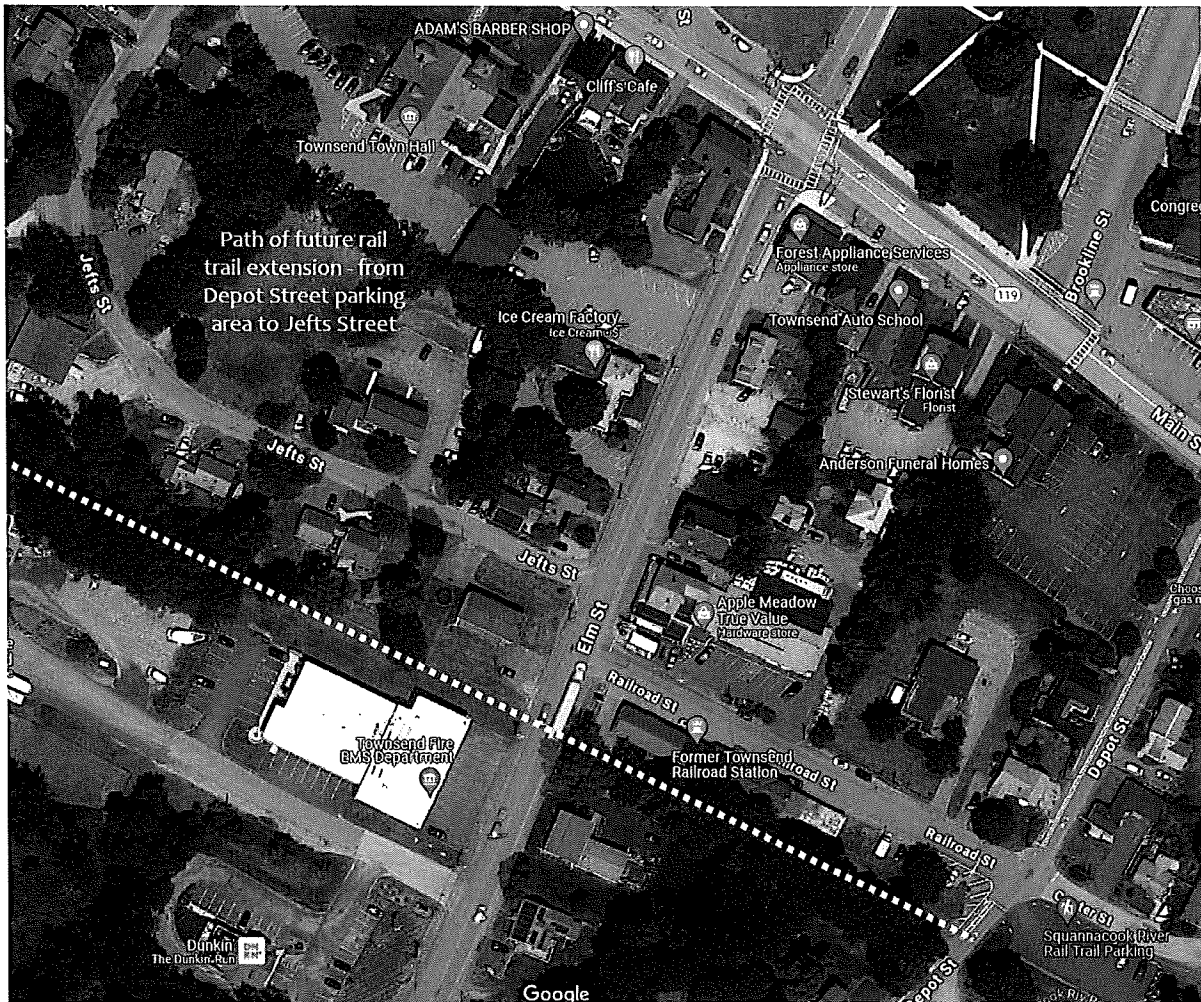
The map below gives a detailed view of the Worcester Road extension. The project will run from our present parking area on Depot Street to Worcester Road, a distance of 0.4 miles through the center of Townsend.



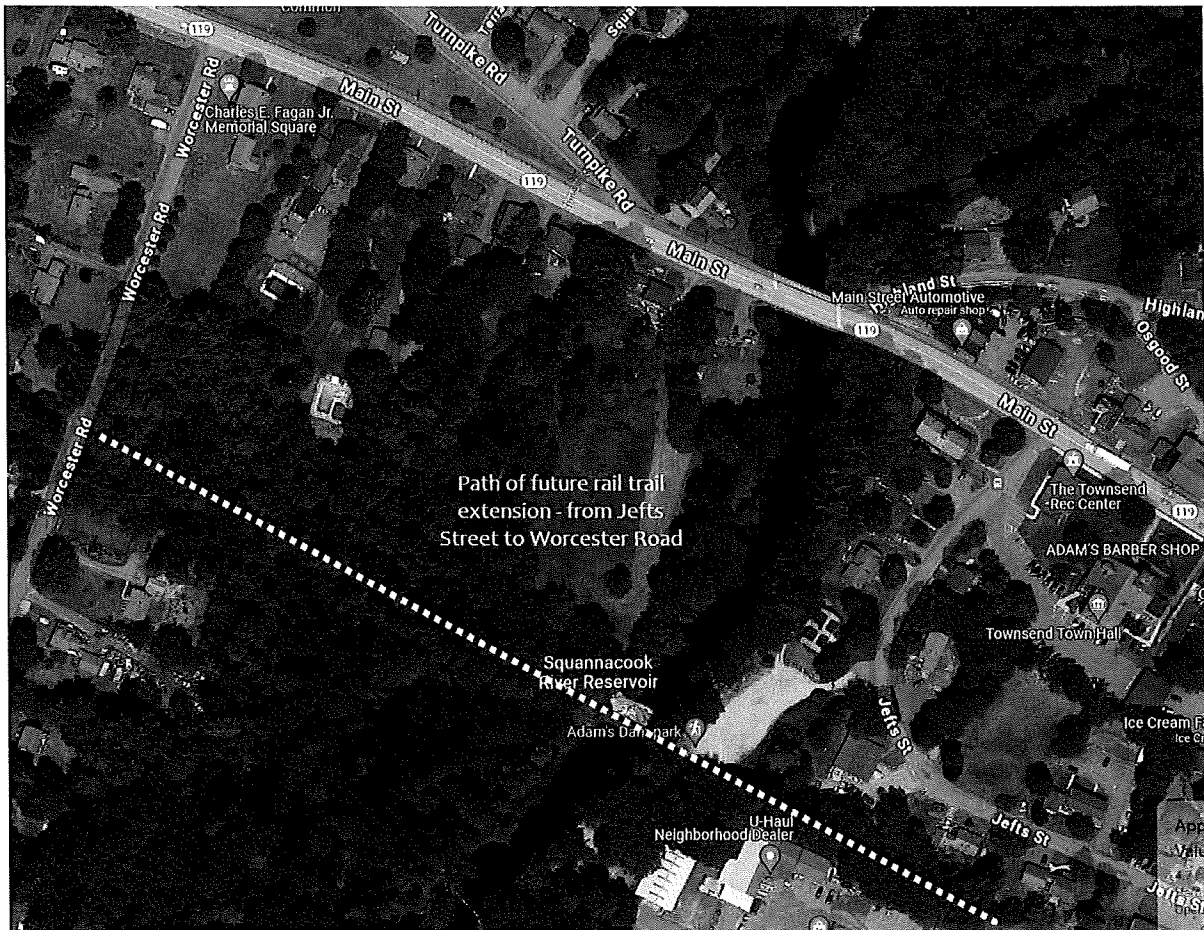
Aerial imagery

The following two images from Google maps show aerial views of the proposed extension.

