

Community Innovation Challenge

Grant Program

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Director of Local Policy

Executive Office for Administration and Finance

- I. Program overview
- II. Shared Transportation Services
Town of Acton
- III. Regional Highway Equipment Cooperative
Town of Brookfield
- IV. Central Mass. Regional Storm Water Collaborative
Town of Spencer
- V. Questions

Background

- The Acts of 2009, Chapter 60 established a Regionalization Advisory Commission
- The Commission, chaired by Lt. Governor Murray, issued its report and recommendations by April 30, 2010.
- The report recommended incentivizing regional thought through programs such as the Community Innovation Challenge (CIC) grant.

Purpose

Our new fiscal reality demands that we invest in and incentivize innovation among local government.

Innovations at the local level will assist in finding new and more efficient ways to deliver core local services.

Funds may be used for regional collaborations or for internal efficiencies.

Use of Funds

Regionalization

Shared services

Joint or regional facilities

Intergovernmental agreements

Consolidations

Mergers

Other types of collaborations

Internal Efficiencies

For a single entity to plan and implement innovative internal efficiency initiatives to improve the quality and efficiency of service delivery in ways that achieve cost savings.

FY12 Projects

- During the first year of the program, 27 projects received funding.
- Together, the projects involve 138 communities which represent over 2.7 million residents and 41% of the population of the Commonwealth.
- Projects involve a variety of municipal service areas including public safety, information technology, public works, education, and public health.

Review of Applications

Proposals will be reviewed by an evaluation committee of state and independent members, with the final decisions made by the Secretary for Administration and Finance.

The criteria will include, but are not limited to:

- Innovation
- Potential for greatest impact
- Cost savings and/or other tangible benefits such as service enhancements, service delivery efficiencies, or other benefits.
- Demonstrated feasibility of successful implementation
- Speed of project timeline for completion
- Potential applicability to other local governments

SHARED TRANSPORTATION RESOURCES

Acton, Boxborough, Littleton, Maynard, Stow
and the Clock Tower Place

Presenter:

