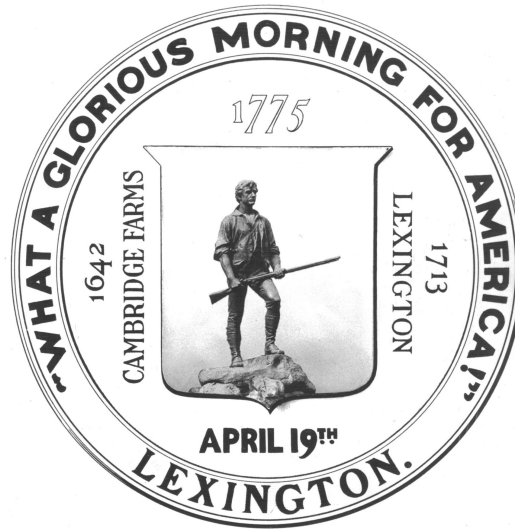


CAPITAL EXPENDITURES COMMITTEE

TOWN OF LEXINGTON



REPORT TO THE 2022 ANNUAL TOWN MEETING (ATM) & SPECIAL TOWN MEETING (STM) 2022-1 & Anticipated -2

Released March 21, 2022

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See Appendix C s the end of the Report for a Summary of Warrant Articles and Subarticles addressed in this report.

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Foreword

We encourage you to read our report, in full or in part, and to use it as a resource to:

Get details on a particular Capital or Community Preservation Act (CPA) Article. Use the Table of Contents or the Summary on the inside back cover to locate the Article in the second part of this report, and then read the description from the Town's Recommended Budget & Finance Plan (Brown Book) as well as any supplemental information we include to further explain the project¹.

Get context and historical perspective on a department or a Capital project. Locate the department or project in the front section of this report to read about it and see a five-year funding history.

See what Capital spending might look like in the future. Refer to this Committee's Five-Year Capital Plan (5YCP) starting on Page 11.

One of this Committee's statutory responsibilities is to compose a 5YCP which forecasts the capital projects and programs that we see on the horizon for the next 5 years. This plan usually starts with the Town Manager's proposed budget, a/k/a "The Brown Book" and annotates it with footnotes and changes based on our opinions. While there is always some uncertainty to trying to predict the future, this year the Town finds itself in an inflationary bidding environment, largely due to the pandemic. This is not just our Committee's point of view—it has been confirmed by statements by the Town Manager and staff. To wit, we have already seen project cost escalation prior to Town Meeting approval for the Department of Public Works (DPW) pump-station project, and the Lexington Police Station rebuild as well as the necessity for a supplemental appropriation for the Westview Cemetery project. We anticipate there will be other projects which suffer the same fate.

From a capital planning perspective, this makes short- and long-term planning difficult. In short, these inflationary trends imply any of the following: increased project costs, the need for supplemental appropriations, and/or reduced project/program scope. At least two of those three outcomes will generally result in overall delays. This means that there is a larger than normal degree of uncertainty in our own report and its five-year projections.

The largest project on anyone's radar is the Lexington High School rebuild/renovation. While staff has been carrying a \$350M project cost, this is a number that has not been adjusted for normal or pandemic inflation for several years. The Committee has for a long time, and continues to do so, called this figure into question. Carrying a realistic figure is important because this number is used for stabilization fund (SF), debt service, and taxpayer impact projections.

Adding to the uncertainty our five-year capital plan is the study conducted by the Department of Public Facilities (DPF) which takes a 20-year view of all of the Town's building assets. The results of this study still have not been incorporated into the Town's long-term capital planning. While this Committee has not actually seen the report, we know that many of the numbers are large and may cause significant impact to the Town's longer-term plans.

We commend the town staff for continuing to move to a completely cash-capital based program budget. This is something we have long advocated. Two examples of this in the Fiscal Year (FY)2023 budget are the Fire Pumper Truck replacement and the School Technology program.

While the Town Pool Water Heater Replacement project may seem small, it is important to maintain focus on the Town's sustainability goals as previously stated by you, Town Meeting. The current water heater is oil-fired. The replacement proposal presented to us in early November was specified to continue to use oil as the fuel source. This Committee (and others) called this into question, and the result is that the staff is now seeking design funds to explore electric alternatives with the expectation that construction

¹ Throughout this report, "project" is generally used to characterize a Capital endeavor. Within the development of budgets and other financial actions, "program" is used for already on-going needs while "project" is used for what is considered to be a one-off endeavor during the five-year scope of financial planning.

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money will be requested in this Fall's Special Town Meeting. We hope to see a more credible plan ready for that Special Town Meeting.

Finally, bear in mind that this Committee is appointed by the Town Moderator and chartered to advise Town Meeting, a mission we take seriously. While we work collegially with Town Departments and other Boards and Committees, our recommendations represent what we believe to be in the best interests of you, Town Meeting and, therefore, Lexington citizens. We hope you will find this report useful.

The Mission of the Capital Expenditures Committee

From the Code of the Town of Lexington (§29-13):

- D. Each year the Capital Expenditures Committee shall request and receive from the Town Manager information on all capital expenditures requested by Town boards and departments that may be required within the ensuing five-year period. The Committee shall consider the relative need, timing and cost of these projects, the adequacy thereof and the effect these expenditures might have on the financial position of the Town.
- E. The Committee shall prior to each Town Meeting for the transaction of business prepare, publish and distribute by making copies available at the office of the Town Clerk and at Cary Memorial Library, and by mailing or otherwise distributing to each Town meeting member, a report of its findings, setting forth a list of all such capital expenditures together with the Committee's recommendations as to the projects that should be undertaken within the five-year period, the approximate schedule for the funding of each recommended project to the extent practical, and its recommendations on policies with either a direct or indirect effect on capital matters. This publication may be combined with and distributed at the same time as the Appropriation Committee report.

From the Code of the Town of Lexington (§29-14):

The term capital expenditures shall mean any and all expense of a nonrecurring nature not construed as an ordinary operating expense, the benefit of which will accrue to the Town over an extended period of time.

Definition of Capital Projects (Select Board's Recommended Budget & Financing Plan, Page XI-1):

A capital project is defined as a major, non-recurring expenditure that generally meets the following criteria:

- Massachusetts General Law permits the Town to issue bonds to finance the expenditure;
- The expenditure is \$25,000 or more;
- The expenditure will have a useful life of 10 years or more for buildings or building components and 5 years for vehicles and equipment; and
- Planning, engineering, or design services may be considered capital when such services are integral to a construction, renewal or replacement project that meets the criteria for a capital expenditure.

From the Code of the Town of Lexington (§29-26):

The Capital Expenditures Committee shall state whether it endorses each recommendation of the Community Preservation Committee.

How to Read This Report

The balance of our report is divided into four sections:

- An overview of capital projects in Lexington,
- Presentation of a five-year capital plan,
- For each department and program, an overview of its purpose, spending history, any general capital plan, references to any funding request in the FY2023 budget, and
- This year's capital-related Warrant Articles.

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“STM 2022-1 Town Warrant” & “2022 ATM Town Warrant” refer to the respective portions of the Town of Lexington Town Warrant, January 24, 2022, for those two Town Meetings. “Brown Book” refers to the “Town of Lexington Fiscal Year 2023 Recommended Budget & Financing Plan”, dated February 28, 2022. Where our narrative includes a “See Article __.” it is referring to that Article in the last section—“Warrant-Article Explanations and Recommendations”. In that section you will find:

We have quoted the Town’s documentation for each of the Articles on which we are reporting. If we believe that quote has both adequately described the proposed work and satisfactorily made the case for the Town’s need, we will not reiterate either of those matters in this report. However, additional narrative is included where we feel it would be helpful for better understanding an Article or subArticle. (If in italics, it is what we believe should be included when our Committee is asked for its spoken position.)

Our Committee’s recommendations and how we voted are shown only in the boxed header for each Article and, if applicable, in any sub-elements unless there are further comments on our position. However, in any case where we are not unanimous in a recommendation to Town Meeting there will be comments, including from those opposed to the recommendation or both sides if a tie vote.

Our oral report on Town Meeting floor will highlight elements of our written report and present any new information not available as of this writing. When we report on a capital article on Town Meeting floor during the deliberations, a committee member will provide the committee’s recommendation and, if applicable, comments related to that recommendation.

Summary of FY2023 Capital-Budget Requests

Note: The CEC Recommends all the Requests

IP = Indefinite Postponement N/A = Not Applicable

Article	Categories	Requests					
		General Fund		Enterprise Funds ²	CPF ³	Approp. & Auth. Other ⁴	Total
		Debt	Cash ¹				
Land Use, Health and Development							
10(c)	West Farm Meadow Preservation				\$28,175		\$28,175
10(b)	Wright Farm Barn Stabilization and Preservation				\$155,000		\$155,000
12(a)	Hartwell District Signage					\$65,000	\$65,000
12(b)	Townwide Pedesrrian & Bicycle Plan					\$65,000	\$65,000
12(c)	South Lexington and Forbes-Marrett Traffic Mitigation Plans					\$175,000	\$175,000
12(d)	Transportation Mitigation					\$6,823.50	\$6,823.50
	Subtotals Land Use, Health and Development	\$0	\$0	\$0	\$183,175	\$311,823.50	\$494,998.50
Public Safety							
12(e)	Replace Pumper Truck		\$650,000				\$650,000
Culture and Recreation							
11	Pine Meadows Improvement			\$95,000			\$95,000
10(g)	Park and Playground Improvements				\$200,000		\$200,000
10(h)	Park Improvements - Athletic Fields				\$250,000		\$250,000
10(f)	Park Improvements - Hard Court Surfaces				\$2,500,000		\$2,500,000
10(i)	Community Park Master Plan - Lincoln Park				\$100,000		\$100,000
	Subtotals Culture and Recreation	\$0	\$0	\$95,000	\$3,050,000	\$0	\$3,145,000
Public Facilities							
16(a)	Public Facilities Bid Documents		\$100,000				\$100,000
16(b)(1)	Building Flooring		\$150,000				\$150,000
16(b)(2)	School Paving and Sidewalk		\$145,000				\$145,000
16(c)	Mechanical/Electrical System Replacements		\$787,000				\$787,000
16(d)	Municipal Building Envelopes and Associated Systems		\$219,540				\$219,540
16(e)	Townwide Roofing		\$428,000				\$428,000
16(f)	School Building Envelopes and Associated Systems		\$251,400				\$251,400
10(d)	Playground Enhancement—Pour-in-Place Surfaces				\$1,459,591		\$1,459,591
10(e)	Center Recreation Complex Bathrooms & Maintenance Building Renovation				\$680,000		\$680,000
STM-1, 2	Lexington Police Station Construction	\$32,400,000					\$32,400,000
STM-2, 2	LHS Feasibility Study	\$1,825,000					\$1,825,000
16(g)	High School Equipment Emergency Funds	\$500,000					\$500,000
16(h)	Town Pool Water Heater Study		\$31,000				\$31,000
	Subtotals Public Facilities	\$34,725,000	\$2,111,940	\$0	\$2,139,591	\$0	\$38,976,531
Public Works							
12(f)	Townwide Culvert Replacement		\$390,000				\$390,000
12(g)	Equipment Replacement		\$1,246,000	\$290,000			\$1,536,000
12(h)	Sidewalk Improvement		\$563,077			\$236,923	\$800,000
12(i)	Townwide Signalization Improvements		\$125,000				\$125,000
12(j)	Storm Drainage Improvements and NPDES compliance		\$570,000				\$570,000
12(k)	Comprehensive Watershed Stormwater Management		\$390,000				\$390,000
12(l)	Street Improvements ⁵		\$2,669,767				\$2,669,767
14(a)	Pump Station Upgrades			\$2,000,000			\$2,000,000
14(b)	Sanitary Sewer System Investigation and Improvements			\$720,000		\$300,000	\$1,020,000
13	Water Distribution System Improvements			\$1,600,000		\$600,000	\$2,200,000
12(m)	Hydrant Replacement Program		\$75,000	\$75,000			\$150,000
12(n)	Battle Green Streetscape Improvements	\$3,615,000	\$1,360,000				\$4,975,000
12(o)	Municipal Parking Lot Improvements		\$60,000				\$60,000
12(p)	Public Parking Lot Improvement Program		\$100,000				\$100,000
12(q)	New Sidewalk Installations		\$75,000				\$75,000
	Public Works Sub-Totals	\$3,615,000	\$7,623,844	\$4,685,000	\$0	\$1,136,923	\$17,060,767.00

(Continued on next page)

Summary of FY2023 Capital-Budget Requests (continued)

Article	Categories	Requests					Total
		General Fund		Enterprise Funds ²	CPF ³	Approp. & Auth. Other ⁴	
		Debt	Cash ¹				
Lexington Public Schools							
15	LPS Technology Program		\$ 1,343,006				\$1,343,006
Innovation & Technology							
12(r)	Application Implementation		\$158,500				\$158,500
12(s)	Network Redundancy & Improvement Plan		\$945,000				\$945,000
12(t)	Scanning - Electronic Document Management		\$110,000				\$110,000
	Innovation & Technology Sub-Totals	\$0	\$1,213,500	\$0	\$0	\$0	\$1,213,500
Town Clerk's Office							
10(a)	Archives & Records Management		\$20,000				\$20,000
Non-Government							
10(l)	Lexington Housing Authority: Vynebrooke Village ModPHASE Modernization Project				\$160,790		\$160,790
10(k)	LexHB: 116 Vine Street Affordable Housing Construction						IP
10(j)	LexHAB: Affordable Housing Unit Renewal				\$234,000		\$234,000
	Total Non-Government Sub-Totals	\$0	\$0	\$0	\$394,790	\$0	\$394,790
Other Government							
18	Rescind Prior Borrowing Authorizations	(\$347,469)					(\$347,469)
19	Establish, Amend, Dissolve Appropriate To and From Specified Stabilization Funds	<i>See that Article on Page 63 for the deposits and the withdrawals at this Annual Town Meeting regarding the Stabilization Funds with relation to Capital.</i>					
21	Amend FY2020 Operating, Enterprise and CPA Budgets				\$790,261		\$790,261
22	Appropriate for Authorized Capital Improvement						IP
23	Appropriate from Debt Service Stabilization Fund					\$191,112.60	\$191,112.60
10(m)	Community Preservation Committee Debt Service				\$150,000		\$150,000
10(n)	Community Preservation Committee Administrative Budget				\$150,000		\$150,000
25	Appropriate for Worthen Road Recreation and Education District Land Use Concept Plan (Citizen Petition)						IP
	Other Government Sub-Totals	-\$347,469	\$0	\$0	\$1,090,261	\$191,112.60	\$933,904.60
	Grand Totals	\$37,992,531	\$12,962,290	\$4,780,000	\$6,857,817	\$1,639,859.10	\$64,232,497.10

¹ All types of General Fund. For the specific types, see the Warrant-Article Explanations and Recommendations starting on Page 43.