The image below is from the Depot Street parking lot to Jefts Street. It shows the proximity to the center of town with restaurants, coffee shops, and other destinations close by. The engineering contractor will be tasked with designing a safe crossing of Route 13 (Elm Street).



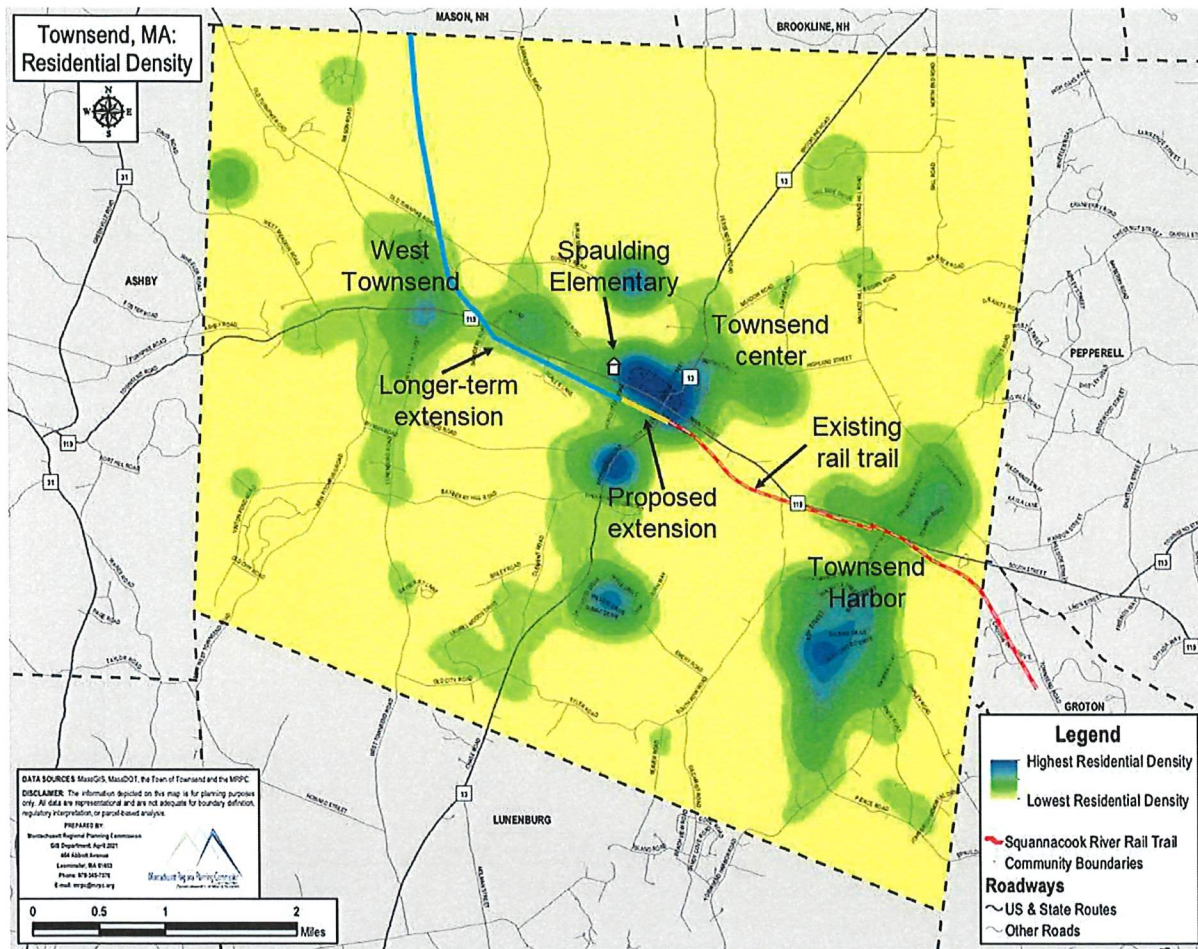
The next image is from Jefts Street to Worcester Road. It shows the proximity to the Townsend Town Hall, Recreation Center, dirt parking lot on Jefts Street, riverside park at Adams Dam, and trestle bridge over the Squannacook River. An engineering contractor is needed to design new decking and railings for the trestle, or a new bridge if the current infrastructure is unsafe.



Community Connectivity

The map below shows the density of residential areas in Townsend. The existing rail trail (red line) currently connects two major population centers, Townsend Harbor and the town center. The proposed Worcester Road extension (yellow line) takes the rail trail further through the center of town and westward, providing safe non-motorized access to the rail trail for a third population center, West Townsend.

A future extension further northwest (blue line) would provide access for more residents of West Townsend and could extend as far as the New Hampshire border, connecting to the Mason Rail Trail.

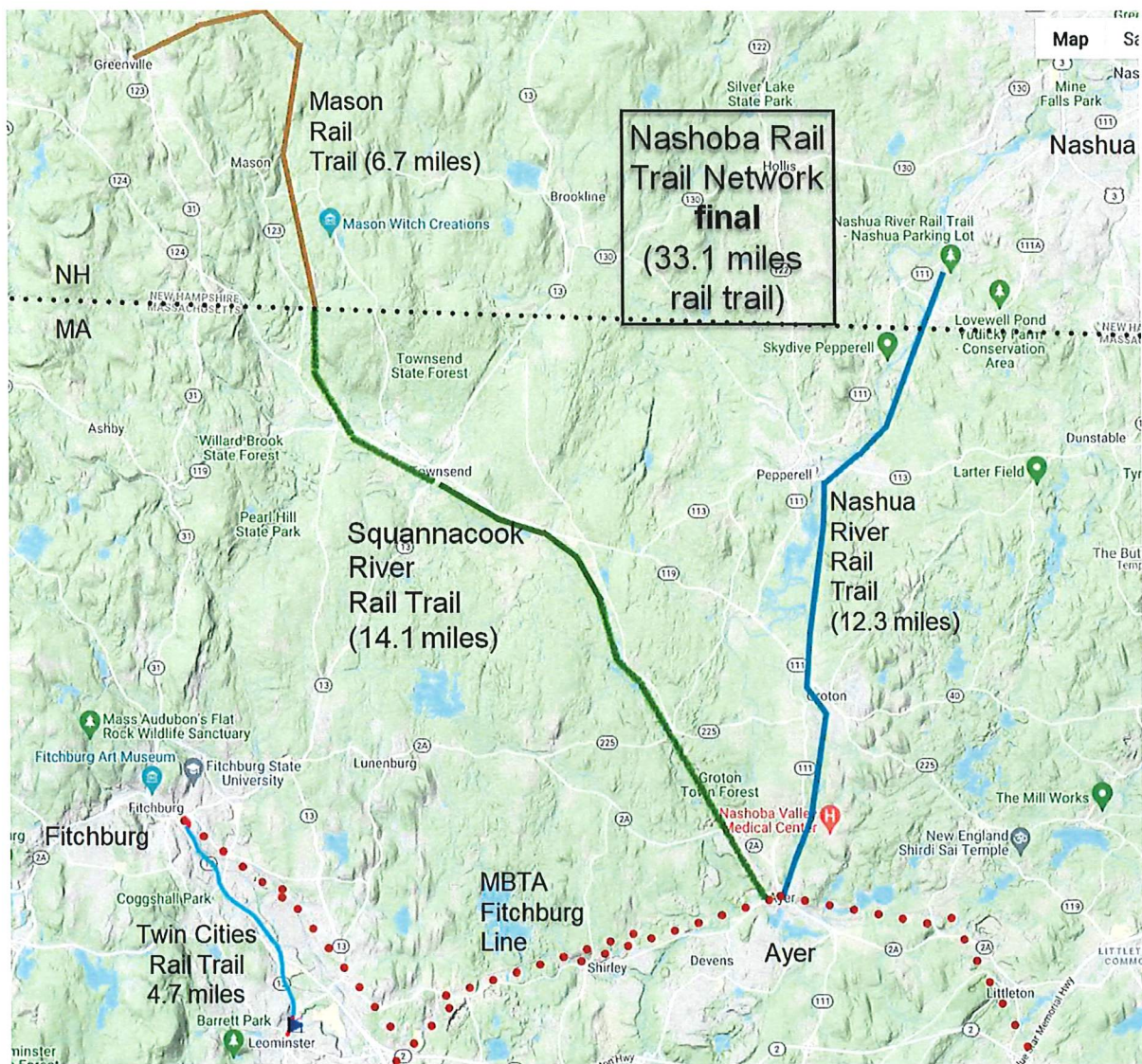


Vision for a Regional Rail Trail Network

Squannacook Greenways has long-term plans for additional extensions that would make the 3.7-mile Squannacook River Rail Trail part of a much longer distance shared-use rail trail system that we call the "Nashoba Rail Trail Network."