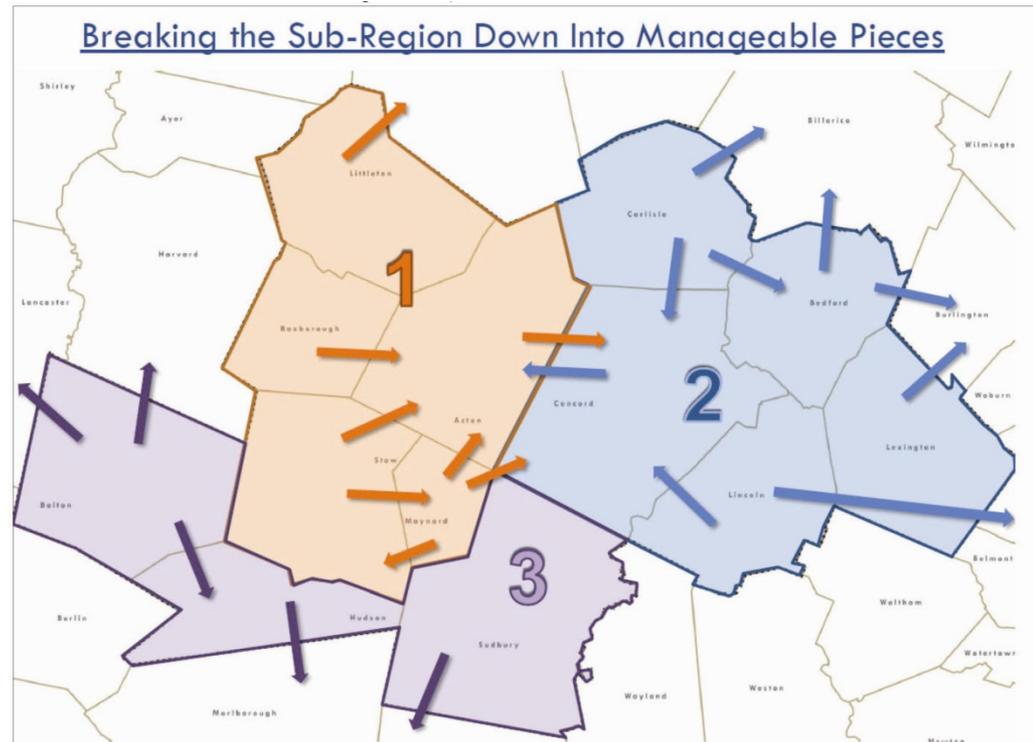
Doug Halley

Acton Public Health Director

Establishment of the project

MAGIC Subgroup

- Identified Transportation as a sub-regional need
- Six participants
 - 13 transportation vans
 - 8 dispatch centers
- Two years of planning
 - CIC Award



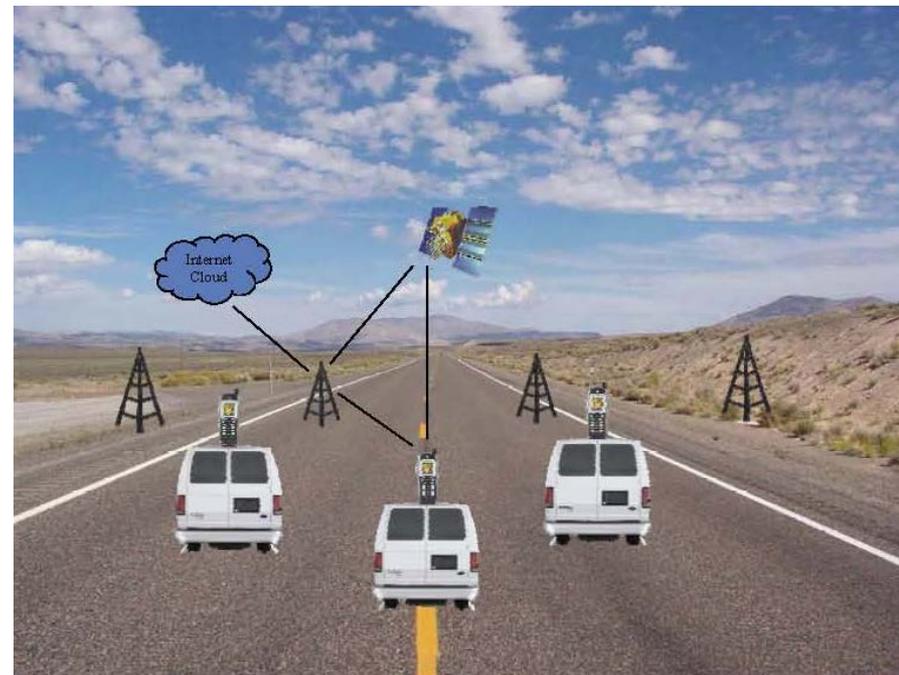
Goals and objectives

Develop cooperation and collaboration
Transforming transportation providers
into transportation partners

- Increase ridership eligibility
- Fixed Routes crossing existing service areas
- Unified dispatching
- Provision of service on same day requests
- Ability to share back-up services within sub-region

Challenges

- Assuring Seniors of regional benefits
- Existing regional agreements limited or non-existent
- Diverse programs
 - Hours of service
 - Hours of Dispatch
 - Service areas
 - Fare Rates