² Includes use of retained earning and debt. For specific types, see the Warrant-Article Explanations and Recommendations starting on Page 43.

³ Includes both cash & debt appropriations.

⁴ Includes using Town-created Revolving Funds (within the authorizations), Town Specified Stabilization Funds, Special Revenue Accounts, Town's Parking Meter Fund, State Transportation Improvement Plan (TIP) funds, Rescinded Prior Borrowing Authorizations (as negative numbers), TNC Special Revenue Fund, User Charges, and private funding.

⁵ Does not include the State's Chapter 90 funds (\$982,231) that do not need to be appropriated.

Capital Budget

Lexington allocates resources to capital projects by considering them in three categories:

- Capital Projects (by definition those that can be debt-financed, are greater than \$25,000, and have a useful life of at least 5 years for vehicles and equipment, and 10 years for buildings or building components);
- Enterprise & Revolving Funds projects (greater than \$25,000); and
- Community Preservation Fund (CPF) projects (any dollar amount).

The Capital Expenditures Committee (CEC):

- Assesses capital needs brought forward by each department (municipal and schools) as well as the Community Preservation Committee (CPC) through the annual budgeting process;
- Works with those departments and the CPC to identify likely capital needs for the next five years;
- Independently considers public facilities, infrastructure systems, and prospective longer-term needs, as well as issues and facilities not being addressed within any department; and
- Through this report and in presentations, advises Town Meeting about necessary and prudent investments to maintain, improve, and create facilities required to serve Lexington citizens safely, effectively, and efficiently. During the year, Committee members also work with, advise, and consult staff members in various departments and with other public committees—notably in budget summits with the Select Board (SB)², the Appropriation Committee, and the School Committee—in an effort to shape a responsible capital budget for Lexington.

Please note these important caveats:

- All cost figures are estimates and may not reflect the cost in then-year dollars. The degree of accuracy varies by project. Estimates that are several years into the future are the most uncertain. They are subject to refinement as projects are designed, bid, and built. Even relatively near-term work is subject to cost uncertainties until projects are bid and contracts signed because material, labor, and contract-management costs are often highly variable even over a period of just a few months.
- The scope of future projects is also often highly uncertain. Accordingly, project budgets are subject to significant revision as the work is defined through the political and budgeting processes.
- Dates for appropriations and taxpayer impact of financing projects, unless otherwise specified, are given in fiscal years, beginning July 1.

Capital Projects

Capital projects require careful analysis, budgeting, and broad support. Generally, recommended large capital projects have been funded through borrowing, consistent with their expected life and annual budgeting for operating needs.

Borrowing incurs debt service in later years, and this is funded in one of three ways:

1. Through the operating budget, which may ‘crowd’ the budget for other Town needs.
2. Through the use of a Proposition 2½ debt-exclusion, which has the additional benefit of reinforcing broad support.
3. Through the CPA, in which case, neither a debt-exclusion vote nor operating budget funds are required.

This Committee applauds the Town departments’ emphasis on continual infrastructure maintenance and upgrades. We continue to work closely with the stewards of our assets to prioritize, plan, and project the Capital work for a period of five years or more.

² As of January 14, 2020, Select Board (SB) is the new name for what had been the Board of Selectmen (BoS). Although there are matters in this report that happened while that Town executive body was the BoS, to avoid confusion those are also identified in this report as the SB.

The Projects Agenda

The following are big-ticket items being considered in Lexington. Except for the first two items identified by the SB as the Town's highest priorities—with which this Committee agrees—no priority ranking is intended; the rest of this listing is simply alphabetical.

- **School Buildings**—Expansion, Renovation & Reconstruction (See Article 16.)
- **Police Station**—Replacement (See the earlier Foreword section and STM 2022-1 Article 2)
- **Carriage House** (next to Lexington Community Center)—Determine Use and Renovation (No action at this Town Meeting.)
- **Center Streetscape Improvements**—Under construction; 1st year completed; balance to be completed this year.
- **Community (Affordable) Housing**—Development and Acquisition (See Article 10.)
- **Conservation/Open Space Land**—Acquisition and Enhancement (No action at this Town Meeting.)
- **Greenways Corridor**—Implementation. These are projects to link open spaces with trails. The major West Lexington Greenway Project—the proposed trail network west of I-95/Route 128 linking all Town-owned open space and the Minuteman Bikeway with the Battle Road Trail in the Minuteman National Historic Park via accessible trails—has been studied. (No action at this Town Meeting.)
- **Hammond A. Hosmer House**, 1557 Massachusetts Avenue (previously called the White House)—Determine Use and Renovation. This structure has been stabilized but is not code compliant nor suitable for use without further renovation or build-out. (No action at this Town Meeting, although we do expect that it will be part of the Police Station rebuild appropriation by virtue of it being relocated.)
- **Hartwell Avenue Transportation Management Overlay District Improvements** (See Article 12(a).)
- **Muzzey High Condominium Unit** (former Senior Center), 1475 Massachusetts Avenue—Determine Use and Renovation (No action at this Town Meeting.)
- **Recreation Facilities**—A continuing need (See Articles 10(d-i), 11, and 16(h).)
- **Roads**—A continuing need (See Article 12(l).)
- **Sidewalks**—A continuing improvement need. (See Articles 12(h&q).)
- **Stone Building** (previously the East Lexington Library), 735 Massachusetts Avenue—Determine use and renovation. This structure has been stabilized but is not code compliant nor suitable for use without further renovation or build-out. (No action at this Town Meeting.)
- **Transportation Mitigation**—This is a continuing need. (See Article 12(d).) (Actions taken are often an element of road-related projects, rather than being solely to achieve specific mitigation.)

The SB, School Committee (SC), CPC, and Permanent Building Committee continue to evaluate, refine, prioritize, and schedule these projects for the next several years. Realistic cost proposals should be incorporated in the 5-year projections. The Townwide Facility Master Plan—that will incorporate Schools and Municipal Plans—is still a work in progress, but each component plan completed will contribute to that process.

The Community Preservation Act

In March 2006, Lexington voted to adopt the CPA—an opt-in, State-funding mechanism for selected purposes. CPA funds may be used for capital projects proposed by municipal and non-municipal entities within four categories: Community Housing, Historic Resources, Open Space, and Recreational Use. These monies help accomplish some of our Town's traditional needs, but only those that fall within the limited purposes of the Act. (See Article 10(a)-(n).)

Currently there are 187 municipalities which have adopted the CPA: an increase of 1 (Brookline) from last year. That's 53% of all the municipalities in Massachusetts comprising 65% of Massachusetts residents. Each community opting into the Act voluntarily adds a surcharge from 1% to 3% to its municipal taxes to fund its CPF. Lexington has selected the maximum 3%. Under the statute, each CPA municipality is then eligible for annual supplemental State funding in November based on its collected surtax level. Brookline is eligible for this November's supplemental funding as it is already collecting its

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surcharge. (That will increase the total to 10 municipalities initially eligible for that supplemental as the 9 adopters the year before are now also eligible.) The original State supplement "matched" the total of each municipality's surcharge receipts, but as more municipalities opted into the program, the supplement level to each has diminished. When the initial distribution to adopted municipalities was less than a 100% surcharge collection match, the State began a proportional distribution. For those communities that have adopted the maximum 3% surcharge, a second- and a third-round distribution is also calculated to determine their final supplemental funding

See the Table below for the lifetime history of supplemental distributions to Lexington, including the projection for FY2023. The footnotes include those years in which there was an added State Community Preservation Act Trust Fund (CPATF) distribution because of an allocation of a portion of any surplus in the State's budget at its close. (See more details following the table.)

Year in which supplement received	Prior-Year's CPA Surcharge Collected ¹	State Supplement Percentage				Total Supplement Amount (TSA)
		1st Round	2nd Round	3rd Round	Total	
FY2008 (Actual)	\$2,556,362	100.0%	N/A	N/A	100.0%	\$2,556,362
FY2009 (Actual)	\$2,777,882	67.6%	1.8%	N/A	69.4%	\$1,927,708
FY2010 (Actual)	\$2,931,678	34.8%	0.9%	0.5%	36.2%	\$1,060,390
FY2011 (Actual)	\$3,042,587	27.2%	0.6%	0.4%	28.2%	\$858,729
FY2012 (Actual)	\$3,206,117	26.6%	0.6%	0.4%	27.6%	\$885,463
FY2013 (Actual) ²	\$3,344,371	26.8%	0.6%	0.4%	27.8%	\$929,507
FY2014 (Actual) ³	\$3,572,460	52.2%	1.1%	0.7%	54.1%	\$1,932,347
FY2015 (Actual) ⁴	\$3,777,676	31.5%	0.7%	0.4%	32.6%	\$1,230,116
FY2016 (Actual) ⁵	\$4,012,883	29.7%	0.6%	0.4%	30.7%	\$1,229,774
FY2017 (Actual) ⁶	\$4,217,305	20.6%	0.4%	0.3%	21.3%	\$897,243
FY2018 (Actual) ⁷	\$4,442,893	17.2%	0.4%	0.2%	17.8%	\$789,905
FY2019 (Actual) ⁸	\$4,659,786	19.0%	0.5%	0.3%	19.8%	\$922,256
FY2020 (Actual) ⁹	\$4,911,223	23.9%	0.6%	0.4%	24.8%	\$1,219,950
FY2021 (Actual)	\$5,214,556	28.6%	0.7%	0.4%	29.7%	\$1,549,955
FY2022 (Actual) ¹⁰	\$5,492,511	39.4%	0.9%	0.6%	45.5%	\$2,500,261
Total Actual:	\$58,160,290	Received to date:			35.2%	\$20,489,966
FY2023 (Projected) ¹¹	\$5,700,000	TBD	TBD	TBD	38.0%	\$2,166,000
Totals including projected:	\$63,860,290				35.5%	\$22,655,966

¹ The "actuals" are the net amounts as used by the State; the "projected" is the Town's projection for the net collection.

² The TSA includes \$255 to correct an underpayment in FY2012 from an error with Phillipston's surcharge.

³ TSA reflects additional supplement as \$25 million added to the State's CPA Trust Fund as State finished FY2013 with a surplus permitting the maximum amount authorized by the State Legislature to go into that Fund.

⁴ TSA reflects additional supplement as \$11.4 million added to the State's CPA Trust Fund as State finished FY2014 with a surplus permitting the maximum amount authorized by the State Legislature to go into that Fund.

⁵ TSA reflects additional supplement as \$10 million added to the State's CPA Trust Fund as State finished FY2015 with a surplus permitting the maximum amount authorized by the State Legislature to go into that Fund.

⁶ There was no State budget surplus from FY2016 so, while the State Legislature authorized up to a \$10 million addition from any surplus, there was no subsequent State infusion into the State's CPA Trust Fund.

⁷ TSA includes \$168 deduction due to an update to FY2017 data after last year's distribution was made.

⁸ TSA reflects additional supplement as \$10 million added to the State's CPA Trust Fund as the State finished FY2018 with a surplus permitting the maximum amount authorized by the State Legislature to go into that Fund.

⁹ TSA reflects additional supplement as \$20 million added to the State's CPA Trust Fund as the State finished FY2019 with a surplus permitting the maximum amount authorized by the State Legislature to go into that Fund.

¹⁰ TSA reflects additional supplement as \$10 million added to the State's CPA Trust Fund as the State finished FY2021 with a surplus permitting the maximum amount authorized by the State Legislature to go into that Fund.

¹¹ Not included would be any further increase resulting from the State deciding to infuse the State's CPA Trust Fund with additional funding from a prior-year budget surplus, if any.

CAPITAL EXPENDITURES COMMITTEE REPORT TO 2022 ATM & STMs 2022-1 & -2

The funds available for these State supplements are taken from a surcharge on the transaction fees charged by the State's Registries of Deeds. The FY2020 Massachusetts Budget provided for increases in registry fee surcharges which fund the CPATF. As no further increase in the rates is currently projected, the supplements will vary from year to year with the level of activity at those Registries. For some previous years, the State had allocated additional funds to the CPATF if the State's prior-year's budget ended with a surplus. However, the State's budgets did not always end with a surplus. (See the footnotes to the above table.)

The Lexington CPF receives the annual receipts from our local surcharge, the State supplement, and interest on the balance in our Town's CPF. Under the statute, 10% of the total received each year is allocated to each of the following categories: Community Housing, Historic Resources, and Open Space. The remaining 70% of this income may be spent for any of these categories or for Recreation. Funds may be accrued from year to year and are available for debt service on previously approved projects.

A CPA-funded project can only be brought to Town Meeting for action through recommendation by the CPC whose membership, in our Town, is prescribed in the Code of Lexington as follows:

§ 29-23A. There is hereby established a Community Preservation Committee pursuant to Section 5 of Chapter 44B of the General Laws (the "Act") consisting of nine members. The Board of Selectmen shall appoint three members of the Community Preservation Committee and the following bodies shall each select one of its members for membership on the Community Preservation Committee: the Conservation Commission, the Planning Board, the Recreation Committee, the Historical Commission, the Housing Authority, and the Housing Partnership.

Town Meeting can only approve, reduce the funding, or disapprove a project; it cannot change the purpose. Town Counsel has provided an opinion that Town Meeting can change the funding mechanism for a given project (cash or debt). This Committee gives our recommendation on each of the projects put before Town Meeting.

See the report of the CPC for information on how Lexington has spent from the CPF since 2007.

The projected available CPF cash is not a limitation on what the CPC can recommend to Town Meeting for spending approval. The CPA can—and often does—include debt financing which is then paid over the term of the borrowing using the CPF. This Committee has always stated that cash funding should be the first preference. However, (1) Any such debt should be for as short a term as practical, with and payment front-end loaded, as practical, after considering the funding projected for the CPF (not including any State supplemental funds) over at least the next 10 years; and (2) Such debt should be approved only after consideration of potential future projects that might come before the CPC for consideration which would require funds beyond those allocated to the three, mandatory reserves for Open Space, Historic Resources, and Community (Affordable) Housing.

The debt service is an obligation borne by the CPF throughout the term of those instruments—whether short-term financing (i.e., notes, such as a Bond Anticipation Note [BAN]) and/or long-term financing (i.e., a bond). It is the Town's practice that each year's debt service will be paid from any funds remaining in the reserve category under which that project was eligible—whether or not initially financed from that reserve—before use of other available funds. In subsequent years, the CPC recommends to Town Meeting those obligatory debt-service-payment appropriations. (See Article 10(m).)