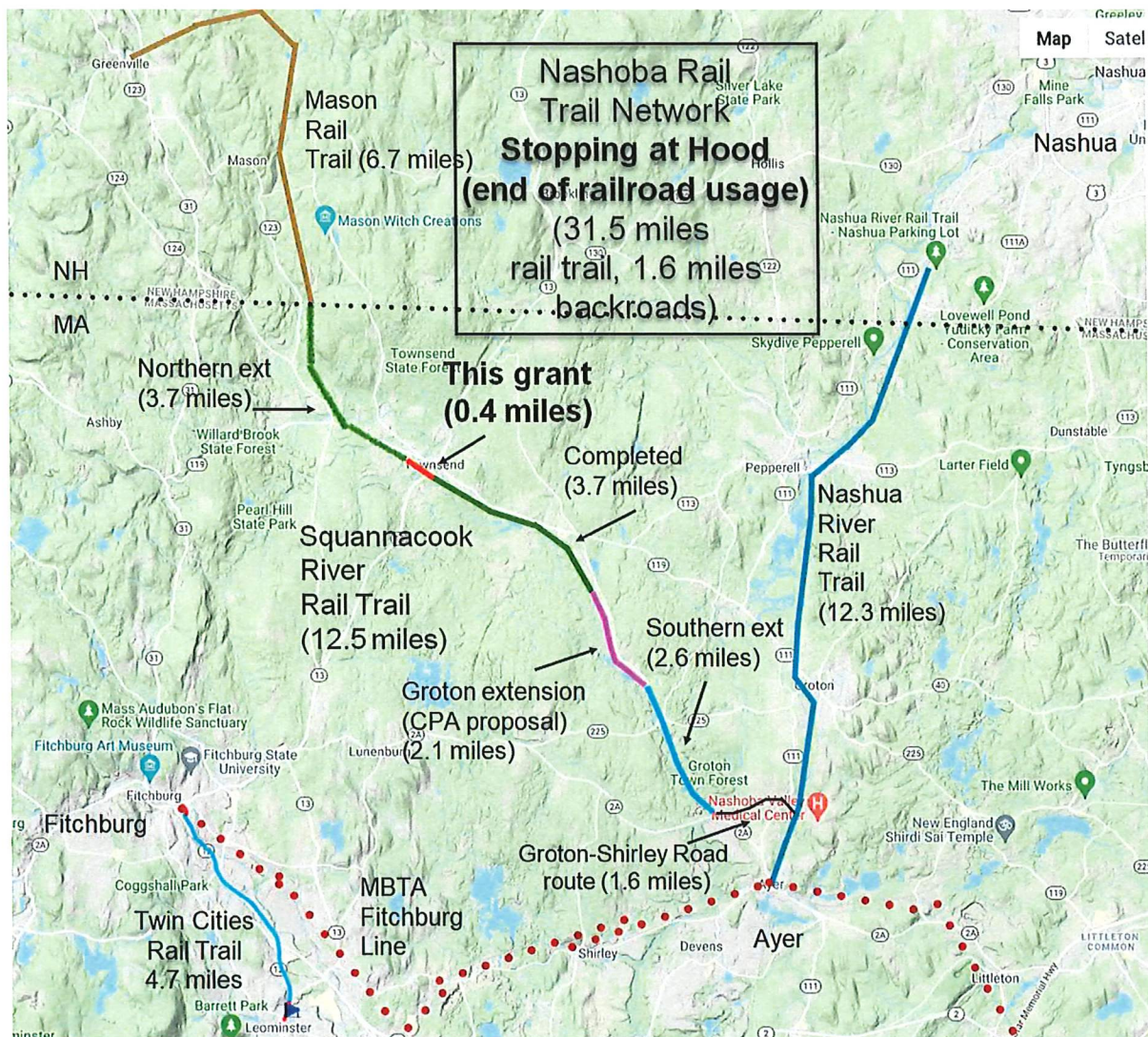
- To the north from the rail trail terminus at Depot Street, the rail bed extends 4.1 miles to the New Hampshire border, where the rail bed has already been converted to the 6.7-mile **Mason Rail Trail**. This section of the rail bed has already been abandoned and is available for leasing.
- To the south, the rail bed continues 6.3 miles to the Ayer MBTA station, which is only about 100 yards from the beginning of the **Nashua River Rail Trail**. Part of this section has not yet been abandoned, but the possibility of abandonment in the future has been discussed by CSX, the railroad currently holding the freight rights.

As the following map shows, should the Squannacook River Rail Trail connect the Mason Rail Trail and Nashua River Rail Trail in the future, the entire interconnected multi-state system would be over **33 miles long**, second only to the Mass Central Rail Trail.

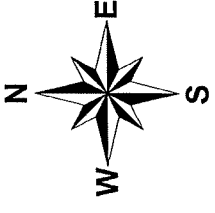


While the entirety of the rail corridor from Hollingsworth & Vose to the Ayer MBTA station is not currently abandoned by the MBTA, Squannacook Greenways has already leased the next section to the south (pink line) from the completed rail trail (green line). We have submitted a Groton Community Preservation Act application to fund engineering and permitting for a 2.1 mile rail trail extension.

Before we can extend any further in this direction, we must negotiate a lease with the railroad for the 2.6 mile section (blue line). Beyond the intersection with Groton-Shirley Road, the rail road is still in use, so we propose to route the trail over a pleasant back road (shown in black) to connect to the Nashua River Rail Trail.

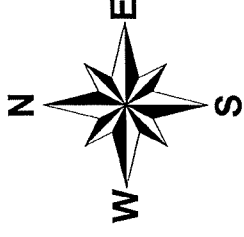


Mile Post B41.10 from Georeferenced Val Map V36.4M 05



Scale = 1 : 800.00 (In : Feet)

Mile Post B41.10 from Georeferenced Val Map V36.4M 05



Scale = 1 : 250.00 (In : Feet)