Results



Figure 2.3: Dispatcher Information

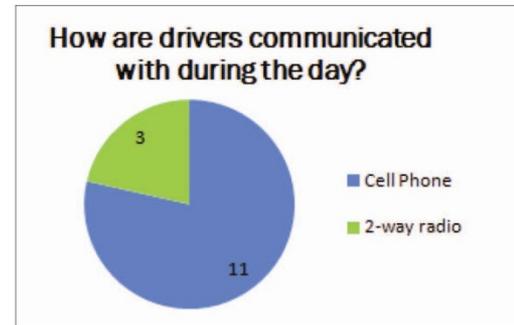


Figure 2.8: GPS Information

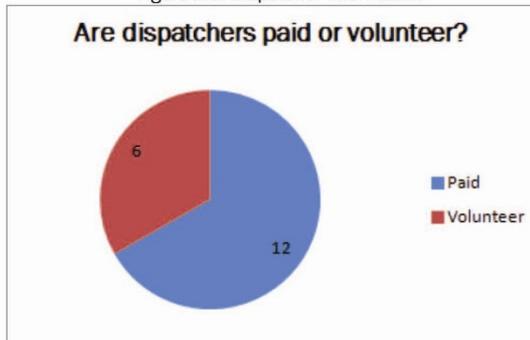
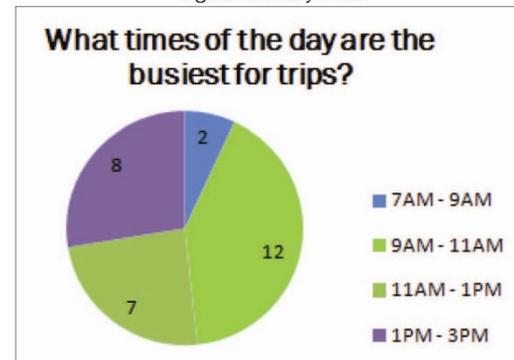
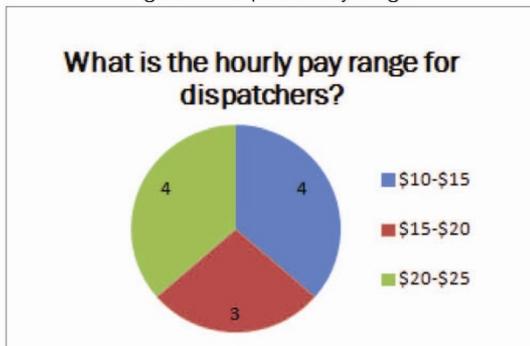


Figure 2.4: Dispatcher Pay Range



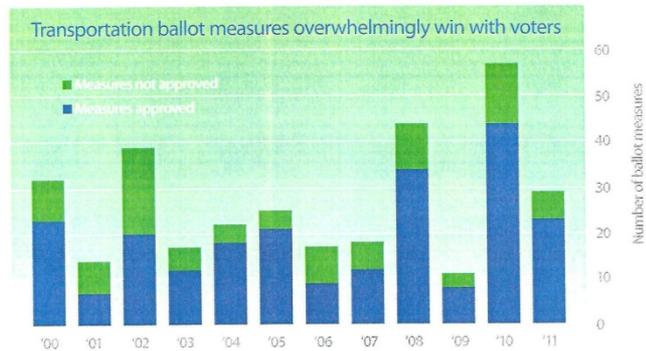
Figure 2.9: Busy Times



In your community

issues & trends

INSIGHT INTO THE LATEST SOCIAL, FINANCIAL AND POLITICAL MOVEMENTS SHAPING AMERICA'S COMMUNITIES



Paying for infrastructure

With federal funding stalled, some local governments are going it alone



Ballot measures to fund transit improvements have been successful in several communities. Voters in Dallas approved a one-cent sales tax increase for light rail. The Dallas/Fort Worth metrolplex now has the longest light-rail network, including the Burbank Station, in the country.

It sounds like a risky proposition: Go to skeptical voters in a down economy and ask them to approve a tax increase to pay for infrastructure improvements.

But that's just what some local governments are doing — and it's working.

That is among the findings of "Infrastructure 2012: Spotlight on Leadership," a report from the Washington-based Urban Land Institute (ULI) and the financial consulting firm Ernst & Young. The report reveals that local governments are using ballot initiatives, bond issues, user/toll fees and other "on-their-own" strategies to make up for fading federal funding for infrastructure.

Transportation ballot initiatives have been successful in several localities. From 2008 through 2011, ballots allocating funds to transit capital or operations had a 73 percent success rate.