One approach that provides flexibility in deciding how much, if any, CPF cash should be applied up front for a large project is to defer that decision by initially issuing a BAN for a term of one year or less for the full amount of the project. (A BAN typically carries an interest rate that is below even the relatively low rates paid on the Town's bonds.) When a BAN matures, a decision can be made whether to use CPF cash to reduce the total for which a longer-term bond would then be issued. Doing so gives the Town a better idea of how much CPF cash should be held in anticipation of the next—and later—years' demands upon the CPF. This mechanism has been used in the past, and this Committee expects it to be proposed in the future for other large projects.

The CPC carefully husbands available funds, and this year has recommended only those projects which can be funded with current income and funds on hand, after debt service and its administrative costs. The

CAPITAL EXPENDITURES COMMITTEE REPORT TO 2022 ATM & STMs 2022-1 & -2

goal was to avoid any further borrowing until a substantial portion of the current obligations was retired. The CPC anticipated that it would have a fund balance of \$3,115,061 after payment for all projects proposed to this year's Town Meeting (assuming all pass), its debt-service obligation, and allocation for its administrative needs. However, when Article 10(e) reduced its request, and Article 10(k) was IP, the fund balance became \$8,650,061. While the CPC's policy had been to maintain a fund balance of approximately \$2 million, currently the CPC considers that potential large projects in the near future make it advisable to keep a larger balance on hand.

The Town, the CPC, and this Committee are mindful of the additional taxes which the CPA imposes on our community at a time when our tax burden is projected to rise to pay for essential capital projects like the new Police Station and a new or renovated Lexington High School. To lessen the impact on Lexington households, particularly those with smaller homes, the Town has adopted a provision in the CPA law that exempts the first \$100,000 of home value from the CPA surcharge.

As is clear from the Table in this section, by choosing the maximum 3% surcharge, Lexington has received the maximum supplement allowed paid from the State for every year since 2007. As of FY2022, the Town has received \$17,989,705. Had our participation been at the 1% level, not only would our initial proportional distributions have been lower, but we would not have received the second and third round distributions, and our total supplemental receipts would have been less than a third of what they were. For relatively small contributions per household, the Town has realized enormous benefits, and will continue to do so, even with the lower percentage supplements of recent years. For these reasons this Committee continues to believe that Lexington should maintain its CPA participation at the 3% level, and that not to do so would be "penny wise and pound foolish."

See the CPA Summary in the Brown Book (Appendix C, Page C-8) for a summary of the CPF status, including projects that have been funded from the CPF since its inception in Lexington and those being requested for FY2023 under Article 10.

Enterprise Fund Projects

The Town operates three enterprise funds (EFs) for revenue-producing activities funded outside the tax levy by user fees: water distribution, wastewater distribution (sanitary sewers), and certain Recreation and Community Programs (R&CP) services, such as the golf course, swimming pools, and tennis courts. The costs of these activities are normally funded out of their respective enterprise funds. Unlike property-tax revenues, EF fees are not subject to a limit under Proposition 2½. Recreational playground restoration and equipment, in contrast, are not fee generating and capital investment for such equipment is therefore, normally funded as part of the small-ticket program of the General Fund (GF)—sourced by the tax levy. The 2012 amendments to the CPA expanded the range of recreation projects that are eligible for funding under that Act; therefore, many recreational projects have since been submitted to our CPC with requests for use of the CPF as the fund source. That continues this year; many of the recreation projects coming before this ATM will request full or partial funding from the CPF rather than from the EF or GF.

This Town Meeting will consider requests from the Departments that manage the R&CP, Water, and Wastewater, and R&CP EFs. (See Articles 11, 13, and 14.)

Revolving-Fund Projects

Revolving funds established under the provisions of Massachusetts General Laws (M.G.L.) Chapter 44, Section 53E½, must be authorized annually by Town Meeting vote. (As the Schools Food Service Revolving Fund was established, instead, under M.G.L. Ch. 548 of the Acts of 1948, it does not require Town Meeting's annual authorization or appropriation to use it.)

Each fund is credited with only the departmental receipts received in connection with the programs supported by such revolving fund, and expenditures may be made from the revolving fund, without further appropriation, for those programs.

Revolving funds are usually expended to cover non-capital costs, and this Committee normally does not report on their annual authorizations unless a capital expense is contemplated. Such an expense is not contemplated in FY2023.

Five-Year Capital Plan

The table and its footnotes on the next three pages summarize this Committee's Five-Year Capital Plan. This plan reflects the expected FY2023 appropriations at the 2022 ATM, STMs 2022-1 and the anticipated 2022-2, and the FY2024–FY2027 requests that this Committee recommends. We started with the amounts and timing shown in the Brown Book, Page XI-4 for FY2023, and XI-22 & -23 for FY2024–FY2027. Those requests have been updated based on any information we received after it was published (including for FY2023). Additionally, if we feel that the project is multi-phase and either Design & Engineering or construction monies are anticipated, we have made additional entries or changes, even though no formal position has been taken by the Town. In that vein, there are important caveats to our table:

- Footnotes explain when this Committee's position differs from the Town's position.
- *Excluding* the many hundreds of millions of dollars of to-be-determined (TBD) entries—including the new or renovated Lexington High School which will be hundreds of millions, the total in this Committee's Plan for FY2024–FY2027 is over \$99 million. The TBD entries include future construction phases, undetermined project elements, or entire major facility projects. If any project includes any TBD in any year, whether standalone or augmenting a dollar amount, none of the project's funding is included in our total estimated amounts.
- For several years the Town has been building the Capital Stabilization Fund (CSF) so that it can be used to mitigate the debt service tax impact of capital projects. While the CSF can, and will, have a significant positive impact on taxpayer burden, given the current proposed and possible out-year projects in our Capital Plan, mitigating our debt service with the CSF will fully deplete that reserve before the debt service for the future projects are completed.
- Because of the ongoing challenge the Town faces regarding the planning and financing for the renovation/replacement/renewal of its Capital Assets, this Committee looks forward to the SB refining a formal, Townwide, Facilities Master Plan, including a financing plan that also identifies the likely debt-exclusion referendums. Any such plan will necessarily consider the results of the DPF-sanctioned 20-year capital maintenance plan. This Committee stands ready to assist in any way it can.
- This Committee appreciates the Town's reluctance to cite a preliminary estimate for projects that are not yet well-defined and hence, the Town's out-year amounts generally do not reflect the costs in then-year dollars. **As this Committee does not have the means to reasonably adjust those current-year values to then-year values, we are using the Town's dollar values unless we have made a change for another reason—in which case there will be an explaining footnote. This uncertainty is further exasperated by the current inflationary construction bidding environment**

CAPITAL EXPENDITURES COMMITTEE REPORT TO 2022 ATM & STMs 2022-1 & -2

CEC Five-Year Capital Plan (FY2023–FY2027)¹

Project Name	FY2023 Recommended	FY2024 Plan	FY2025 Plan	FY2026 Plan	FY2027 Plan	Without-TBD Totals
<i>Innovation & Technology</i>						
Application Implementation	\$158,500	\$200,000	\$100,000	\$100,000	\$100,000	\$658,500
Network Core Equipment Replacement		\$80,000	\$190,000		\$260,000	\$530,000
Scanning - Electronic Document Management	\$110,000					\$110,000
Municipal Technology Improvement Program		\$100,000	\$100,000	\$100,000	\$100,000	\$400,000
Network Redundancy & Improvement Plan	\$945,000	\$450,000	\$220,000	\$110,000		\$1,725,000
Phone Systems & Unified Communications			\$90,000	\$80,000	\$60,000	\$230,000
Subtotals—Innovation & Technology	\$1,213,500	\$830,000	\$700,000	\$390,000	\$520,000	\$3,653,500
<i>Land Use, Health and Development</i>						
Transportation Mitigation	\$6,823.50	\$40,000	\$60,000	\$100,000	\$100,000	\$306,823.50
Willard's Woods Site Improvements		\$597,114				\$597,114
West Farm Meadow Preservation	\$28,175					\$28,175
Preservation	\$155,000					\$155,000
Conservation Land Acquisition ²			TBD			
Hartwell District Signage	\$65,000					\$65,000
South Lexington and Forbes-Marrett Traffic Mitigation Plans	\$175,000					\$175,000
Townwide Pedestrian & Bicycle Plan	\$65,000					\$65,000
Stone Building Use Implementation ³			TBD			
Subtotals—Land Use, Health and Development	\$494,998.50	\$637,114	\$60,000	\$100,000	\$100,000	\$1,392,112.50
<i>Public Facilities⁴</i>						
Public Facilities Bid Documents	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$500,000
Building Flooring	\$150,000	\$156,000	\$162,000	\$169,000	\$176,000	\$813,000
School Paving and Sidewalks	\$145,000	\$218,000	\$125,000	\$125,000	\$125,000	\$738,000
Mechanical/Electrical Systems Replacements	\$787,000	\$850,000	\$917,000	\$984,000	\$1,053,000	\$4,591,000
Municipal Building Envelopes and Associated Systems	\$219,540	\$225,029	\$230,655	\$236,421	\$242,332	\$1,153,977
Townwide Roofing	\$428,000	\$652,000	\$1,269,000	\$244,000		\$2,593,000
School Building Envelopes and Associated Systems	\$251,400	\$257,684	\$264,127	\$270,600	\$277,365	\$1,321,176
Lexington High School—New or Renovation ⁵	\$1,825,000		TBD		TBD	
Lexington Police Station Construction ⁶	\$32,400,000					\$32,400,000
Solar Installation for New Lexington Police Station and Adjacent Roadway & Fletcher Park ⁷		\$1,200,000				\$1,200,000
LHS Science Classroom Space Mining		\$200,000				\$200,000
High School Equipment Emergency Funds	\$500,000					\$500,000
Cary Library Children's Room Renovation Project ⁸		\$5,580,000				\$5,580,000
Playground Enhancements - Pour-in-Place Surfaces	\$1,459,591					\$1,459,591
Center Recreation Complex Bathrooms & Maintenance Building Renovation	\$915,000					\$915,000
Town Pool Water Heater Electric Study & Replacement (source TBD) ⁹	\$31,000 + TBD					
Police Safety Training ¹⁰			TBD			
Community Center Campus Expansion ¹¹						
Subtotals—Public Facilities	\$39,180,531	\$9,438,713	\$3,067,782	\$2,129,021	\$1,973,697	\$55,789,744
<i>Public Works</i>						
Townwide Culvert Replacement	\$390,000	\$390,000	\$390,000	\$390,000	\$390,000	\$1,950,000
Equipment Replacement	\$1,536,000	\$1,585,000	\$1,575,000	\$1,465,000	\$1,520,000	\$7,681,000
Sidewalk Improvements	\$800,000	\$800,000	\$800,000	\$800,000	\$800,000	\$4,000,000
Townwide Signalization Improvements	\$125,000	\$50,000	\$55,000			\$230,000

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CAPITAL EXPENDITURES COMMITTEE REPORT TO 2022 ATM & STMs 2022-1 & -2

CEC Five-Year Capital Plan (FY2023–FY2027)¹ (continued)

Project Name	FY2023 Recommended	FY2024 Plan	FY2025 Plan	FY2026 Plan	FY2027 Plan	Without-TBD Totals
Storm Drainage Improvements and NPDES Compliance	\$570,000	\$570,000	\$570,000	\$570,000	\$570,000	\$2,850,000
Comprehensive Watershed Stormwater Management	\$390,000	\$390,000	\$390,000	\$390,000	\$390,000	\$1,950,000
Street Improvements(without Chapter 90 funds) ¹²	\$2,669,767	\$2,688,312	\$2,707,321	\$2,726,806	\$2,746,777	\$13,538,983
Massachusetts Avenue/Woburn Street Intersection Improvement ¹³					TBD	
Hydrant Replacement Program	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$750,000
Pump Station Upgrades	\$2,000,000	\$75,000		TBD		\$2,075,000
Sanitary Sewer System Investigation and Improvements	\$1,020,000	\$1,040,404	\$1,061,210	\$1,082,431	\$1,104,080	\$5,308,125
Water Distribution System Improvements	\$2,200,000	\$2,244,000	\$2,288,900	\$2,334,670	\$2,381,360	\$11,448,930
Water Tower(s) replacement			\$2,156,250	\$9,803,750		\$11,960,000
Public Grounds Irrigation Improvements		\$200,000				\$200,000
Battle Green Streetscape Improvements	\$4,975,000					\$4,975,000
Hartwell Ave. Compost Site Improvements			\$200,000			\$200,000
Municipal Parking Lot Improvements	\$60,000	\$460,000				\$520,000
Public Parking Lot Improvement Program	\$100,000	\$663,000	\$619,000			\$1,382,000
New Sidewalk Installations ¹⁴	\$75,000	\$865,000	\$250,000		\$3,000,000	\$4,190,000
Bedford St. and Hartwell Ave. Long-Range Transportation Improvements		\$1,580,000				\$1,580,000
Street Acceptance ¹⁵		TBD	TBD	TBD	TBD	
Cemetery Columbarium			\$450,000			\$450,000
Comprehensive Watershed Stormwater Management				TBD		
Subtotals—Public Works	\$17,060,767	\$13,750,716	\$13,662,681	\$19,712,657	\$13,052,217	\$77,239,038
<i>Fire & Rescue</i>						
Replace Pumper Truck	\$650,000			\$700,000		\$1,350,000
Ambulance Replacement		\$335,000			\$375,000	\$710,000
Subtotals—Fire & Rescue	\$650,000	\$335,000	\$0	\$700,000	\$375,000	\$2,060,000
<i>Schools</i>						
LPS Technology Program	\$1,343,006	\$1,391,303	\$1,312,551	\$1,411,961	\$1,389,538	\$6,848,359
Subtotals—Schools	\$1,343,006	\$1,391,303	\$1,312,551	\$1,411,961	\$1,389,538	\$6,848,359
<i>Recreation & Community Programs</i>						
Pine Meadows Improvements	\$95,000		\$250,000		\$60,000	\$405,000
Pine Meadows Clubhouse Renovation		\$120,000		\$1,680,000		\$1,800,000
Park and Playground Improvements	\$200,000	\$150,000	\$800,000	\$835,000	\$250,000	\$2,235,000
Park Improvements - Athletic Fields	\$250,000	\$285,000	\$480,000			\$1,015,000
Park Improvements - Hard Court Surfaces	\$2,500,000					\$2,500,000
Park Improvements - Site Amenities		\$30,000		\$30,000		\$60,000
Cricket Field Construction ¹⁶					TBD	
Community Park Master Plan - Lincoln Park	\$100,000					\$100,000
Lincoln Park Fitness Stations Equipment					\$50,000	\$50,000
Lincoln Park Field Improvements		\$25,000	\$1,200,000	\$1,248,000	\$1,298,000	\$3,771,000
Pine Meadows Equipment		\$95,000		\$75,000	\$30,000	\$200,000
Subtotals—Recreation & Community Programs	\$3,145,000	\$705,000	\$2,730,000	\$3,868,000	\$1,688,000	\$12,136,000
<i>Town Clerk</i>						
Archives & Records Management	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$100,000
Subtotals—Town Clerk	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$100,000
<i>Town Manager</i>						
Electric Vehicle Charging Stations ¹⁷				TBD		
Subtotals—Town Manager						

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CAPITAL EXPENDITURES COMMITTEE REPORT TO 2022 ATM & STMs 2022-1 & -2

CEC Five-Year Capital Plan (FY2023–FY2027)¹ (continued)

Project Name	FY2023 Recommended	FY2024 Plan	FY2025 Plan	FY2026 Plan	FY2027 Plan	Non-TBD Totals
<i>Community-Wide</i>						
Debt Service Stabilization	\$191,112.60					\$191,112.60
LexHAB Projects ¹⁸		TBD	TBD	TBD	TBD	TBD
Lexington Housing Authority Projects ¹⁸		TBD	TBD	TBD	TBD	TBD
Future CPF-Funded Projects ¹⁸		TBD	TBD	TBD	TBD	TBD
CPC Debt Service ¹⁹	\$1,935,635	\$1,788,900	\$681,200		TBD	
CPC Administrative Budget ²⁰	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000
Subtotals—Community Wide	\$2,276,747.60	\$1,938,900	\$831,200	\$150,000	\$150,000	\$341,112.60
Grand Totals	\$65,384,550.10	\$29,046,746	\$22,384,214	\$28,481,639	\$19,268,452.00	\$164,565,601.10

FOOTNOTES

¹The following apply to all items below: (a) all changes from the Town's 5-Year Capital Plan or information provided in these footnotes, unless otherwise identified, are made by this Committee; (b) the amounts include all fund sources; (c) "TBD" indicates undefined at present, but the potential exists for one or more requests in those years; (d) most FY2024–FY2027 amounts are not presented on an inflation-adjusted basis; and (e) individual amounts may be below the \$25,000 capital threshold if projected to be funded from the CPF.