02-01-2025

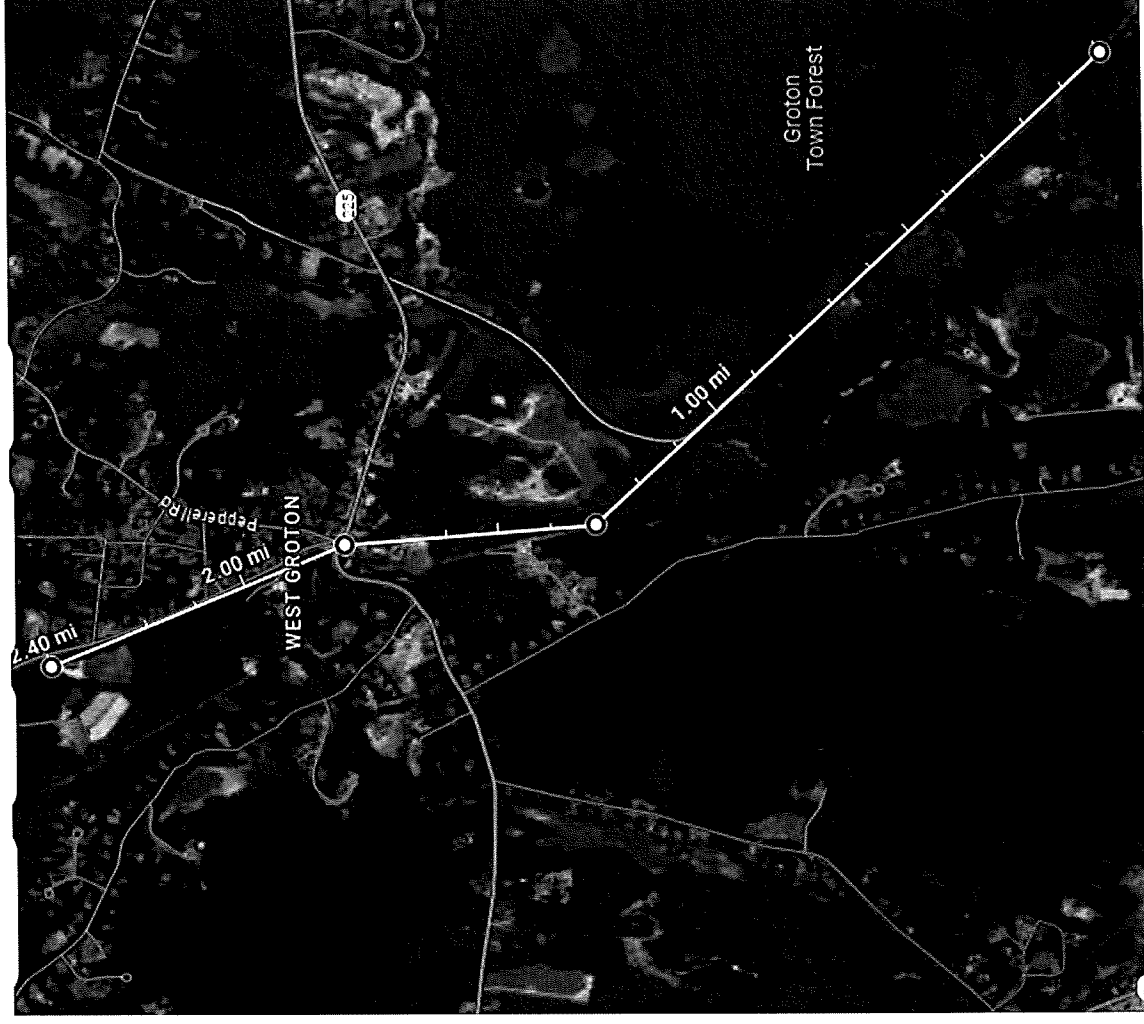
West Groton Rail Trail Committee

BACKGROUND

- The West Groton Rail Trail Committee (WGRTC) will be dedicated to constructing a multi-use recreational path on the former Peterborough and Shirley Railroad right of way in West Groton. The portion of the right of way that will be the responsibility of the WGRTC starts on the Groton side of the bridge over the Nashua River on the Ayer/Groton town border and continues northwesterly to Cutler Field in West Groton, a distance of 2.4 miles. At Cutler Field, the path will meet the section extending to the Bertozzi Conservation Area that is being planned by Squannacook Greenways, a Massachusetts 501(c)(3) non-profit corporation. Squannacook Greenways has already completed the Squannacook River Rail Trail from Bertozzi to downtown Townsend. The long-range development goal for the WGRTC is to extend this Rail Trail south over the river and into Ayer.

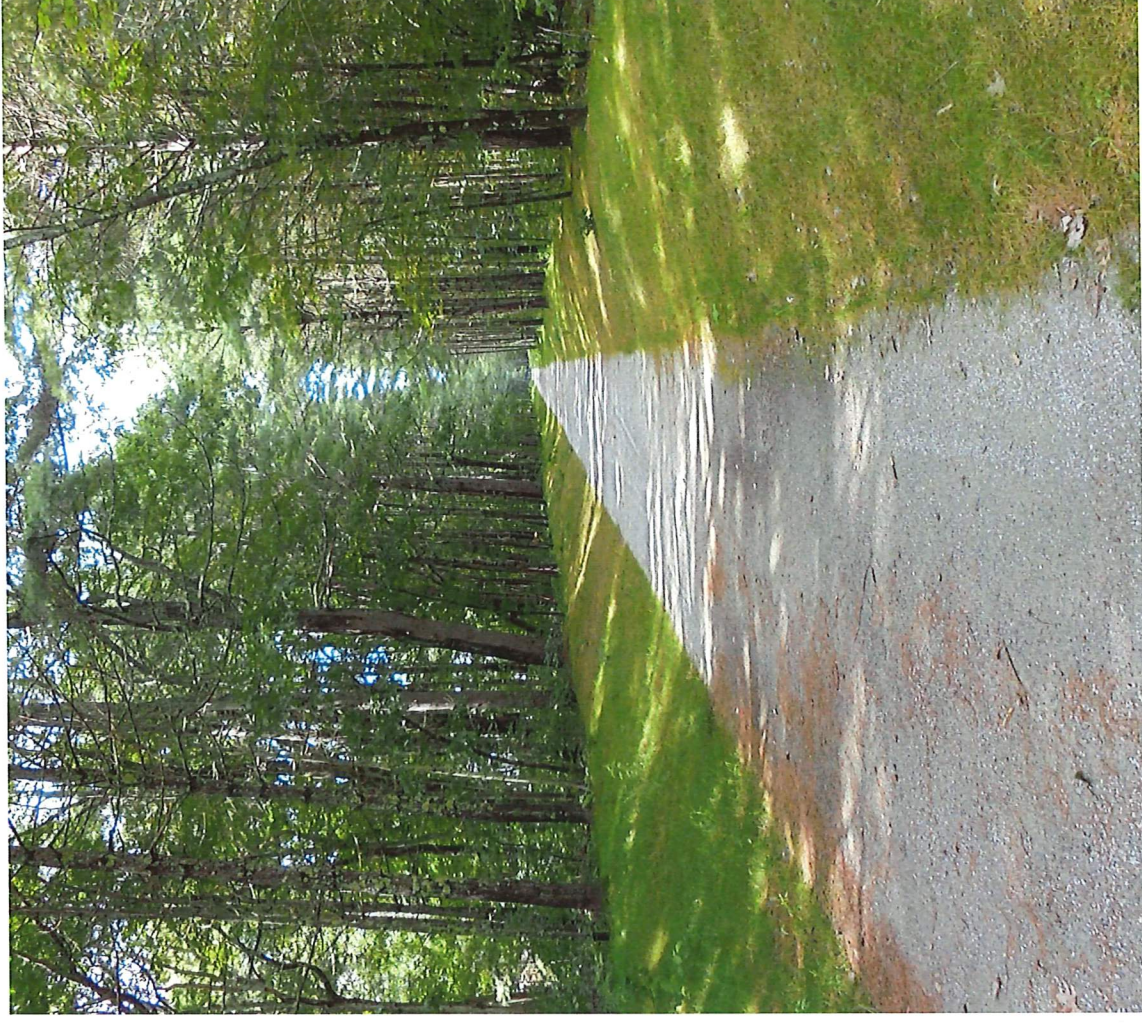
SCOPE

- Roughly 1.8 miles from the bridge to West Groton center.
- Roughly 0.6 miles from West Groton Center to Cutler Field.