That includes ballot measures in Charlotte, N.C.; Dallas; Phoenix; and St. Louis. Voters in those cities approved sales tax increases to fund various transit improvements. "People are more likely to invest in their own local economies than we might think," says Rachel MacCleery,

Contact information

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Regional Highway Equipment Cooperative

Towns of Brookfield, West Brookfield, East Brookfield, Brimfield, and Warren

Presenters:

Herb Chaffee III, Brookfield Highway Superintendent

Cindy Thompson, Project Manager

Bill Scanlan, Project Coordinator

Regional Highway Equipment Cooperative

Equipment Borrowed from West Brookfield

Date	Equipment/Personnel	Code	Equipment Rate	Employee Rate	Hours	Debit
5/30/2012	Line Painting Machine		60.00	20.00	5.00	400.00
6/11/2012	Mark		-	23.47	4.00	93.88
6/12/2012	Mark		-	23.47	8.00	187.76
						-
						-
						-
						-
						-
						-
						-
Total					17.00	

Regional Highway Equipment Cooperative								
Equipment Loaned to West Brookfield								
Date	Equipment/Personnel	Code	Equipment Rate	Employee Rate	Hours	Credit		Net Value
6/14/2012	2002 Mack / Donald	8723	80.00	19.42	8.00	795.36		395.36
6/18/2012	2002 Mack / Donald	8723	80.00	19.42	8.00	795.36		1,096.84
						-		909.08
						-		909.08
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						-		909.08
						-		909.08
Total					16.00			909.08

Background

Towns	Population	Area (Sq. Miles)	Miles of Road	Workers
Brookfield	3338	16.57	40	3
Brimfield	3339	35.2	71	4
East Brookfield	2097	10.37	26	4
West Brookfield	3701	21.1	50	4
Warren	4776	27.62	63	4
<u>Totals</u>	<u>17251</u>	<u>110.86</u>	<u>250</u>	<u>19</u>

A Friendly Start

Brookfield

East Brookfield



The Projects

- Crosswalk Paint
- Line Painting
- Roller and Trailer
- Sign machine

Crosswalk Paint

- **Bulk Purchase**
- **Shipped to Brookfield**
- **Invoiced to each town**
- **Savings**

Centerline Painting

- Line Painting Contractor
- Able to do multiple towns a night
 - Lower cost due to less set-up
 - Location! Location! Location!

Roller and Trailer

- RHE Coop purchase
- ALL TOWNS HAVE A USE FOR BUT COULD NOT JUSTIFY COST DUE TO MINIMAL USE
- Rental cost savings
- Availability

Sign Machine

- Pre-made Street Sign

(36X9") Cost : \$46.00

- RHE-Coop made Sign

(36X10") Cost : \$25.70

- 44% Savings

“Coming together is a Beginning.
Keeping together is Progress.
Working together is Success.”