²Included as potential requests to the CPC during the time frame of this Plan.

³Added because use for this Town asset should be determined.

⁴DPF is currently reviewing a contracted report on the end-of-life of the Town's facilities (including their systems) from a 20-year perspective. It contains recommendations that propose significant increases across much of the DPF's out-year funding requirements. Therefore, this Committee believes it is prudent to treat the presence or absence of out-year requests in this Capital Plan as 'placeholders' until DPF has completed their on-going analysis of those recommendations.

⁵Feasibility Study would provide an initial cost estimate for the costs of the Project's Design/Engineering (D/E) and initial construction estimate. Pending that Study, there is only a broad range (~\$300–\$500 million) of the overall costs for this Project so even presuming a 27% MSBA reimbursement (reduced from 30% by assuming there will be Town-needed elements that will not be eligible for reimbursement) there is an exceptionally-broad uncertainty for both the funding of D/E and construction, along with when each would take place. Therefore, each is represented by a "TBD" in a 2-year period.

⁶A Debt Exclusion Referendum is expected later this year.

⁷The new Police Station is designed only to be "solar ready" (i.e., infrastructure provided inside the building and on its roof).

⁸The Library intends to pursue Library Foundation and private contributions to support the now-projected FY2024 or FY2025 renovation cost. The estimated dollar amount does not reflect any contributed amount.

⁹When this study completes the factors of electrical upgrades to replace the oil-fired hot water heater at the town pool complex with an electric model for sustainability, a decision would be made as which source to purchase. This Committee expects the study will be completed in time to request the purchase funding at a Fall STM; hence the same year "TBD".

¹⁰To provide the Town's Police with updated, dynamic, and realistic Safety Training.

¹¹Remains as unfunded as this Committee still does not believe this project is justified in the time frame of this Plan when considering the other expenses forecast for the same duration.

¹²Does not include the usually substantial Chapter 90 fundings—now about \$1 million (FY2023 is \$982,231) that is expected annually from the State and that do not require appropriation.

¹³This intersection improvement was removed from the Center Streetscape Improvement Project, but although work is needed, a formal request has yet to be made. The inclusion in this plan is made so as to keep the need in sight—with TBD arbitrarily in FY2026.

¹⁴The large amount in FY2027 is for North Street/Burlington Street from Grove Street to Adams Street.

¹⁵Added by this Committee. Recognizes that a street acceptance could entail an improve-to-Town-standard cost (which would be paid off by the abuters).

¹⁶This Committee substituted an FY2027 TBD in lieu of FY2026 \$200,000 funding as this Committee has yet to be convinced such a project is justified and the funding capability has not been demonstrated as prudent in the face of other demands.

¹⁷Added by this Committee. A TBD in the outyears for at least some implementation in response to the transition to electric vehicles.

¹⁸Added by this Committee. A TBD in the outyears as these non-Government and Government funding requests are routine.

¹⁹Included as routine, annual, appropriations from the CPF—FY2024 & FY2025 actuals; FY2016 & FY2017 potential.

²⁰Added by this Committee. Annual in outyears.

Conservation and Open Space

Wright Farm. Legal division of the property between the Conservation Commission and the Lexington Housing Assistance Board—was completed in February 2020. The open-space parcel, containing 26,492 square feet and a barn to be restored as a year-round multi-purpose public space for environmental education, was combined with the previously purchased 12.6-acre conservation area. The 2020 ATM approved \$69,000 in CPA funds for site design to provide for public access and parking while protecting conservation lands, and these funds are currently on hand. The Conservation Commission established a Wright Farm Advisory Subcommittee to assist in the Commission's planning and to make recommendations for program activities and management of the property. The Commission, as recommended by the Subcommittee in August 2021, is requesting FY2023 funding for barn stabilization. (See Article 10(b).)

Parker Meadow. Pursuant to the ADA Goal of Lexington's Open Space and Recreation Plan, last approved in 2015, \$551,026 in CPA funding was approved by the 2020 ATM for construction of a universal accessible passive recreation trail system. The final design concept for this project was approved by the Conservation Commission at a public hearing, and engineering and design plans for wetlands permitting, including a bid package, were completed. Due to the initial Spring 2021 bids coming in over the appropriation, the Conservation Commission requested and was appropriated a supplemental FY2022 CPA appropriation in the amount of \$235,750. The bid was reissued in December 2021 and awarded, with construction starting this February.

Cotton Farm. The 2017 ATM approved an appropriation of \$301,300 for design and construction work at the Town-owned Cotton Farm, to include relocating the parking area and installing an ADA-accessible trail and viewing platform. The project was completed except for minor punch list items. The Town is waiting to receive an invoice for work completed, which should account for the remaining funds.

Meadowlands. The Conservation Commission is requesting FY2023 funding for restoration and preservation work on West Farm Meadow as part of the ongoing program of restoration and preservation of meadowlands program. (See Article 10(c).)

Community Farm. The Lexington Community Farm Coalition continues to operate a community farm on the site of the former Busa Farm property on Lowell Street under a ten-year lease which began January 1, 2014. Operating revenue and private donors support its ongoing operations.

Willard's Woods. The 2017 ATM approved \$40,480 in CPA funds for the restoration and preservation of Willard's Woods, the largest and most utilized conservation area in the Town. After input from Conservation Stewards and others, that work was deferred until the completion of a comprehensive land management and site plan to address the restoration and expansion of pathways in compliance with the Americans with Disabilities Act (ADA). The 2019 ATM approved \$138,273 in CPA funds for that work. The Conservation Commission approved the Ecological Land Management Plan prepared by Land Stewardship, Inc., in November 2020. A consultant is being engaged to prepare design, engineering and bid documents to construct a Universal Accessible Trail. Work through the design and engineering phase should be covered by the previously appropriated funds. The Conservation Commission expects to submit a FY2024 request for the construction costs of the proposed ADA Improvements per the permitted design. Presently, the Commission's projected cost estimate is \$597,114 (in FY2020 dollars).

Land Acquisition. The Town closed on the Highland Avenue conservation open space purchase on April 1, 2021. The remaining work involves completing the required Conservation Restriction. The fall 2020 STM-3 approved the purchase of conservation land located at 39 Highland Avenue with \$3,560,000 in CPA funds, of which \$1,000,000 would be funded through borrowing. After receipt of Lexington's State matching funds in November 2020, and review of the Community Preservation Fund's cash position, the Community Preservation Committee proposed an amendment to the 2020 application to allow it to appropriate an additional \$1,000,000 from the Undesignated Fund Balance of the CPF thereby eliminating the borrowing component of the authorization. Town Meeting voted this change of funding source under Article 25 of the 2021 Annual Town Meeting.

CAPITAL EXPENDITURES COMMITTEE REPORT TO 2022 ATM & STMs 2022-1 & -2

Open Space and Recreation Plan Update. The 2021 ATM approved an appropriation of \$50,000 from the FY2022 CPA Administrative Budget for updating Lexington's state-mandated Open Space and Recreation Plan due to expire at the end of 2022. Staff from Conservation and Recreation and Community Programs, in collaboration with the Purchasing Director, have prepared and posted an Open Space and Recreation Plan Update Request for Proposals to engage a consultant to support these services; with Responses due March 17, 2022. The project schedule includes a comprehensive public process during April and May 2022, with a Draft Plan Update to the Town for comments by June 2022, and final State Approved Plan Update to the Town by December 2022.

Conservation and Open Space 5-Year Capital Appropriation History (All Sources)

	FY2018	FY2019	FY2020	FY2021	FY2022
Wright Farm	\$87,701			\$69,000	
Conservation Meadow Preservation	\$40,480			\$22,425	
Willard Woods Land Management and Site Plan			\$138,273		
Cotton Farm Conservation Area Improvement	\$301,300				
Parker Meadow Accessible Trail				\$551,026	\$235,750
Totals	\$429,481	\$0	\$138,273	\$642,451	\$235,750

Lexington Community Center

Lexington Community Center (LexCC), at 39 Marrett Road, was purchased by the Town in 2013. A SB-appointed Ad hoc Community Center Advisory Committee (AhCCAC) worked to identify short-term and long-term improvements to the building needed to support Town programs there. Appropriation for the resulting renovations appears in the DPF funding-history table on Page 32.

The LexCC incorporates functions of the previous Lexington Senior Center and provides expanded, multi-generational services to the Town. To manage the LexCC and the closely associated Town functions, the SB created the Recreation and Community Programs Department. Programming began in 2015 and includes structured classes and drop-in programs such as yoga, table tennis, and billiards. LexCC also provides meeting and function spaces.

The 2016 ATM appropriated supplementary funds for debt service on the final stages of the LexCC renovations. A BAN was issued for additional costs, but available CPA funds allowed the BAN to be retired without the need to issue a bond, avoiding bond-issuance costs and long-term interest.

While planned LexCC renovations have been completed, the AhCCAC suggested that two more additions—a gymnasium and a larger, multipurpose, space—would allow the Center to offer broader programming. The 2016 Town Meeting approved \$8 million for the purchase of a parcel of land on Pelham Road (adjacent to the LexCC) for school and municipal purposes. However, the Town decided to demolish the structure and build a standalone Lexington Children’s Place instead. DiNisco Designs was contracted to develop a master plan for the combined 39 Marrett Road and 20 Pelham Road site. In January 2018, they presented three options to the SB. Funding for this site master plan has come from two appropriations for bid documents totaling \$189,750 (\$72,000 under 2016 ATM, Article 15(e), and \$117,750 under 2017 ATM, Article 16(e)). A request for additional design funds at the 2018 ATM (Article 20(f)) failed to secure sufficient votes.

Since the Town has a substantial backlog of capital-intensive priorities, the Recreation Department has postponed seeking additional funding for a new Community Center expansion. The 2019 Community Needs Assessment revealed that residents still desire spaces to conduct cultural performances as well as fitness and wellness activities, so the Department is using online classes to compensate for the lack of

physical space. Meanwhile, focus has turned to improving accessibility in the current building through replacing a sidewalk and patio alongside the mansion side of the Community Center up to full compliance with the Americans with Disabilities Act. (See 2021 ATM Article 10(c).)

At present, there is no decision on space usage in the Muzzey High Condominiums that previously housed the Town's Senior Center. Deed restrictions on that space limit it to uses for the benefit of seniors. The Carriage House located next to the Community Center also has deed restrictions that limit its use. DPF currently maintains both spaces in a caretaker mode.

Fire & Rescue

The Fire & Rescue Department uses industry standards and its own experience to establish its capital–equipment replacement schedule. Unlike many pieces of Town equipment, fire engines and medic trucks (rescue-ambulances) are partially custom-made and equipped, require detailed specifications, and typically require many months between placing the order and the delivery and acceptance.

The mission of this Department in the 21st century has shifted beyond traditional firefighting to emergency services, homeland security, and community education, with our firefighters now being trained for Emergency Medical Services and Advanced Life Support. The equipment to perform these missions has changed with new technologies for firefighting and communications, yet the basic pumper truck, ladder truck, and rescue ambulance are still essential to the mission.

The FY2023 Capital Budget has one request for this department. (See Article 12(e).)

The primary capital effort for this Department has been the construction of a sorely needed new Station to meet 21st-century standards. The SB agreed that this would be best achieved at the Station's current location at 45 Bedford Street, with an interim operating facility ("swing space") during construction at the 173 Bedford Street site that had been purchased in October 2016. Both of these projects are being executed by the DPF.

The DPF funding for the Station project was approved by the voters in the December 4, 2017, Debt–Exclusion Referendum. The move to the swing space was completed on October 4, 2018; the Department moved back to the new building in October 2020. The "flush out" and the "punch list" are near completion with minor adjustments ongoing and will continue for the next year under the warranty parameters. The firefighters are very positive about the new building.

Lexington must continue to replace its aging equipment and retain backup capacity. The table on the next page includes the forecasted need for replacing major capital vehicles in the current Department inventory. While the fire-fighter suit replacements are now included in the Operating Budget, self-contained breathing apparatus (SCBA) remains a Capital expense. This is a life–safety piece of equipment that allows the firefighters to breath fresh air when they are in *immediately dangerous to life or health* atmospheres and has become costly to repair and keep in service. The Department vetted multiple vendors SCBA equipment during the past year and put each vendor's equipment through field trials. Each was evaluated for durability, fit, comfort, weight, maintenance, and warranty. The order was placed, and delivery is expected later this month. Additionally, the Department was successful in obtaining a funding grant of \$249,145.45 from the Assistance to Firefighters Grant program offered through the Federal Emergency Management Agency (FEMA)—which grant offsets 60% of the \$416,545 Capital funding appropriated at last-year's Annual Town Meeting.