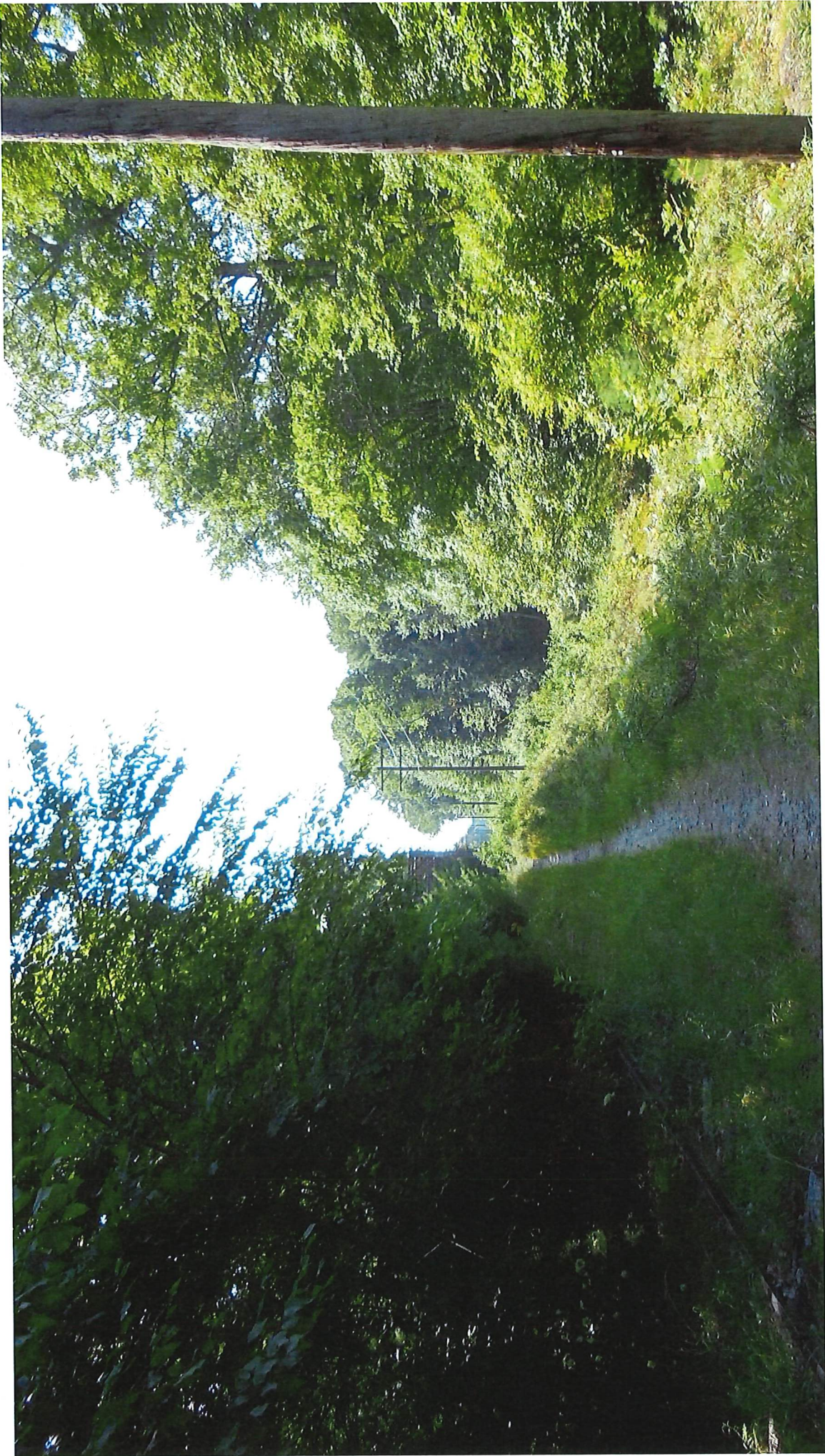


SCOPE

- This is a photo of a completed section running into Bertozzi.
- The surface would be the crushed stone shown here.
- The cost of the recently completed 3-mile section was roughly \$900K, 80% of which was covered by grants.







PERMITTING

- Work with the Select Board and Town Counsel to investigate the freight rights issues associated with the right of way from the Groton/Ayer town line to Cutler Field in West Groton.
- Work with the Select Board to negotiate a lease agreement between the MBTA (the lessor) and the Town of Groton (the lessee) allowing the construction of a crushed stone-surfaced multi-use path.

Environmental and Engineering Assessment

- Assist the Town Manager in preparing a Request for Quotation (RFQ) for an environmental and engineering assessment to be conducted on the section of the right of way for the portion of the right of way for which the WGRTC is assuming development responsibility to assess the environmental risks to the town of entering into a lease agreement and understanding the engineering challenges ahead.

FUNDING

- Money to cover the legal costs of investigating the freight rights issues and MBTA lease will be the responsibility of the WGRTC and may come from a Community Preservation Act (CPA) recreational grant application.
- Money to cover the cost of preparing the Environmental and Engineering Assessment RFQ will be the responsibility of the WGRTC and may come from a CPA recreational grant application.
- Money to pay for construction costs will be the responsibility of the WGRTC and is expected to come mainly from the Department of Conservation and Recreation's (DCR's) Recreational Trails Program (RTP). The 20% match required by RTP is expected to come from a CPA recreational grant application.
- The WGRTC will seek to identify other sources of funding for the project that may become available as the project moves forward.

STAGES

- Phase 1 would be to construct the finished path from the bridge in Ayer to the center of West Groton.
- Phase 2 would be to connect from West Groton center to Cutler Field.
- Phase 3 would be to extend the path into Ayer.

BENEFITS

- Connecting valuable assets in conjunction with the Master Plan.
- Expanding recreation assets for the residents of Groton.



Town of Groton, MA

Find Property

Next >

Parcel #: 101-14

Documents

- [CAL Property Card](#)
- [Vision Online Property Records](#)

Assessment

ID : 2778

PropertyAddress : TOWINSEND RD

PropertyStreet : TOWINSEND RD

MapSheet : 101

OwnerName : M.B.T.A.

CoOwnerName :

OwnerAddress : 100 CAMBRIDGE STREET

OwnerAddress2 :

OwnerCity : BOSTON

OwnerState : MA

OwnerZip : 02202

ParcelNumber : 101-14

GISFullNumber : F_621835_304-5107

CamafullNumber : 101-14

PID : 2657

OWNER_NAME : M.B.T.A.