~ *Henry Ford*

Contact Information

Cindy Thompson and Herb Chaffee

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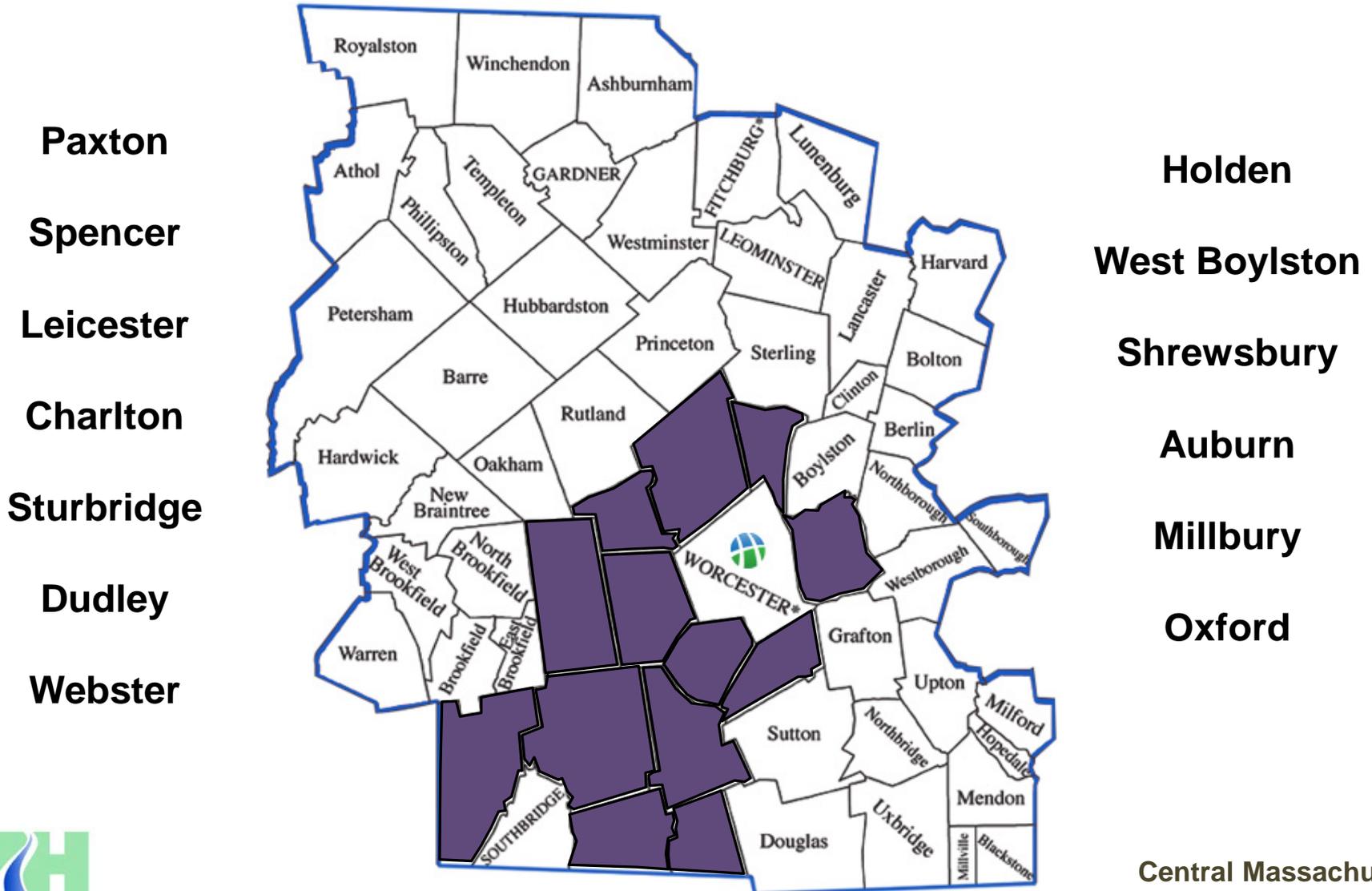
Central Massachusetts Regional Stormwater Collaborative

Towns of Paxton, Spencer, Leicester, Charlton,
Sturbridge, Dudley, Webster, Holden, West Boylston,
Shrewsbury, Auburn, Millbury, and Oxford

Presenter:

Robin Craver, Town Administrator (Charlton)

CMRSC Communities



Establishment of the Project

USEPA Municipal Separate Storm Sewer System (MS4) Permit is an unfunded mandate.