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Major Capital Equipment

The following is the current replacement inventory of the Fire & Rescue Department’s major capital equipment¹—ordered by the year of the currently projected replacement funding:

Projected Replacement Funding	ID	Type	Make	Model Year Purchased	Put-in-Service Date	Originally Projected Useful Life (Years)	Original Cost
FY2023	E-3	Pumper	Emergency One/Typhoon	2004	Jan 2005	20 ³	\$345,000
FY2024	M-15	Ambulance	Ford/Horton	2015	Feb 2015	9 ²	\$238,210 ⁵
FY2026	E-2	Pumper	Ferrara/ Intruder II	2007	Apr 2008	20 ³	\$389,000
FY2027	M-18	Ambulance	Ford/Horton	2018	Jul 2018	9 ²	\$260,930 ⁶
FY2028	F-1	Pumper	Chevy/Kodiak	2008	2008	20	\$85,000
FY2030	M-21	Ambulance	Ford/Horton	2021	2021	9 ²	\$304,961
FY2033	E-4	Pumper	Emergency One/Typhoon	2013	Mar 2014	20 ³	\$465,000 ⁷
FY2038	L-1	Aerial	Emergency One/ Cyclone	2017	Jan 2018	20	\$875,000 ⁹

¹ Includes ID series “E” (pumpers), “L” (ladder), & “M” (Medic) (M designation followed by vehicle year).

² The life span of ambulances is based on 6 years of frontline service and 3 years as a mechanical spare.

³ The life span of these vehicles is based on 10 years of frontline service, and 10 years in reserve status.

⁴ Net cost was \$241,199 (\$251,199 less \$10,000 for the trade-in for old M-3), but gross cost being listed as future status of a trade-in is unknown—plus it’s expected any purchase ~8 years out will, as with all the other out-year purchases, be at a much higher cost.

⁵ Net cost was \$228,210 (\$238,210 less \$9,999 for trade-in 2006 Chevy).

⁶ Net cost \$254,930 (\$260,930 less \$6,000 for trade-in 2009 ambulance).

⁷ \$485,000 was appropriated for FY2014 to replace E-2 that was plagued with serious mechanical issues. (See Committee’s Report to the 2013 ATM, Article 10(a), for the background on that matter.) The legal action taken by the Town for a refund has been resolved. The replacement was purchased under the 23 Feb 2015 STM #2, Article 3, \$500,000 appropriation for \$415,000 (\$465,000 less \$50,000 for the trade-in of E-4—a 2003 Ferrara/International pumper that had been purchased for \$210,000 and put in service in Jul 2003). Approximately \$20,000 of the FY2014 appropriation was spent for ancillary equipment for the new pumper. A rescission of \$20,335 of the 23 Feb 2015 financing authorization was approved at the 2016 Annual Town

⁸ Pumper was purchased using funds received in Town’s legal settlement with Ferrera Fire Apparatus. The 2010 Pumper was returned to the manufacturer.

⁹ This is the full purchase price. Rather than having traded in the then-current aerial truck as part of purchase of the new aerial truck (\$25,000 was offered), that old truck has been auctioned off—only bidder was the Town of Acushnet, MA—for \$40,000. (There is no new-equipment cost as the current equipment will be used on that newly purchased truck.)

(Fire & Rescue Department 5-Year Capital Appropriation History has been combined with the Police Department History as some appropriations are for the joint benefit of both Departments. That combined Public-Safety History follows the Police Department narrative.)

Police

The Lexington Police Department, which provides public safety services through a team of dedicated police officers, detectives, dispatchers, and support staff, is supported by the Town's Capital Program in the areas of communication systems, computer systems, and improvements to the facilities in which it is housed and trained.

The primary, on-going Capital project for this Department is to provide a new Station as the current facility at 1575 Massachusetts Avenue is out of date in every way and fails to meet the needs of proper and complete policing for Lexington. (The DPF manages this project.) While the Design/Engineering (D/E) funds were appropriated in FY2019, the contractor had only partially completed the Schematic Design when the Select Board placed a hold on this project on October 5, 2020, by not supporting progress past Schematic Design as further feedback from the Town citizens was considered warranted regarding the future operations of the Police Department. When the hold was removed, the contractor reassigned its team to this project and additional funding was needed, and appropriated, to complete through Design Development and Contract Documents—and with a cost estimate.

Besides addressing basic needs the existing facility cannot fulfill due to current overcrowding and functional inadequacy, the rebuild will include many other necessary enhancements to bring the Police Station to 21st-century standards. One of the crucial inadequacies in the current facility is that there is no secure entry to the building for a police vehicle transporting a prisoner. Industry standard is a secure, controlled entryway through which a vehicle could enter the building and then escort a person in custody directly to the booking and holding area ("a sally port"). A garage will give the opportunity to offer cover and protection to the fleet. A modern evidence storage area and modern processing lab will allow the detectives to use the most up-to-date investigative measures when investigating crimes.

After extensive input from various Town committees, the Police Station design incorporates numerous spaces that will give the Town and the Police Department flexibility for housing different, supportive, social services. An elevator will assist with ADA compliance. The design also reflects the communities input demanding a more inviting public area. A new community/training room, larger lobby space, and a public conference room are included in a more-welcoming environment. The design also provides locker room and bathroom spaces for male, female, and non-binary users. Among many other aspects, more glass walls have been incorporated into the design to promote a sense of transparency within the department.

Throughout the design phase of this project, two locations for a new Station were considered: the current location at 1575 Massachusetts Avenue in the cluster of Town facilities and the now-Town-owned property at 173 Bedford Street. The latter had provided an interim facility ("swing space") for the Fire Department while its new facility was being built at its old location. The Bedford Street facility is to be the swing space while a new Police Station is built at its current location.

This Committee unanimously supports the new building, as currently designed, at the Station's current location with swing space at the 173 Bedford Street property. (See the description of the DPF capital program on Page 30.)

This Committee also believes that providing our police with updated, dynamic, and realistic Safety-Training is vital. It has been contemplated for several years to meet the Police Department's stated current training requirements for modern police work, as well as ensuring readiness to respond to threats. \$50,000 for a Feasibility Study was appropriated for FY2016 (2015 ATM Article 11(s)). That study has been completed and found such a facility to be feasible at that site. The next step is evaluating how best to provide those services. Accomplishing that on the Town's property has the advantage of keeping our police in Town while attending that training and, therefore, allows needed prompt response. If shared with other police forces when not needed by our own, there would be outside payments to offset our capital and operating expenses. If so, we should revisit to see whether Federal or State funding may still be available for creating and offering the training on a regional basis. Re-evaluating in-Town training should be accompanied by evaluation of, instead, participating in another regional source for the same

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training. We have a TBD entry in FY2024 of our Capital Plan so as not to forget this vital need of our Police Department.

Public-Safety Departments 5-Year Capital Appropriation History (All Sources)
(Combines Fire & Rescue and Police Departments Appropriations)

	FY2018	FY2019	FY2020	FY2021	FY2022
Fire Trucks & Ambulances	\$280,000			\$325,000	
Self-Contained Breathing Apparatus					\$416,545
Public Safety Radio Console Replacement		\$370,000			
Totals	\$280,000	\$370,000	\$0	\$325,000	\$416,545

(Police Department 5-Year Capital Appropriation History has been combined with the Fire & Rescue Department History—hence this Public-Safety Departments History—as some appropriations are for the joint benefit of both Departments.)

Cary Memorial Library

Over the past decade, the Town has made several investments, totaling \$249,000, to support modernization of the Library—starting with an FY2011 funding of a study and ending with an FY2014 funding for an improvement—which was completed in October 2016. The Library has seen significant improvement in operational efficiency. As a result of a 2013 strategic plan, the Library sought to realign and reconfigure some of its spaces and services for today’s Library patron needs. “Transformative Spaces”, a \$1,200,000 project, was fully funded through private donations in 2016

The Library is embarking on another ambitious project, a renovation of the Children’s Room that will improve accessibility, create a flexible design that accommodates diverse programming objectives, and improve safety. For FY2020, Town Meeting appropriated \$100,000 (see 2019 ATM, Article 20(h)) for a feasibility study, but the COVID-19 pandemic has slowed the pace of work. The Library Trustees are seeking to engage an architect who will work with staff and the community to create potential designs and then develop a cost estimate over this calendar year. They hope to fund schematic design and design development through private donations once the community outreach and feasibility study are complete. A subsequent request for construction funding is anticipated in FY2024. However, both the timing and the amount of future appropriations are uncertain as the Library Trustees hope to obtain a substantial portion of the funding through private donations. Those entries in the Town’s out-year financing plan are just placekeepers.

The Stone Building (former East Lexington Library Branch) continues to be maintained by the DPF in caretaker status under the oversight of the Library’s Board of Trustees. Restoration work was completed in 2010 using \$202,933 from the CPF under 2010 ATM, Article 8(q). The Massachusetts Historical Commission Inventory on the building was also updated. Although the Historic Structures Report on which this work was based recommended a small addition to the rear, those plans were not acted upon. The Stone Building Feasibility/Reuse Committee was established in August 2020 with a charge of “exploring constructive reuse by researching the feasibility of alternative uses for the building thereby supporting future Town investment to implement the preservation recommendations of the 2009 Historic Structures report...”. That Committee has corresponded with town stakeholders, conducted public forum, and identified several possible re-uses including transforming the building into a 21st century Lyceum, an Inter-Cultural Center, a Race/ Social Justice/Environmental Justice Center, and/ or a History Museum. A report with the Committee’s final conclusions is now expected later this year.

Library 5-Year Capital Appropriation History (All Sources)

	FY2018	FY2019	FY2020	FY2021	FY2022
Children's Room Renovation			\$100,000		

Public Works

The Department of Public Works (DPW) is responsible for design, bidding, construction, and project management related to Town infrastructure, including buildings assigned to the Department of Public Facilities (DPF). Routine maintenance and other operational activities are not capital-related and are not addressed by this Committee.

The DPW is organized around seven divisions that are responsible for: Administration, Engineering, Highway, Public Grounds, Environmental Services, Water, and Sewer. The Environmental Services division manages solid waste, recyclables, yard waste from Lexington and private contractors, and hazardous products from Lexington and eight neighboring communities.

Major components of DPW's FY2023–FY2027 capital projects include:

- Road, sidewalk, and signalization improvements
- Water distribution, sanitary sewer, and pump-station upgrades
- Hydrant replacements and parking lot improvements
- Town Water Towers major repairs or replacements
- Comprehensive Watershed Stormwater Management improvements
- Storm Drainage and National Pollution Discharge Elimination System (NPDES) improvements
- Hartwell Ave. Long-Range Transportation Improvement Planning
- Trucks and heavy equipment necessary to accomplish the DPW mission

A 5-year history of DPW capital appropriations appears at the end of this section; the CEC's 5-Year Capital Plan can be found on Page 11.

DPW's capital needs—except when funded in whole or in part by the Town's Community Preservation Fund, Revolving Fund, or Enterprise Funds—must be funded by cash or financed through the general tax levy and/or voter-approved debt exclusions. Almost all construction projects for the sanitary-sewer system and for the water-distribution system are funded by Water- and Sewer-rate payers through the Enterprise Funds. Large trucks and heavy equipment used in support of the sanitary-sewer and water-distribution systems are also funded, either in whole or in part, by Enterprise Funds.

Engineering

Engineering work for all DPW projects is either done in-house or contracted through public procurement to outside consulting or design firms. In addition to supporting ongoing DPW work, Engineering is a major participant in DPW's future projects. The simple title of this Division does not reflect its enormous and crucial contributions across the breadth of the DPW's capital and operational activities.

Roads

Lexington has almost 200 miles of roads, which include Town, State, and unaccepted roads. This total consists of 131 miles of Town-accepted roadways (TAR), 18.5 miles of private/unaccepted roadways, and 46 miles of State highway. (Source: Stantec FY2017 Asset Management Summary, January 2017). The DPW maintains the TAR; the remainder are maintained by the private owners or the State. The DPW also maintains the Town's portion (5.3 miles) of the 10-mile Minuteman Commuter Bikeway ("Bikeway"), which opened in 1993.

In April 2010, the Town retained Fay, Spofford & Thorndike (since acquired by Stantec), a civil-engineering consulting firm, to develop and implement a Pavement Management System (PMS) for the TAR and its portion of the Bikeway. The first study was completed in November 2010 and has been updated annually. The PMS is based on an extensive roadway database describing pavement conditions and roadway characteristics, and originally reported conditions using a Pavement Condition Index (PCI), which is a 100-point scale with 100 representing the best possible condition.

The Town has since changed to a new software system that uses the term Road Surface Rating (RSR) rather than PCI, and a new contractor (BETA Group) to do annual updates. The first BETA update, for FY2018, showed the average condition for the TAR continuing to improve, from a PCI of 77.0 the previous year to an RSR of 79.33. The Town's modeling of the entire road network found that the RSR

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produces a slightly lower value than the PCI, indicating that a PCI of 77 is about equal to an RSR of under 74, so the increase in RSR value was actually greater than the numerical change itself indicated. That 79.33 RSR signified that the typical TAR condition in Lexington was at the top of the “Preventative Maintenance” level of road repair, a quality level which is better than previously achieved under the PCI formula.

The Town has been surveying one third of the roadways each year, and the FY2020 update to what is now called the Pavement Management Program (PMP) marked the completion of the last three-year cycle and showed another steady improvement of the RSR from 79.33 to 84.93, moving the level of road repair squarely into the next-higher category of “Routine Maintenance”. For FY2021, the Town moved to a two-year cycle of inspections. The first phase, completed in FY2021, produced a slightly higher RSR of 85.23. The second phase of the new two-year cycle, completed in FY2022, pushed the average rating up again to 88.78, into the middle of the Routine Maintenance category, and indicating that the Town’s approach to maintaining the roads is working successfully.

While the initial 2010 study reported that replacement cost for just the TAR would be in excess of \$85,000,000 in FY2011 dollars, subsequent years have seen this number drop substantially, with the FY2021 and FY2022 updates pegging the total roadway repair backlog at about \$7,500,000. (A more detailed analysis of the 2010 report is contained in this Committee’s report to the 2011 ATM, beginning on Page 21). The Town also actively tests different road treatments each year as it seeks to extend the life of the roads and to lower maintenance costs.

The FY2022 update recommends that the Town spend approximately \$2.5 million annually to maintain the current road network’s RSR, or more to further increase it. The Town has been maintaining or exceeding such recommendations in an effort to steadily improve the conditions of the roadways.

A list of planned street work in the 2022 construction period will be posted when available on the Town’s Engineering website at:

<https://www.lexingtonma.gov/engineering/pages/engineering-construction-projects>.

This Committee is always pleased to see a quantitative basis for determining the condition of Town-owned assets and is impressed by the Town’s success in making substantial improvements to the street network’s condition. It also supports the DPW’s continuing efforts to raise the Town’s baseline pavement-condition grade to be solidly in the “Routine Maintenance” RSR Range (80–94). Continuing with the PMP, along with DPW’s careful management of other potential impacts to our pavements (e.g., utility work, construction for storm-water and wastewater system improvements, sidewalk-related projects, etc.) offer the promise of an ever-more productive and cost-effective roadway program going forward. Funding for the Pavement Management Program is provided by a combination of Town Funds (typically 72%±) and State Chapter 90 funds. See Article 12(l) for the FY2023 funding request.