LOCATION : TOWINSEND RD

STREET_NAME : TOWINSEND RD

STREET_NUMBER_INDEX : 0

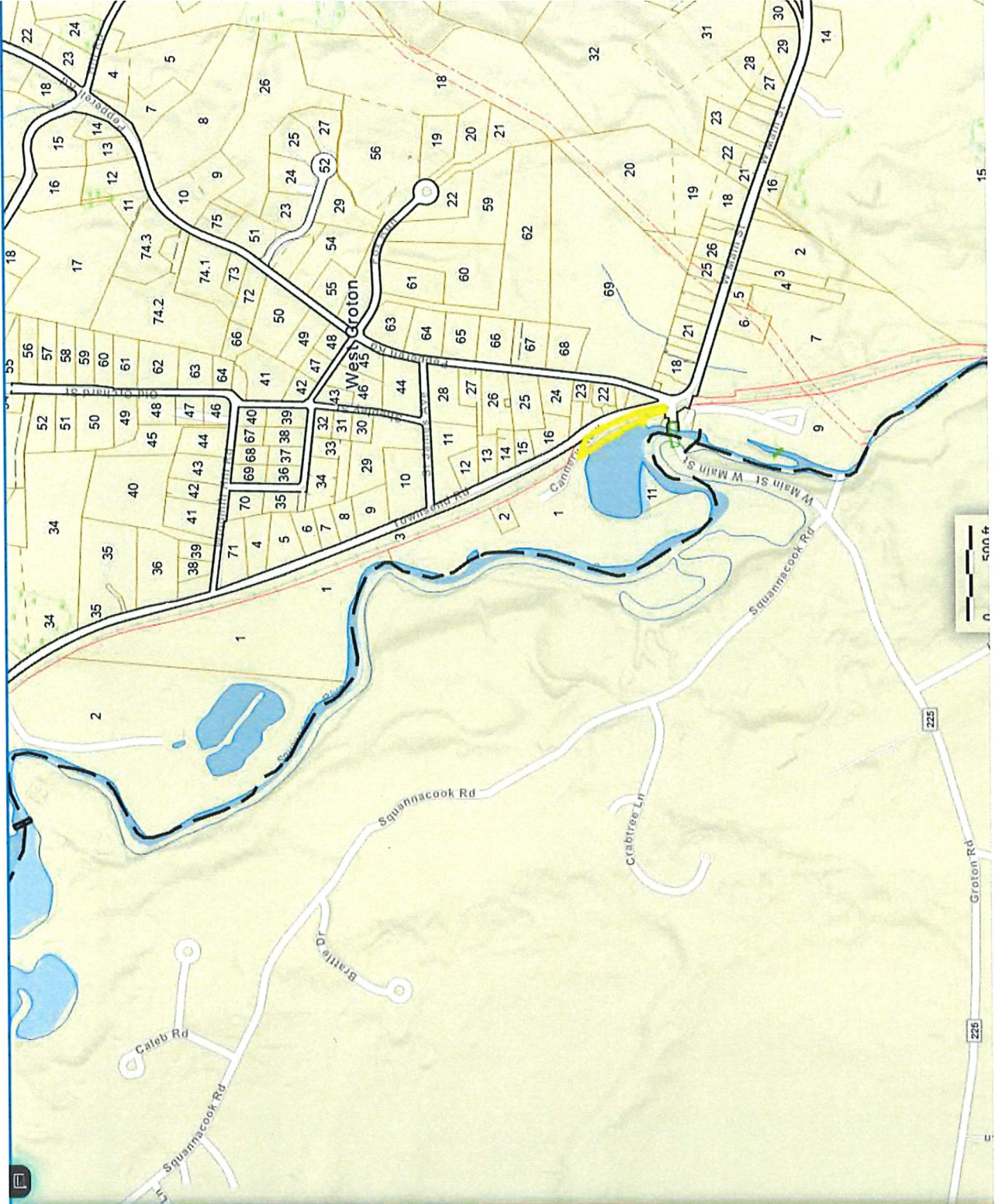
STREET_NUMBER :

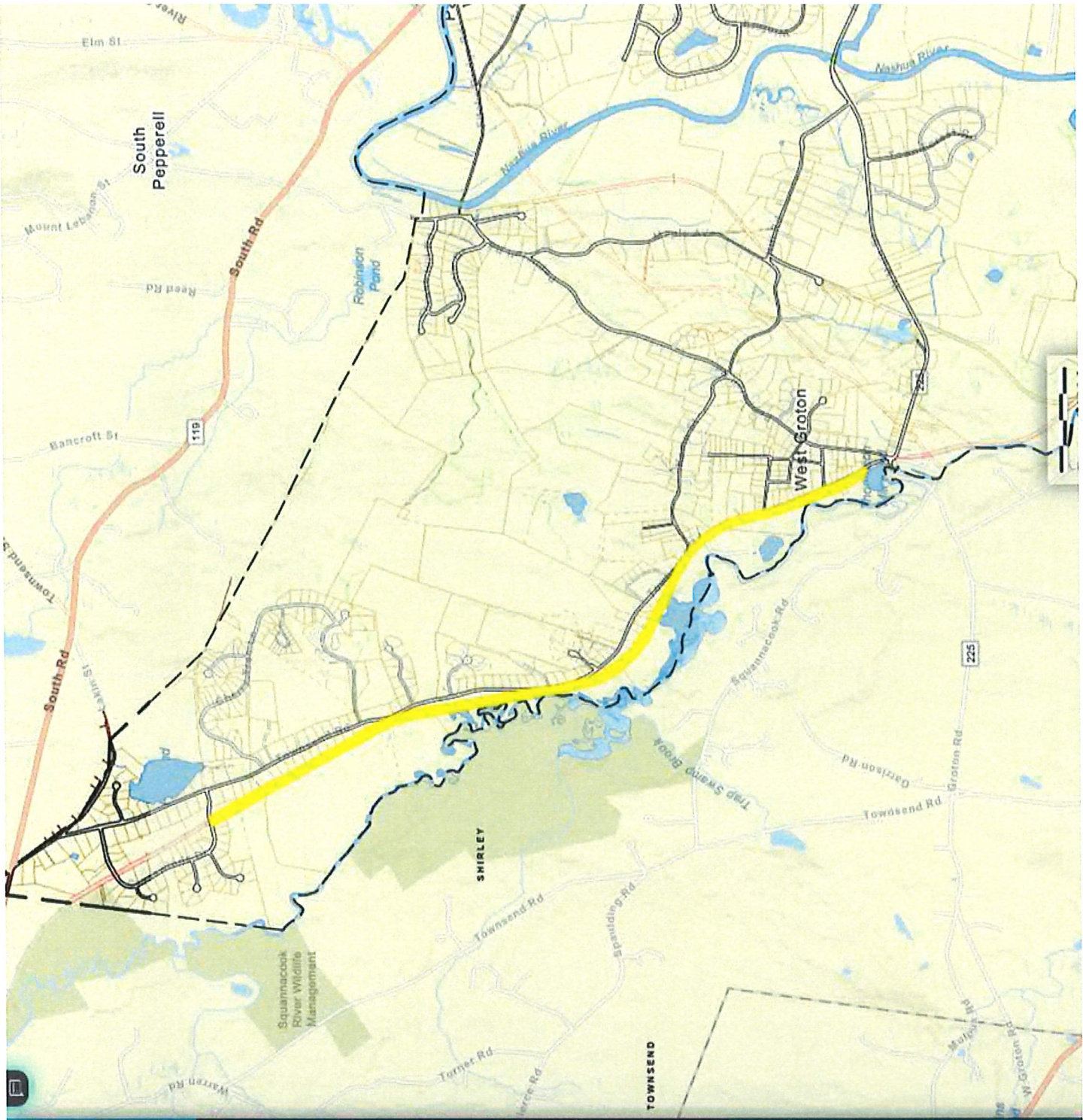
MAP : 101

Map_Cut :

BLOCK : 14

BLOCK_FILE :