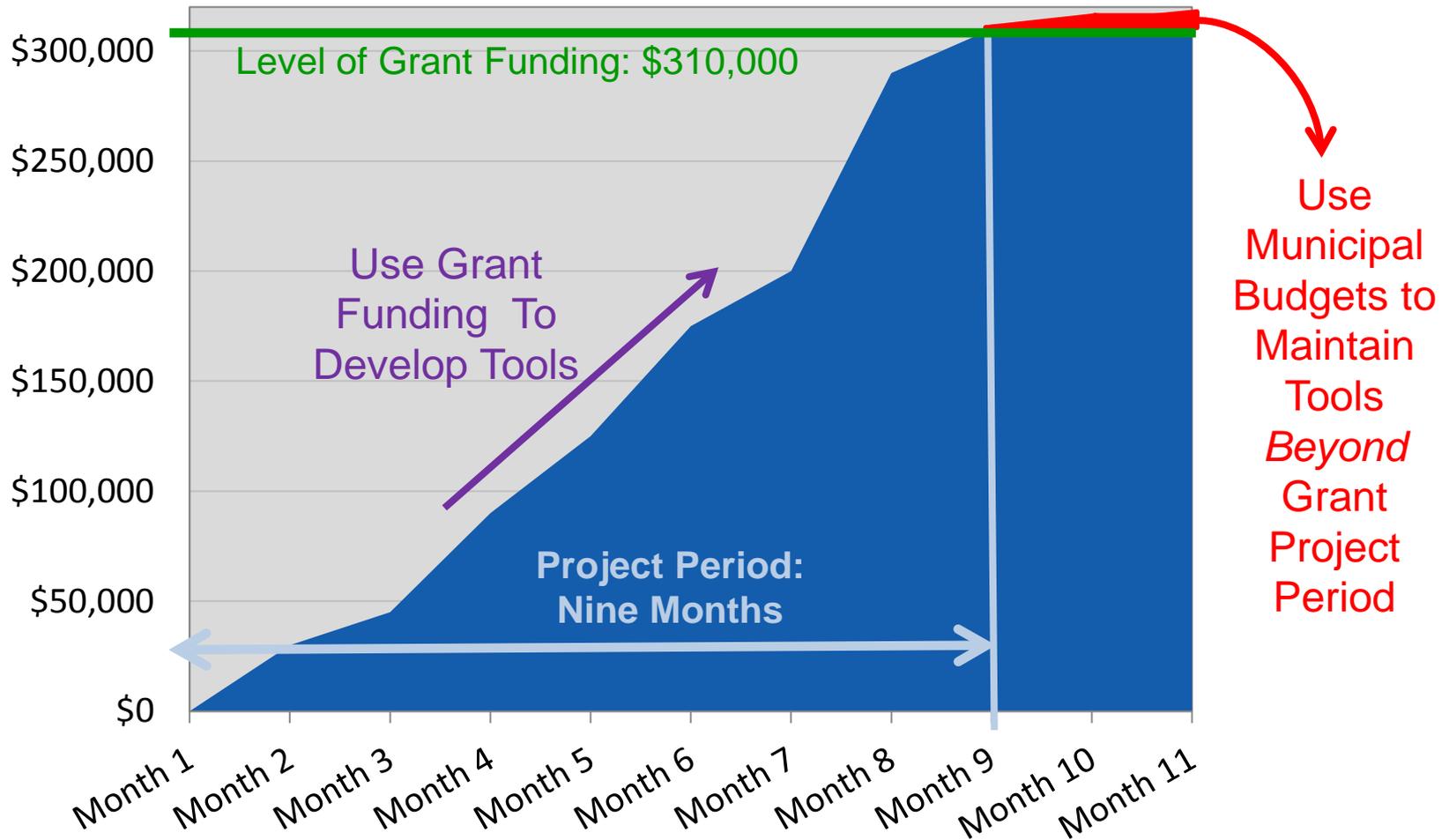
MS4 Permit requirements will soon increase and expand to more communities.

All 13 communities in this project agree that they presently underfund stormwater management activities. Some have no funding earmarked specifically for stormwater management.

\$310,000 CIC Grant to develop and implement the following stormwater tasks:

1. Collaborative Education and Training
2. Regionalized Data Management Systems
3. Standardized Policies and Procedures

Benefit of the Project



Goals and Objectives

Select scope with regionalization as the primary driver. Work products need to be easily transferrable to more communities.

Identify and get buy-in from other communities needing to develop stormwater management tools.

Expand on work done by the Greater Leicester Water Resource Project Report team (2010).

Get all 13 communities to comply with the requirements of the MS4 Permit and get to a common benchmark.

Develop tools that will prepare communities for future permit requirements (“grow with the needs”).

Project Challenges

How to coordinate administrative and technical staff for so many communities.

How to channel feedback in an effective manner.

How to have “something for everyone”.