Sometimes road work can be included in large, specific projects, such as the now under construction Center Streetscape Project. The Hartwell Avenue bridge and intersection project, for which \$7.535 million was appropriated at the 2013, 2015, and 2017 ATMs, is currently paused pending possible design changes to the size and geometry of the bridge, roadway, and sidewalks that may be proposed by the \$1,500,000 “25% Design of the Route 4/225 Bedford Street—Hartwell Avenue—Wood Street Transportation Improvement Project” funded at the STM 2019-1, November 12, 2019, Article 8.

Lexington’s aggressive and creative approach to maintaining our roads and extending their useful life shows up in the improvements noted above from 2010 to 2021. The national pavement preservation industry trade group FP2 also took note with its 2020 excellence award to the Town Engineering Department for its practices and results.

Sidewalks

The Town has approximately 80 miles of sidewalks and 1,050 pedestrian curb ramps (source: BETA Sidewalk and Curb Ramp Assessment report, September 2020). In 2005, due to the overdue need to upgrade and extend the sidewalks, the SB had appointed a Sidewalk Committee. In 2014, the DPW, with assistance from the engineering firm Fay, Spofford & Thorndike (now Stantec), completed a sidewalk-condition survey (report, December 2014). That survey found the average area-based Sidewalk Condition

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Index (SCI) in Lexington was 68, which put it in the middle of the “Partial Repair” treatment band. The Stantec survey recommendation was that it would require \$750,000 to maintain current conditions. The proposed DPW sidewalk replacement program has been based since then on the priority list developed in conjunction with that survey.

The FY2017 update reported that Stantec completed, in December 2016, a 20% re-survey of the sidewalk network and found the average, area-based, Sidewalk Network SCI was 68.8. It also reported that the percentage of non-compliant ramps was 63%, a modest improvement from the 67% in 2014, and that the cost of the current backlog of outstanding repairs for sidewalks and ramps was \$7,527,990, an increase of about \$500,000 from the 2014 amount.

The Town has since been working with the BETA group to develop and implement an improved sidewalk and ramp survey methodology that will provide more detailed and continuous data than the previous studies. Inspections using the new methodology have been done on one third of the Town/s roadways each year since 2018, and in September 2020, a new Sidewalk and Curb Ramp Assessment report was released covering all three phases.

The new methodology uses Geographic Information System mapping tools and, in the case of sidewalks, high-resolution cameras and lasers, to record the detailed conditions (including for the first-time measurements of sidewalk roughness), materials, and features of sidewalks and curb ramps across Town. The new measurements, though far more detailed, do not use the same categories as before, so comparisons are not yet available.

Using the new categories and the more detailed data reported in 2020, 50 of the 80 miles of sidewalk require either no repairs at all, or minor repairs on fewer than 10% of the sidewalk segments. Another 27 miles require repairs to between 10% and 25% of the segments surveyed, and the remaining 3 miles have at least some sidewalk segments in poor condition. 932 of the 1050 curb ramps inventoried were found to require minor or no repairs; the remaining 118 ramps will require replacement. In addition, 589 of the ramps are not yet ADA compliant. The Department is working to analyze these new measurements and turn them into an updated condition index that can be used to track summary conditions over time, including a method to compare the index to the previous SCI numbers.

In October 2015, the SB assigned the responsibility of the Sidewalk Committee (now inactive) to the Transportation Safety Group (TSG), a Town Manager appointed Working Group that evaluates issues and concerns relative to traffic, transit, pedestrian, bicycle, and parking safety. The TSG makes recommendations to the Select Board and the Town Manager. The working group includes citizens and representatives of the Police, Public Works, Planning and School Departments.

Regarding the sidewalk network, including ramps, DPW maintains the primary responsibility for both maintenance and capital projects of the existing sidewalk network, while the TSG focuses on the need for new sidewalks and pedestrian ramps, and bringing safety-related concerns about the existing network to the attention of DPW.

Sidewalk replacement and extension are costly initiatives. Embedded in these costs are sidewalk-construction obstructions, easement issues, and negotiations with residents. The DPW and TSG overall policy has been to develop a prioritized sidewalk-construction plan focusing on the “Safe Routes to School Program”, other high-pedestrian-traffic routes, and streets with high walking hazards. All reconstructed/new sidewalks and their pedestrian ramps are designed and constructed to comply with the ADA. Approximately 15,000 linear feet of sidewalk improvements are completed each year.

The FY2023 request for general sidewalk work is in Article 12(h); for new sidewalks, see Article 12(q).

Townwide Signal Improvements

An Engineering Division study in 2011, funded with Traffic Mitigation funds, identified and prioritized the Town signal locations in need of improvement, after assessment of signal conditions, signal timing, delays, and ADA requirements. As recommended, the Town has adopted a Standard Specification that allows for cost-effective maintenance strategies. The study did not include the signals which are under the jurisdiction of the Massachusetts Department of Transportation, including, but not limited to:

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Bedford Street at Hartwell Avenue, Lowell Street at Maple Street, Marrett Road at Spring Street, Marrett Road at Waltham Street, and Hayden Avenue at Waltham Street.

When Town intersections are improved, new signals are installed, if appropriate, with “smart” controls, as is the case in the current Massachusetts Avenue at Worthen Road project. These controls provide efficiencies like preventing light changes when there are no cars approaching or waiting and watching for pedestrians waiting to cross. With the Mass Avenue/Worthen Road project, ten of the Town’s twelve signalized intersections will have been upgraded with smart signalization. Upgrading signals is generally done in conjunction with other intersection work. The FY2023 request for signalization funding can be found in Article 12(i).

Water Distribution System

Many of the Town’s 178 miles of water mains were installed in the early 1900s and require an ongoing engineering program for pipe cleaning, lining, or replacement. On an annual basis, the DPW implements work for cleaning, lining, and/or replacement of unlined, inadequate, aged, and breaking water mains to improve water quality, pressure, and fire-protection capabilities, and to reduce frequency and severity of water-main breaks, as well as to minimize long lengths of pipe not fed at both ends (known as “dead ends”). This work often requires excavation prior to pipe-condition analysis. Work continues to replace remaining unlined pipes, of which 2% (4 linear miles) presently fall into this category. Work also focuses on replacing aging mains or those with a higher break history. The Town's annual funding requests are now generally about \$2.2 million, so that 1% of the Town’s water-piping can be replaced each year.

Using funding authorized in FY2016, engineering completed an analysis of the entire distribution network in order to prioritize work for the next phase of the improvement plan. This work has produced a model of the network, now in use by the Engineering Division. Results of this analysis have included: the establishment of specific level of service goals for all components of the water system; identification of individual water mains to reline or replace; and identification of low-pressure areas in the system. This work allows the Engineering Division to continue its best practices in the documentation of the materials, age, and break history of the Town’s water mains and to use that information with ongoing material sampling, as appropriate, to determine its engineering replacement and rehabilitation priorities.

Plans for the next five years anticipate water main replacements on Parker Road, Vine Street, Hayden Ave., Marshall Road, Lowell Street, and Summer Street. Some of the “out-year” funding in the Capital Plan is still approximate due to the difficulty of actual testing in a working water system. Unlike roads which can be analyzed visually and with easily accessible samples, water systems require more complex exploratory testing by excavation, when and where possible. In some instances, work scope cannot be completely developed until preliminary exploratory work on actual site conditions has been performed. For the general Water Distribution System funding, see Article 13.

Heavy equipment and trucks used by the Water Division to maintain the system are procured with Water Enterprise funds that are funded directly by Water-rate payers. Where equipment is shared with the Sewer Division, the costs are split.

In FY2023, the Town will continue to research and design replacements for its two water tanks, built in 1933 and 1950, now approaching the end of their useful lives. Analysis of both tanks done in 2018 indicated the need for significant interior and exterior repairs. Research continues on the feasibility of further temporary repairs, and on whether, if replacement is needed, it should be one or two tanks. For future funding requests, see the second page of the 5YCP table on Page 13 of this report.

Hydrant System

This Committee continues to encourage replacement at an accelerated rate and supports the level of funding proposed, which remains at the FY2022 level, estimated to allow the replacement of approximately 60 per year of the Town’s 1,747 hydrants. Hydrants have an estimated life of 50 years. The FY2023 funding for hydrant replacement continues to be evenly divided between Tax Levy funds and the Water Enterprise Fund. For the FY2023 funding request, see Article 12(m).

Wastewater System

The sanitary-sewer system has about 176 miles of main sewer line and 8.5 miles of pumped "force main" lines, and, like the water-distribution system, has sections that date back to the early 1900s. Due to age-related deterioration, some sections are susceptible to storm-water inflow and groundwater infiltration which increases the total flow to the Massachusetts Water Resources Authority (MWRA) treatment system, resulting in increased charges to the Town, and causing overloading of parts of the system, with the potential to spread waterborne disease. Engineering has an ongoing program of investigating, evaluating, repairing, and replacing sections of the system. This work has been partially funded by the MWRA Infiltration/Inflow (I/I) Local Financial Assistance Program, which provides grant and interest-free loan funding for member communities; the current allocation provides for \$1.56M, of which 75% is grant and 25% is a no-interest loan. For the FY2023 funding request, see Article 14(b).

The system has ten sewage-pumping stations that need continual maintenance and periodic major upgrades. In July 2013, the engineering firm Wright-Pierce performed a detailed survey of the pump stations, generating a 20-year repair/replacement plan which the Town has been following. This year's request is consistent with that plan. (See Article 14(a).)

Of the nine pumping stations determined to be large enough to warrant backup power, seven stations (Main Station, Concord Avenue, Potter Pond, Brigham Road, Constitution Road, Marshall Road, and Worthen Road) have had backup electric-power generators installed during the pump station upgrades. Significant improvements to the main pump station on Bedford Street were completed in October 2016, which included heating, ventilation, and air-conditioning (HVAC) upgrades to bring it up to current code requirements, installation of Variable Frequency Drive motors, which provide energy savings and noise reduction in the sewer force main, on all the pumps, and a surge tank.

Design work for the Hayden Avenue and North Street Stations is complete, to be followed by construction, and backup generators will be installed in these two locations. A contract for the Hayden Avenue project has been awarded. Once all station upgrades have been finished, the capital plan to maintain this critical infrastructure will again be re-evaluated and updated.

Heavy equipment and trucks used by the Sewer Division are procured with Sewer Enterprise Funds that are funded by Sewer rate-payer fees, additional fees and charges, investment income, and connection fees. Where equipment is shared with the Water Division, the costs are split.

Dam Restoration

The Massachusetts Department of Conservation and Recreation mandates that every dam in the State that is rated as a "significant-hazard dam" or "high-hazard dam" be inspected every five years. These ratings are assigned to dams based on the risk of the impact if the dam fails and the water is released; the ratings are not about the dam's state of repair. There are two dams at the significant-hazard impact level in Lexington: Butterfield Dam on Lowell Street and Old Reservoir Dam on Marrett Road. Both dams have had recent repairs and reconstruction and comply with all State codes and requirements.

Stormwater Drainage and National Pollution Discharge Elimination Systems (NPDES)

Storm drains collect stormwater along Town streets and parking areas and convey this water to streams and other bodies of water. The storm-drain pipes, and the 4,700 catch basins that direct stormwater to them, occasionally fail due to heavy loads passing over and/or loss of supporting soil, thereby creating holes in the street. In addition, as streets are repaired and repaved, it is often discovered that the storm-drainage system has become seriously deteriorated. Concurrent drainage-system repairs are required to prevent further deterioration and to protect the newly paved streets. Drains also have to be analyzed and repaired where overflow conditions develop or complaints are received.

The goal of the Federal NPDES program, under which the Town has a State-administered permit, is to maintain water quality in the drainage system. New permitting regulations became effective on July 1, 2018. Those new regulations represent an unfunded obligation that is expected to increase both operating and capital costs and complexity of this work in future years; however, because of the Town's aggressive efforts, it expects to remain compliant in FY2023. In anticipation of this mandated program and the ever-increasing needs of managing stormwater, a number of municipalities nationwide, including

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some in Massachusetts. have instituted a Stormwater Management Fee to offset the capital and operating costs of managing stormwater emanating from private properties. Staff will continue to evaluate models for a Stormwater Enterprise Fund over the next year.

In addition, the Engineering Department has developed several approaches to holding down the future costs of NPDES compliance, including, for example, starting a year early on meeting the Illicit Discharge Detection and Elimination (IDDE) requirements; the use of volunteer interns to help with the IDDE work; and an innovative, lower cost phosphorous removal plan developed in conjunction with the Town of Arlington and the University of New Hampshire.

Recent drainage improvements have been completed on Barberry Road, Worthen Road, John Poulter Road, Munroe Road, Paul Revere Road, Diana Lane, Grant Street, Tyler Road and Oak Street. Illicit discharges, often wastewater entering the storm drainage system in some way, have previously been discovered in the Vine Brook and Mill Brook areas, with an average of one discharge discovered and removed each year. This Committee welcomes Engineering's leadership and efforts, in compliance with Federal Environmental Protection Agency requirements, to improve the water quality in Lexington's streams and ponds while protecting the Town's investment and structural integrity of its streets. The Committee also applauds the help of the University of Massachusetts Lowell volunteer and paid interns programs, which have contributed significantly to the detection and elimination of illicit discharges in Town. For the FY2023 funding request, see Article 12(j).

Comprehensive Watershed Stormwater Management Systems

In order that the Town's storm-drainage system capacity is maintained to handle runoff from impervious surfaces, the Town must manage the stormwater runoff associated with its 18 brooks and three watersheds. Additionally, sediment deposits, organic debris, and refuse can impede the flow of water through watershed areas, and cause flooding and damage to private property, thus creating liabilities for the Town. To date, the Charles River, Shawsheen River, and Mystic River watershed-management plans have all been completed. The Pleasant Street and Willard Woods drainage improvements, as well as stream-bank stabilization for the Vine Brook in the Saddle Club Road area, are complete. The Whipple Brook area construction has been completed. Work continues on the Oxbow/Constitution Road and Valleyfield/Clematis Brook area projects, and DPW is reviewing which specific locations will be addressed with remaining prior-year funding. There is some overlap with Townwide Culvert Replacement, as some projects require both culvert repair and stream-management planning. For the FY2023 funding, see Article 12(k).