Town of Groton, MA

Find Property

Parcel #: 102-3

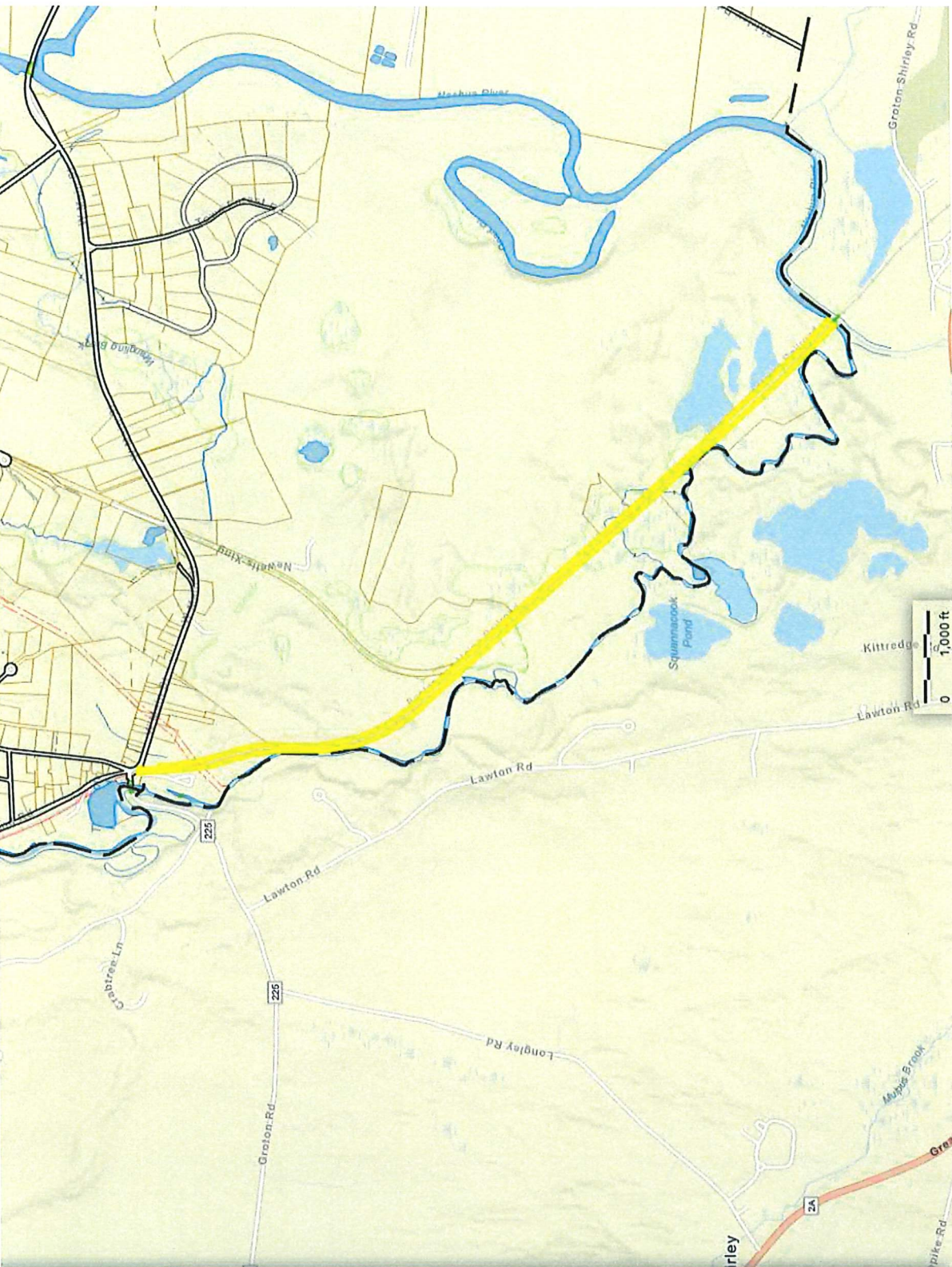


Documents

- [CAL Property Card](#)
- [Vision Online Property Records](#)

Assessment

ID : 2779
 PropertyAddress : TOWNSEND RD
 PropertyStreet : TOWNSEND RD
 MapSheet : 102
 OwnerName : M.B.T.A.
 CoOwnerName :
 OwnerAddress : 100 CAMBRIDGE STREET
 OwnerAddress2 :
 OwnerCity : BOSTON
 OwnerState : MA
 OwnerZip : 02202
 ParcelNumber : 102-3
 GisFullNumber : F_618402_3049631
 CamaFullNumber : 102-3
 PID : 4928
 OWNER_NAME : M.B.T.A.
 LOCATION : TOWNSEND RD
 STREET_NAME : TOWNSEND RD
 STREET_NUMBER_INDEX : 0
 STREET_NUMBER :
 MAP : 102
 Map_Cut :
 BLOCK : 3





Town of Groton, MA

Find Property 

Next >

Parcel #: 101-8



Documents

[CAL Property Card](#)

[View Online Property Records](#)

Assessment

ID : 2782

PropertyAddress : B + M WEST

PropertyStreet : B + M WEST

MapSheet : 101

OwnerName : M.B.T.A.

CoOwnerName :

OwnerAddress : 100 CAMBRIDGE STREET

OwnerAddress2 :

OwnerCity : BOSTON

OwnerState : MA

OwnerZip : 02202

ParcelNumber : 101-8

GISFolioNumber : F_624440_3039659

CameraFolioNumber : 101-8

PID : 2656

OWNER_NAME : M.B.T.A.

LOCATION : B + M WEST

STREET_NAME : B + M WEST

STREET_NUMBER_INDEX : 0

STREET_NUMBER :

MAP : 101

Map_Cut :

BLOCK : B

STREET_CUT :



Jon Strauss <jon@kellerfilters.com>

Re: CPC / West Groton Rail Trail

1 message

Matt Waterman <mwaterman@landtechinc.com>
To: Jon Strauss <jon@kellerfilters.com>
Cc: "Bruce H. Easom" <bruce@easomcorp.com>

Fri, Nov 22, 2024 at 1:30 PM

Hi Jon/Bruce,

Happy to assist, in a minor roll, with application preparation, exhibits, locus maps etc.

Some cost estimates to consider for draft application.

- MEPA has got very complicated and recommend someone, typically lawyer w/ good contacts at MassDEP, coordinate application.
 - Initial permit threshold review - \$5,500
 - File ENF -\$15,000 to \$20,000 (estimate only, dont have a good quote for this)
- MESA - unknowns are species and NHESP mitigation, but to file application with MESA is more straightforward than MEPA and the estimate assumes compiling information from MassGIS. Estimate assumes application with NHESP with a brief narrative on regulated areas such as ACEC, Vernal Pools, Scenic River, Outstanding Resource Water. Estimate will increase depending on size, scale and scope. I think you said that you are planning to extend from Bertozzi to WGroton Center, 2.6 miles.
 - Application - \$5,000 to \$7,000
 - Conceptual Plan - \$7,000 to \$10,000
 - Possible Extras
 - drainage and/or culvert design for the washed out section of track
 - Wetland delineation
 - Mitigation planning and response to comments

Thank you,

Matthew A. Waterman, P.E.
Senior Project Engineer/Manager



From: Jon Strauss <jon@kellerfilters.com>
Sent: Friday, November 22, 2024 12:26 PM
To: Matt Waterman <mwaterman@landtechinc.com>
Cc: Bruce H. Easom <bruce@easomcorp.com>
Subject: CPC / West Groton Rail Trail

Matt,



TOWN OF GROTON

173 Main Street
Groton, Massachusetts 01450-1237
Tel: (978) 448-1111
Fax: (978) 448-1115

Select Board

Alison S. Manugian, *Chair*
Rebecca H. Pine, *Vice Chair*
Peter S. Cunningham, *Clerk*
John F. Reilly, *Member*
Matthew F. Pisani, *Member*

Town Manager
Mark W. Haddad

December 16, 2024

Community Preservation Committee
Town of Groton
173 Main Street
Groton, MA 01450

RE: CPA Application 2026-01: West Groton Rail Trail

Dear CPC Members,

At its December 16, 2024, meeting, the Groton Select Board voted unanimously to support the West Groton Rail Trail Committee's CPA application to begin the legal and permitting activities needed to construct a rail trail in West Groton. The proposed work will be on a segment of the former Peterborough and Shirley Railroad right-of-way in West Groton, starting at the railroad bridge over the Nashua River near the town forest and ending at Cutler Field, where it will meet up with the section being planned by the Squannacook Greenways, Inc.

Completing of this section using CPA funds will speed up the completion of this rail trail in Groton and create another important component of Groton's extensive outdoor recreational offerings. The Select Board supports creating this new recreational opportunity for Groton residents and all those who come to Groton to enjoy everything the town has to offer. We hope you will favorably consider the West Groton Rail Trail Committee's CPA application.