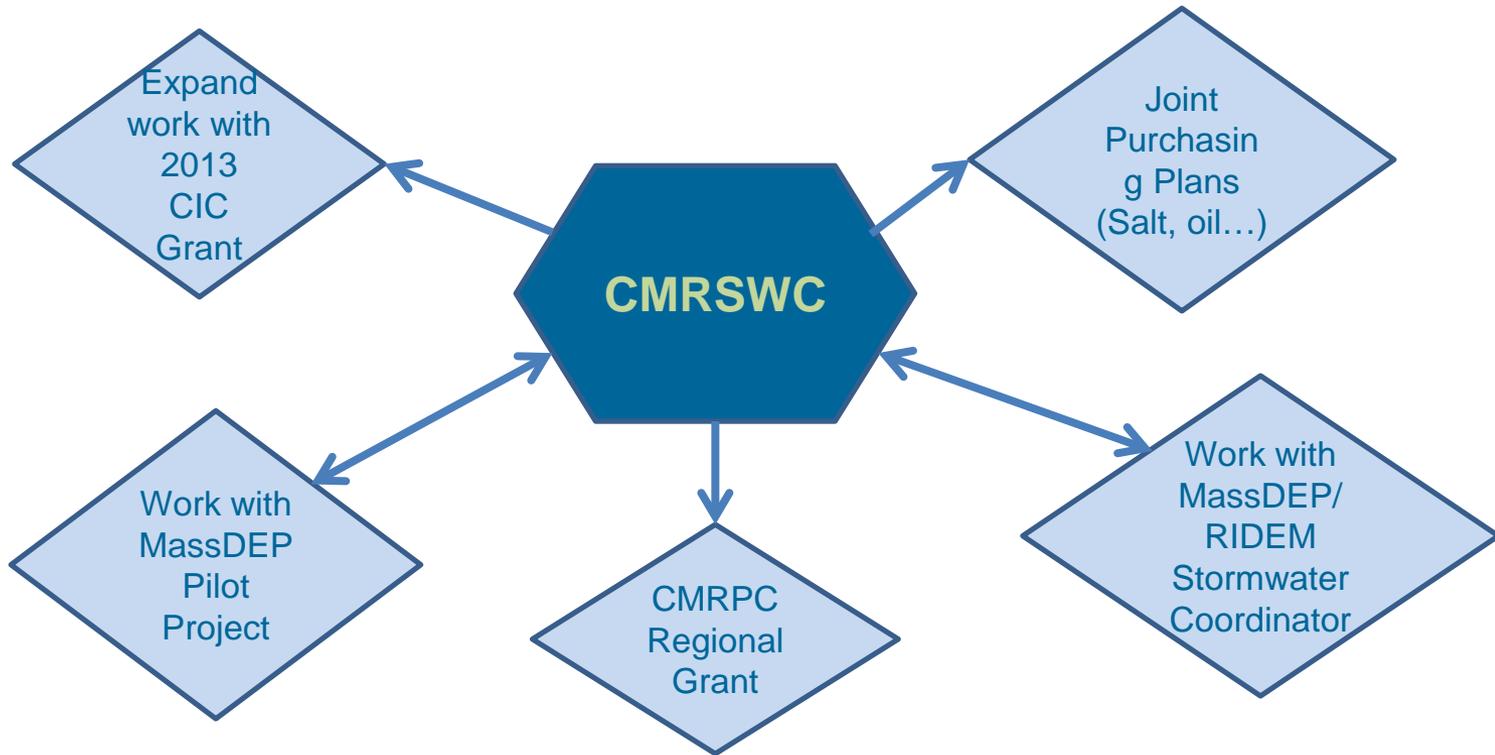
How were these accomplished?

1. Consistent core leadership: spearhead grant; reach out to communities; finalize scope; and implement work.
2. Get a professional involved early to identify common successes and common challenges.
3. Define a Steering Committee to represent the best interest of all 13 communities.
4. Focus on personal communication and networking.



Results

Ten powerful stormwater tools are developed or in development. *See handout for details*
New/larger/more partnerships emerging!!



Contact Information

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Administrator

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