Culverts

There are 93 culverts in Town. A culvert is defined as a pipe or drain that carries a stream or ditch under a roadway. Many older culverts are near or at failure. DPW's engineering program for ongoing culvert inspections has identified needs for regular culvert replacement and extraordinary repairs. This is a companion effort to the ongoing Comprehensive Watershed Stormwater Management work. In 2015, work was funded for the culvert under Revere Street at the North Lexington Brook, and the culvert under Concord Avenue at Hardy's Brook. This work, as well as the Bikeway culvert which was funded for FY2016, have all been completed. Work continues in the Oxbow/Constitution Road and Valleyfield areas. In addition, the Engineering Department's Townwide Culvert Assessment and Asset Management Plan, which will guide the selection of future culvert replacements, has been completed. For the FY2023 funding, see Article 12(f).

Public Grounds

The Town owns approximately 630 acres of land of which approximately 110 acres are in parks, playgrounds, golf course, conservation areas, athletic facilities, school grounds, and historical sites. In addition, DPW staff administers and maintains four cemeteries with a combined area of just over 30 acres. The Forestry staff maintains approximately 10,000 trees along roadways and an undetermined number of trees, shrubs, and plantings on Town-owned land.

Minuteman Commuter Bikeway

In FY2015, there was an appropriation to investigate restoring the bridge carrying the Bikeway over Grant Street. The construction work on the bridge was funded at the 2017 ATM under Article 12(m) and

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is now complete. As noted under Culvert Repair, there also was a request to replace a culvert supporting the Bikeway; that work is complete as well. In addition, in FY2015 funding was authorized for the design of Wayfinding and Etiquette signage for the Lexington portion of the Bikeway with follow-on FY2017 funding. This project has been on hold due to COVID-19 and will be restarted this spring. (Arlington and Bedford declined to participate.)

Town Center Streetscape Project

Increasing the vitality of Lexington Center has long been an open-ended goal of the Town as businesses come and go and usage patterns change. Projects in support of the Center have been both large and small, including rezoning the former Battle Green Inn site and the installation of seasonal "pocket parks" on Massachusetts Avenue. Infrastructure deterioration in the Center, and needed safety enhancements as traffic volume has increased, are significant concerns. To address these issues in a coordinated manner, the Center Streetscape Improvements Project was created. When fully implemented, it would address sidewalks, roadway, trees, lighting, bicycle and vehicular safety, and additional elements from business-front to business-front across Massachusetts Avenue and run, northwesterly, from just after the intersection with Woburn Street, Winthrop Road, and Fletcher Avenue to just beyond Meriam Street. (The Woburn Street intersection, originally included, was removed from the scope of the Project, to be addressed separately later.) The results of this Project would be further enhanced at the Meriam Street end by work under the Battle Green Streetscape Project.

The Center Streetscape Project has a funding and design-change history going back to the 2012 ATM, when it was first introduced as a Center Business District sidewalk restoration project to cost approximately \$4,000,000. Since then, what was originally a sidewalk replacement Project has gone through many public reviews and redesigns, with substantial changes to the scope of the Project and its estimated design and construction costs, winding up in the end as a building-front to building-front renovation of the Center, encompassing roadway, sidewalks, curb ramps, pedestrian crossings, new sidewalk and roadway lighting, replacement of trees, benches, and more. At the 2014 ATM, \$600,000 was appropriated to carry the design to 100%, including bid documents. However, the design that had been advanced to the 25% level was stopped at that point because unresolved issues with the Project failed to gain approval of construction funding at the 2015 ATM. At the 2016 ATM, another request for construction funds was Indefinitely Postponed.

At a February 2016 Financial Summit, a presentation cited the total cost of the expanded Project at approximately \$8,500,000. Because of continuing concerns about the Project's scope, the SB formed the Center Streetscape Design Review Ad hoc Committee, to pull together and review all aspects of the Project and to seek more community input before proceeding to a new 25% design. In 2017, the SB adopted almost all of that committee's consensus recommendations, and the Project proceeded to a revised 25% design using the previous funding, with a considerably different set of design elements than those represented in the previous 25% design. Funding at the 2017 ATM was again Indefinitely Postponed for more time to revise the design and cost estimate. A subset of the Ad hoc committee was established as a Working Group to become a part of the design effort.

At the November 2018 Special Town Meeting, \$550,000 was appropriated to complete a 100% design of the revised scope, which also included a detailed tree inventory and management plan and substantial lighting revisions. (\$100,000 of previously appropriated funding was available and eligible to be applied to that work.) The full construction-cost estimate of the Project at that time was \$9,372,350. That revised cost estimate also included substantial full-time management costs, as well as robust police detail costs that it is hoped will minimize the impact of construction on Center businesses. The Town's Design Team, managed by the Department of Public Works, through its extensive work with the Ad hoc Committee, direction from the SB, and leadership of the Working Group, believed that it had a thoroughly vetted and well-supported view of the Project at that time.

The fall 2018 STM approved the funding for the completion of the design with the understanding that further review would occur when the design work was 75% complete. The 75% design and a revised construction cost estimate of \$9,101,730 were presented and approved at the 2019 ATM. The design is now complete, and contracts have been awarded. The work is to be done over two construction seasons

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starting in the spring of 2021 and ending in the fall of 2022. The 2021 work is now complete and the DPW reports the project at this point is on schedule and within budget.

DPW Equipment

DPW currently has 146 pieces of significant equipment (including vehicles). The current equipment-replacement value is approximately \$10 million and includes pick-up and dump trucks, construction vehicles, and specialized equipment including pumps, rollers, sprayers, and mowers. Replacement intervals vary from 5 to 20 years and are based upon manufacturers' recommendations and DPW experience. Most of these vehicles have individual acquisition costs more than \$25,000; therefore, their replacement would normally be characterized as Capital and subject to this Committee's review.

DPW has developed a well-conceived program, which includes annual updates produced by Division Superintendents, with review by the Manager of Operations and Department of Public Works Director. This program replaces older, less fuel-efficient, and high-maintenance equipment with standard, off-the-shelf, vehicles and equipment that will last longer and cost less to maintain and operate. (The Department is beginning to transition some of its light-duty, non-emergency vehicles to hybrid or electric; much of its heavy-duty or continuous-use equipment is not yet available in battery-powered alternatives.) Automobile replacement and all equipment with individual acquisition costs under \$25,000 are funded with operating funds. The current 5-year equipment-replacement schedule projects annual costs of around \$1.5 million per year. For the FY2023 funding request, see Article 12(g).

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DPW 5-Year Capital Appropriation History (All Sources)

	FY2018	FY2019	FY2020	FY2021	FY2022
Capital using Tax Levy, CPF, Other Capital Cash, and Chapter 90 Funds					
DPW Equipment ¹	\$598,000	\$1,039,500	\$900,000	\$1,038,000	\$1,165,000
Street Improvements & Easements ²	\$3,688,943	\$2,600,000	\$3,590,597	\$2,634,022	\$2,651,674
Street lights/Traffic signals ³	\$125,000		\$125,000	\$125,000	
Center Business District ("Center") Streetscape		\$550,000	\$9,101,730		
Battle Green Master Plan				\$317,044	
Town-wide Culvert Replacement	\$390,000	\$390,000	\$390,000		\$390,000
Drainage/dams/brook cleaning ⁴	\$1,100,000	\$340,000	\$385,000	\$385,000	\$385,000
Sidewalk/walkway/bikeway improvements ^{5,6,7,8,9,10,11}	\$1,318,000	\$2,200,000	\$2,300,000	\$1,080,000	\$1,450,000
Comprehensive Watershed Study & Implement		\$390,000	\$390,000		\$390,000
Hydrant Replacement	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000
Public Grounds					
Electric Vehicle (EV) Charging Stations			\$40,750		
Public Parking Lot Improvement Program					\$100,000
Parking System Replacement					\$343,237
Staging for Special Events					\$65,000
Hartwell Avenue Infrastructure Improvements	\$2,185,000	\$50,000			
Tax Levy, CPF, Other Capital Cash, and Chapter 90 Totals	\$9,479,943	\$7,634,500	\$17,298,077	\$5,654,066	\$7,014,911
¹ Unused borrowing authority was rescinded of \$27,022 at the 2016 ATM. FY2018 includes \$40,000 for a highway sign machine. FY2022 includes \$265,974 of funds available from earlier debt-financing actions.					
² All years include State Chapter 90 funding. FY2015 includes \$500,000 for the Massachusetts Avenue Intersections Project. FY2018 includes \$175,000 for Bedford Street at Eldred Street Safety Improvements.					
³ FY2018 includes \$117,979 of unused bond proceeds of prior-years' capital projects.					
⁴ FY2018 includes \$760,000 for extraordinary repairs and improvements to the Old Reservoir Dam.					
⁵ FY2015 includes unspecified amounts for a new sidewalk on Pleasant Street, new sidewalk on portions of Prospect Hill Road where no sidewalk exists, and reconstructing the intersection of Prospect Hill Road and Marrett Road.					
⁶ FY2016 includes \$10,000 toward Bikeway Bridge Repairs and Engineering Work & \$50,000 for design of a new sidewalk to the Lexington Community Center.					
⁷ FY2017 includes \$149,500 for Cary Memorial Library walkway and \$175,000 to complete having sidewalks on Pleasant Street.					
⁸ FY2018 includes \$368,000 for Bikeway Bridge Extraordinary Renovations and \$150,000 for Hill Street sidewalk design.					
⁹ FY2020 includes \$1,500,000 for the Hill St. Sidewalk.					
¹⁰ FY2021 includes \$280,000 for new sidewalks in two locations.					
¹¹ FY2022 includes \$750,000 for new sidewalks on Lincoln Street.					
Capital using Enterprise Funds					
Sanitary Sewer					
Sanitary Sewer System	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
Pump station upgrades	\$800,000	\$800,000	\$700,000	\$401,200	\$520,000
DPW Equipment	\$145,500		\$200,000		\$110,000
Automatic Water-Meter Reading Equipment		\$20,000	\$2,970,000		
Sewer Sub-Totals	\$1,945,500	\$1,820,000	\$4,870,000	\$1,401,200	\$1,630,000
Water					
Water Mains Relining & Replacement		\$1,000,000	\$2,200,000	\$2,200,000	\$1,110,000
DPW Equipment	\$145,500		\$200,000	\$55,000	\$145,000
Hydrant Replacement	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000
Water Tower Replacement					\$300,000
Automatic Water-Meter Reading Equipment		\$20,000	\$2,970,000		
Water Sub-Totals	\$220,500	\$1,095,000	\$5,445,000	\$2,330,000	\$1,630,000
Enterprise-Fund Totals	\$2,166,000	\$2,915,000	\$10,315,000	\$3,731,200	\$3,260,000
Capital using Revolving Funds					
Compost Operating Revolving Fund					
DPW Equipment			\$525,000	\$275,000	
Hartwell Avenue Compost-Site Improvements			\$200,000		
Compost Fund Sub-Totals	\$0	\$0	\$725,000	\$275,000	\$0
Sale of Cemetery Lots Special Revolving Fund					
Westview Cemetery Building ¹²			Moved to DPF		
Westview Cemetery Irrigation			\$35,000		
Sale of Cemetery Lots Fund Sub-Totals	\$0	\$0	\$35,000	\$0	\$0
Revolving Fund Totals	\$0	\$0	\$760,000	\$275,000	\$0
¹² As endorsed by this Committee, this project has become the responsibility of the DPF—with DPW is its "client"—so this design funding (\$270,000 General Fund debt with debt service funded from this revolving fund) has been moved to the DPF's funding history.					
Grand Total	\$11,645,943	\$10,549,500	\$28,373,077	\$9,660,266	\$10,274,911

Public Facilities

The Department of Public Facilities coordinates and cares for all Town-owned buildings under the control of the SB, Town Manager, Library Trustees, and School Committee. Expenses associated with the DPF staffing, maintenance (including preventive maintenance), custodial services, capital-project management, utilities, landscaping and grounds (at schools only), and managing of building rentals and other reservations for use of building spaces are the responsibility of this department.

DPF is currently responsible for buildings at 26 locations:

- Town Office Building
- Cary Memorial Building (CMB)
- Police Station
- Fire & Rescue Headquarters
- East Lexington Fire & Rescue Station
- Samuel Hadley Public Services Building
- Stone Building (in caretaker status; previously used as the East Lexington Library)
- Cary Memorial Library
- Visitors Center (substantially complete as of July 2020)
- Lexington Community Center
- Unit in the Muzzey Condominiums, 1475 Massachusetts Avenue (in caretaker status; previously as Senior Center—which is now at the LexCC)
- Westview Cemetery
- Hammond A. Hosmer House (in caretaker status)
- Animal Shelter, Westview Street
- 173 Bedford Street (was swing space for the Fire & Rescue Headquarters; expected to be for the Police Station)
- Ten schools (replacement building for Maria Hastings Elementary School is complete and occupied, additional work on the site is ongoing)
- Old Harrington School (Schools 'Central Administration is the primary occupant).

The DPF is organized around four areas: Administration, Project Management, Facility Maintenance and Repair, and Custodial Services. Administration administers the Department. Project Management handles major capital renovations and provides staff support to the Town's Permanent Building Committee for new construction. Facility Maintenance and Repair maintains and repairs all the facilities listed below. Custodial Services is responsible for custodial services in all those facilities.

DPF has taken a systematic approach to the needs of both Municipal and School buildings, including roofs, flooring, building envelope, and school paved parking and sidewalk areas. In a few cases the needs are met by programs with annual funding and could be considered more as ongoing extraordinary maintenance. However, as the needs exist and the work has traditionally been funded using GF cash, the Committee supports labeling these projects as "Capital".

The 2021 ATM and STM 2021-1 approved several DPF-related appropriations:

- *Lexington Police Station Rebuild—Design* (2018 ATM, Article 14, \$1,862,622, STM 2021-1, Article 5, \$870,000) This is currently finished with Design Development and anticipating construction funding at the STM 2022-1. There are more details presented below.
- *Building Flooring Program* (Article 16(b)(1)): Work has been completed at the High School, Clarke & Diamond Middle Schools, and the Town Office Building.
- *The School Paving Program* (Article 16(b)(2)): Work has been completed at the Harrington School on the backside near the playground area as well as some sidewalk work.

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- *Municipal Building Envelopes and Systems* (Article 16(d)): Work is nearly completed at Lexington Community Center on air sealing, facia work, and insulation to make the building more energy efficient.
- *School Building Envelopes and Associated Systems* (Article 16(f)): Facia work on Bridge and Bowman is out to bid for work to be done in the summer of 2022.
- *Space Needs for School Year 2021-22*: Work has been completed at the Diamond Middle School for converting the computer room into a space for the Intensive Learning Program.
- *Public Facilities Mechanical/Electrical System* (Article 16(c)): Work is ongoing for replacing Air Handling Units, Energy Recovery Units, and Variable Frequency Drives throughout the Town Office Building to enhance airflow throughout the building. This work will continue through Summer 2022. Work has also been performed at the Lexington High School to replace the domestic hot water system. Work is planned to replace the Air Handling Unit at the Clarke Middle School.
- *Center Recreation Complex Bathrooms & Maintenance Building Renovation* (Article 10(e)): Currently, Design Development is completed, and the project is 50% of the way through the Construction Document phase.
- *Townwide Roofing Program* (Article 16(e)): Work on the Town Office Building and the CMB will begin in Spring 2022. This is a repair, not replacement.
- *Westview Cemetery Building*. This is out for bid with bids expected to be returned on February 24. Work expected to start in Spring 2022 with completion by end of 2022.
- *Public Facilities Bid Documents* (Article 16(a)): This has been used for quotes for the Master Plan and Center Pool hot water heater estimates.