Sincerely,

Alison Manugian, Chair
Groton Select Board



Protecting our water, our land, our communities

January 9, 2025

Community Preservation Committee
Town of Groton
173 Main Street
Groton, MA 01450

RE: CPA Application 2026-01: West Groton Rail Trail

Dear CPC Members,

The Nashua River Watershed Association is writing to express its support for the West Groton Rail Trail Committee's CPA application, which would allow the Committee to pursue the legal and permitting activities needed to gather more information about the potential impacts of constructing a rail trail in West Groton. The proposed work will be on a segment of the former Peterborough and Shirley Railroad right-of-way in West Groton starting at the railroad bridge over the Nashua River near the town forest and ending at Cutler Field.

The Nashua and Squannacook Rivers were designated Wild and Scenic Rivers in 2019 through the Nashua Wild and Scenic Rivers Act due to their outstandingly remarkable biological diversity, scenic & recreational, and historic & cultural values. We hope you will favorably consider the West Groton Rail Trail Committee's FY2026 CPA application, which would help the Committee gather invaluable information about the area and explore the possibility of enhancing scenic and recreational amenities along the Nashua and Squannacook Rivers.

Sincerely,

A handwritten signature in blue ink that reads "Lauri Johnson".

Lauri Johnson
Acting Executive Director



TOWN OF GROTON

Park Commission
Town Hall
173 Main St

PARK COMMISSION

Vacancy, Member
Brian Edmonds, Chair
Mary Jennings, Member
Jeffrey Ohringer, Member
Anna Eliot, CPC Representative

January 7, 2025

Community Preservation Committee
Town of Groton
173 Main Street
Groton, MA 01450

RE: CPA Application 2026-01

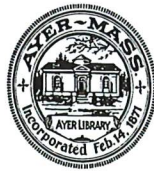
Dear CPC Members,

At its January 7, 2025 meeting, the Park Commission voted to support the West Groton Rail Trail Committee's CPA Application, CPA Application 2026-01, to begin the legal and permitting activities needed to construct a rail trail in West Groton.

The Park Commission supports creating and improving recreational opportunities for all residents of Groton. We believe this project will help create new and improved opportunities for residents and those that come to Groton to enjoy everything that our town has to offer. We hope that you will favorably consider the West Groton Rail Trail Committee's CPA application.

Very truly yours,

Brian Edmonds,
Chair
Groton Park Commission



Town of Ayer
Community Preservation Committee
Town Hall * One Main Street * Ayer, MA 01432

January 6, 2025

Jonathan Strauss
Vice Chair
West Groton Rail Trail Committee

Re: Ayer Community Preservation Committee Project Support

Dear Mr. Strauss

On behalf of the Ayer Community Preservation Committee, I am writing to you to express our support for the West Groton Rail Trail Project and our appreciation for your committee involving us in the discussion of your plans to extend the trail into Ayer.

I have walked the area by the Groton Town Forest, the Priest Bridge and Groton Shirley Road in Ayer. This extension would give Ayer residents a chance to explore the Groton Town Forest as well as the area around the rivers.

Any support we can give you, please let us know, especially when it comes to the Priest Bridge. We are aware that others who have tried to work with the MBTA have not been successful.

If you want to see the discussion the Ayer CPC had about this potential project, please review: https://www.youtube.com/watch?v=BMGjc-ZnG_Q starting from the 50-minute mark. I hope I spoke correctly about your project. Although we have a few projects ahead of yours, our committee was excited at the prospect of collaborating on a project such as this, which would be beneficial to both our communities.

Thank you again for reaching out, and we look forward to working with you and your committee in the future as your plans unfold.

Sincerely,

Janet Providakes
Chair
Ayer Community Preservation Committee

Community Preservation Committee
Town of Groton
173 Main Street
Groton, MA.

January 15, 2025

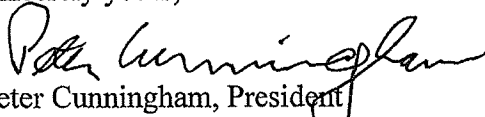
RE: CPA application 2026-01; West Groton Rail Trail

Dear CPC members,

At it's meeting of January 15, 2025 the Board of Directors of Squannacook Greenways vote unanimously to support the CPA application of the West Groton Rail Trail Committee for funding for the preliminary design and permitting of a stone dust rail trail for the section of the old Greenville Branch of the Boston & Maine RR in West Groton from the Nashua River crossing to milepost B 41.10 which is adjacent to the West Groton Water District. Once completed, this section would join with a section of the Squannacook River Rail Trail (SRRT) that was approved last year as CPC application 2025-07 for the design and permitting of the SRRT from the Bertozzi WMA to Cutler Field. Past CPA grants have been used to complete a section of the SRRT in Groton from the Townsend town line to the Bertozzi WMA and that section and it's connection with the SRRT in Townsend have been very successful and well received.

The greater vision of Squannacook Greenways has been the development of the entire section of the old Greenville Branch of the MBTA from Ayer to the New Hampshire border where a gravel trail already exists on the old RR layout. The CPA application by the West Groton Rail Trail Committee addresses a critical link in the realization of this goal and is worthy of support.

Sincerely yours,


Peter Cunningham, President
Squannacook Greenways



TOWN OF GROTON

173 Main Street
Groton, Massachusetts 01450
(978) 448-1111



Groton Trails Committee

January 21, 2025

Community Preservation Committee
Town of Groton
173 Main Street
Groton, MA 01450

RE: CPA Application 2026-01: West Groton Rail Trail

Dear CPC Members,

The Groton Trails Committee voted unanimously at its January 21, 2025 meeting to convey our support for the West Groton Rail Trail Committee's (the WRGTC) application for Community Preservation Act funding. If approved by Town Meeting, CPA funding would allow the WGRTC to pursue the legal and permitting activities needed to enable the construction of this rail trail in West Groton. The proposed work will be on a segment of the former Peterborough and Shirley Railroad right-of-way in West Groton starting at the railroad bridge over the Nashua River south of the Town Forest and ending near Cutler Field.

The Groton Trails Committee collaborates with multiple landowners and a multitude of users to promote, enhance, and preserve access to the many open spaces that the Town of Groton comprises. The addition of a public rail trail along the former railroad in West Groton, done in a diligent way by the WGRTC, will not only expand the Groton Trails Network but it will also enhance connectivity with existing trails along its route, thereby facilitating the use of our unique trail network by the public. We hope you will favorably consider the WGRTC's CPA application, which will enable them to take the important first steps toward assessing the feasibility and permitting requirements of this important new rail trail in Groton.

Sincerely,

Paul Funch, Chair



Office of the
PLANNING BOARD

TOWN OF GROTON

173 Main Street
Groton, Massachusetts 01450
Tel: (978) 448-1105
Fax: (978) 448-1113
Planning@grotonma.gov

January 23, 2025

Ms. Anna Eliot, Chair
Community Preservation Committee
173 Main Street
Groton, MA 01450

RE: CPA Application 2026-01: West Groton Rail Trail

Dear CPC members:

At its meeting on December 19, 2025, the Planning Board voted unanimously to support the West Groton Rail Trail Committee's CPA application to begin the legal and permitting activities needed to construct a new section of rail trail in West Groton. The proposed work will be on a segment of the former Peterborough and Shirley Railroad right-of-way in West Groton starting at the railroad bridge over the Nashua River near the Town Forest and ending at Cutler Field where it will meet up with the section of the Squannacook River Rail Trail (SRRT) currently in the planning stage by Squannacook Greenways, Inc.

Completing of this southern section of the SRRT using CPA funds will speed up the completion of this rail trail from Ayer to Townsend. The SRRT is identified in the Master Plan as an important alternative transportation corridor and as an additional recreational opportunity. The desire for the completion of the SRRT was mentioned by members of public at the Master Plan public outreach events. The Planning Board is hopeful that you will favorably consider the West Groton Rail Trail Committee's CPA application.

Sincerely,

Scott Wilson, Chair
Groton Planning Board