The DPF is in the process of considering a consultant's report of all the Town facilities with a 20-year perspective. This Committee has not seen the voluminous report and what budgeting it addresses, whether it be routine or extraordinary maintenance, which would impact both Operating and Capital Budgets, respectively. The current budgeting and finance planning is for all five years: FY2023 through FY2027. The preliminary DPF narratives include future forecasts that are many multiples of current levels; however, DPF is ascertaining to what degree to incorporate the recommendations from that report into its formal budgeting and finance policy going forward. Specifically, some of what might be in the outyears under a new 20-year perspective are incorporated into the current 5-Year Capital Plan. We anticipate that next year's requests will reflect many significant future increases throughout the Plan. (See the Foreword for more discussion on this.)

See STM 2022-1, Article 2, on Page 41, for the current cost estimate for the construction of the new Lexington Police Station.

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**Public Facilities 5-Year Capital Appropriation History (All Sources)
(Exclusive of Land-Acquisition Costs)**

Program	FY2018	FY2019	FY2020	FY2021	FY2022
Municipal					
Visitor Center Renovation/Upgrade	\$100,000	\$4,575,000	\$525,000		
Westview Cemetery Building ¹	\$270,000			\$3,290,000	\$770,000
Old Reservoir Bathhouse ²		\$75,000	\$620,000		
Building Envelope	\$344,713	\$198,893	\$203,865	\$208,962	\$214,186
Townwide Roofing				\$2,010,152	\$528,000
Fire & Rescue Headquarters	\$500,000	\$18,820,700			
Police Headquarters Rebuild ³		\$1,862,622			\$870,000
Munroe School (Munroe Center for the Arts) ⁴	\$675,000				
Community Center Renovations & Enhancements	\$425,000				\$110,000
Municipal Sub-Total	\$2,314,713	\$25,532,215	\$1,348,865	\$5,509,114	\$2,492,186
Schools					
Lexington Children's Place	\$3,081,500	\$11,997,842			
Maria Hastings School Replacement	\$63,059,418				
High School Overcrowding Renovations/Expansions	\$440,200			\$150,000	
High School Heating System	\$600,000				
Public Facilities Bid Documents	\$217,979	\$100,000	\$100,000	\$100,000	\$100,000
Building Envelope	\$222,200	\$352,755	\$233,448	\$239,285	\$245,199
Landscaping/Paving/Playgrounds	\$176,226	\$236,890		\$125,000	\$125,000
Major Electrical/Mechanical Systems Upgrades			\$605,000	\$672,000	\$728,000
Interior Renovations				\$125,000	\$125,000
Security Standardization	\$150,000	\$338,600			
School Traffic Mitigation for Safety	\$45,000				
Schools Sub-Total	\$67,992,523	\$13,026,087	\$938,448	\$1,411,285	\$1,323,199
Grand Totals	\$70,307,236	\$38,558,302	\$2,287,313	\$6,920,399	\$3,815,385

¹ As endorsed by this Committee, this project has become the responsibility of the DPF—with DPW is its "client"—so this design funding (\$270,000 General Fund debt with debt service funded from this revolving fund) has been moved from the DPW's funding history.

² As endorsed by this Committee, this project has become the responsibility of the DPF—with DPW is its "client"—so this design funding (\$75,000 CPF (Cash)) has been moved from the Recreation's funding history.

³ Includes costs for interim facility at 173 Bedford St—initially for the Fire & Rescue Headquarter's use and then to rehabilitate that facility for the Police Headquarter's use.

⁴ FY2017 is \$298,000 for roof replacement whose debt service shall be covered by an increase in the lease payments by the Munroe Center for the Arts and \$30,000 for a study of the windows funded from the CPF.

Recreation

Recreation Department programs are funded from three sources:

- General-Fund Tax Levy (e.g., used for neighborhood playgrounds, athletic fields, and basketball court improvements if not recommended by the Community Preservation Committee for CPA funding).

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- R&CP EF (e.g., used for fee-based activities such as Pine Meadows Golf Course, Community Center, Irving H. Mabee Pool, Old Reservoir, and tennis courts). Fee collections for Enterprise Fund-based activities were adversely impacted by the COVID-19 pandemic as in-person programs were cancelled. Additionally, programming has expanded into areas where fees were insufficient to cover expenses. The R&CP EF has needed an influx of support from the tax levy to overcome budget shortfalls during the pandemic and will be adversely impacted again by expensive repairs from a pipe burst at the Pine Meadows Clubhouse. The Town Manager established a Financial Guideline Working Group in November 2020, and one objective is to create a stable financial-funding model for the Recreation Department. This group is still evaluating the funding models in peer communities; we expect their recommendation could be incorporated in the next budgetary cycle if endorsed by the SB. See 2022 ATM Article 11 for details on the Pine Meadows Improvements.
- CPA funds (available for creation and preservation of recreation facilities, including those for fee-based activities). CPA monies have enabled some large projects which otherwise might not have been financially viable. For example, at the 2018 ATM, CPA funding provided funding for the \$3.34 million Center Track Renovation project, which was completed in July 2020. With R&CP EF impaired by the pandemic, the CPA is a stable, important source of Recreation Capital Funding. See Article 10(d-i) for the entire list of FY2023 recreation-funding requests from the CPF.

The Recreation Department completed a 2017 Accessibility Study of its facilities, which has changed the Department's priorities and is resulting in higher recreation-facilities investment to address deficiencies. The Old Reservoir Bathhouse Renovation, which included considerable site-work, was prioritized as a result of this study; DPF is finalizing the designs before ordering the prefabricated structure. Center Playground Bathrooms Maintenance Building Renovation (Article 10(e)) addresses poor conditions at this heavily used public facility, but also includes accessibility and inclusivity improvements. Many of the Recreation Department projects include site-work with ADA components. Planning is underway for the playground replacement at Rindge Park (2021 ATM Article 10(b) and the athletic field renovation at Muzzey Fields (2021 ATM Article 10(c)), which will include the installation of two accessible paths.

Demand for Recreation facilities remains strong, and the community needs more fields, particularly synthetic fields that can be used even in inclement weather, and with lights that can extend playing time. Last year, funds (2021 ATM, Article 10(g)), were appropriated to complete the Athletic Field Lighting upgrades at the Center Recreation Complex after the 2018 ATM appropriation were insufficient. An Athletic Fields Feasibility Study was completed, and we expect the impact of the study findings to give Recreation Department greater insight into where to invest limited resources. The Lincoln Park Master Plan (Article 10(i)) seeks funding for advance planning before the turf exceeds its recommended life, which is expected within the next 5 years.

The potential for a new Lexington High School, and uncertainties regarding the siting of the new structure impacts the Center Recreation Complex. In our view, the Center Recreation Complex Bathrooms & Maintenance Building Renovation (Article 10(e)) and the hard-court resurfacing proposed at the Gallagher Tennis Courts and Farias Basketball Court (see Article 10(f)) are in locations that are unlikely to conflict with a High School project. If these projects are delayed, these highly used assets may deteriorate further and may need to be taken out of public use or incur repair expenses.

Recreation 5-Year Capital Appropriation History (All Sources)

Program	FY2018	FY2019	FY2020	FY2021	FY2022
Athletic Fields ¹	\$125,000		\$435,000	\$470,000	\$155,000
Park, Playgrounds, & Tot Lots	\$60,000	\$302,000	\$302,000	\$95,000	\$395,000
Pine Meadows Golf Course	\$55,000	\$60,000	\$75,000		\$87,000
Irving H. Mabee Pool ²	\$1,620,000	Moved to DPF			
Lincoln Fields Improvements					
Minuteman Commuter Bikeway					
Hard Court Resurfacing			\$50,000	\$100,000	
Athletic Facility Lighting		\$975,000		\$450,000	
Recreation Community Needs Assessment			\$50,000		
Reconstruction		\$3,340,000			
Totals	\$1,860,000	\$4,677,000	\$912,000	\$1,115,000	\$637,000

¹FY2021 \$100,000 for Athletic Fields Feasibility Study for the 14 Town-owned properties & \$370,000 for improvements.

²Previously included a project at the Old Reservoir Bathhouse. As endorsed by this Committee, that project has become the responsibility of the DPF—with Recreation as its "client"—so the design funding (\$75,000 CPF (Cash)) has been moved to the DPF funding history.

Schools

Overview

The Lexington Public Schools (LPS) provide educational, athletic, and club activities for students in grades Pre-Kindergarten–12. This is the enrollment for the current and the four previous academic years:

Enrollment in Lexington Public Schools[†]

Grades	Academic Year				
	2017/2018	2018/2019	2019/2020	2020/2021	2021/2022
Pre-Kindergarten (Pre-K)	71	69	68	57	67
Elementary (Kindergarten (K)–5)	3,150	3,096	3,019	2,790	2,702
Middle Schools (6–8)	1,813	1,833	1,828	1,793	1,748
High School (9–12)	2,212	2,275	2,275	2,261	2,273
Totals	7,246	7,273	7,190	6,901	6,790

[†]Enrollment figures are those as of October 1st as required by the State’s Department of Elementary and Secondary Education (DESE) for each academic year.

LPS currently owns and operates a preschool (the Lexington Children’s Place (LCP)), six elementary–school buildings, two middle-school buildings, and the high-school complex of four, freestanding, academic buildings, and a field house. Central Office (“Administration”) personnel and services are in what had been the old Harrington School. The maintenance of these fourteen buildings is overseen by the DPF.

Starting in 2005 with the opening of the Harrington elementary school, the Town of Lexington has been building and renovating its school buildings to address issues of obsolescence and what had been rising enrollments. A new building for LCP opened in 2019. The following elementary-school buildings have been replaced with new schools: Harrington [2005], Fiske [2007], Estabrook [2014] and Maria Hastings [2020]. The Bowman and Bridge elementary schools were renovated and expanded via space mining [2013]. The middle schools Clarke and Diamond were renovated and expanded [2017]. In addition, modular classrooms were added to Bowman, Bridge, and Fiske [2017], and in two phases at the high

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school [2014, 2016]. Space mining to add science laboratory space has taken place in the summers of 2019 and 2020. Planning for a Lexington High School renovation is accelerating now that the Massachusetts School Building Authority (MSBA) has accepted the project into the first module of its reimbursement program.

In the 2020–2021 school year, the national COVID-19 pandemic has impacted school enrollments, reducing student loads across the board, especially in the elementary schools. The trend has continued in 2021–2022. Currently it is expected that the preschool, elementary, and middle schools will have sufficient capacity for the foreseeable future. The high school is likely to continue to have a population at general classroom capacity, though space mining may be needed for additional science classrooms, and it will be well over capacity in ancillary areas such as the cafeteria. In addition, the high school is past its expected life and will need extensive renovation or replacement.

Preschool: The capacity at LCP for the educational program as it existed pre-COVID-19 was 166 slots (a half-day student takes one slot, and a full-day student takes two slots) across programs for Intensive Learning Program, integrated special education, and general education. The enrollment tends to start low at the start of the school year and grow during the year as children reach the age of two years and nine months. To date the maximum enrollment has been 136 slots from 71 students (2017–2018). In the school year 2020-2021 the program was greatly reduced due to a reduced length of the school day and social distancing requirements. The number of students rebounded to near pre-COVID-19 levels as the pre-COVID-19 schedule was resumed.

Elementary schools: The capacity (as provided by the LPS in 2016) is 3,248 while current (October 1, 2021) enrollment is just above 2,700, down from 2,790 last year. Each school is operating well within its capacity. Elementary enrollments are now projected to continue to decline to just below 2,500 by FY2025 and will remain safely below capacity out to the current forecast horizon of school year 2024–2025.

Middle schools: The capacity in the middle schools after the previous renovations and expansion are 903 at Clarke and 946 at Diamond for a total of 1,849. Current enrollments are 829 and 919, respectively, for a total of 1,748. Enrollments are currently projected to decline to around 1700, well below the buildings' capacity, as smaller elementary classes replace the large cohorts currently in the middle school.

High School: Lexington High School is the remaining school asset that lacks capacity for additional students and in poor physical condition. According to the Statement of Interest submitted to the MSBA, the High School was designed to accommodate 1,850 students. The High School has been expanded in two phases through modular-classrooms additions. After the first set, Symmes, Maini, McKee Associates, in January 2015, estimated the high-school capacity at 2,325. The second set added space primarily for the Intensive Learning Program special-education program, but included two general-education classrooms, bringing the capacity to approximately 2,375.

The current population of 2,273 is within the general-use classroom capacity and projected to be stable for the next three years. However, there is a risk that enrollments surpass projections if students who left the district during the COVID-19 pandemic return. In addition, other facilities such as the cafeteria and science laboratories are overcrowded. The science-classroom space needs are being partially addressed by space mining. One science classroom was outfitted in the summer of 2019 using existing operating funds, and another was outfitted in the summer of 2020 using an appropriation in the last fiscal year. Additional modifications of existing interior space may be necessary to outfit another science classroom in the summer of 2023. Even with these measures, the High School requires substantial capital investment to meet safety requirements, achieve DESI requirements for time on learning, and deliver a 21st century educational curriculum.

Preparations for high-school renovations and enlargement, or replacement, should proceed rapidly with the acceptance of the project by the MSBA which occurred on this March 2nd. The Town is required to fund the next-step feasibility study within 270 days of the start of the eligibility period—which begins on June 1st of this year and continues in FY2023—and the SB is contemplating an STM 2022-2 to begin on April 11, 2022, concurrent with the 2022 ATM, for that funding.

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While there are no actual architect-based cost estimates at this time, and costs may depend on renovation versus replacement, this will be a Capital undertaking on a scale never experienced by Lexington. The Town is currently modeling a new high school with an estimated total cost of \$350 million—which would be an approximate net cost of \$256 million if the MSBA accepts the project. For planning purposes, that net cost reflects a reimbursement rate of about 27%, which is comparable to recent Town projects and reflects the fact that often there are design features our Town deems essential but are not eligible for reimbursement. It remains to be seen if that \$350 million is a sufficient total cost of the design and construction. It is estimated that MSBA projects, under typical circumstances, take 6 years from feasibility–study approval to the opening of a new or a major-renovated building(s).

If additional overcrowding is expected well before a new high school can be completed, the Town may require some Capital investment for continued space mining—in particular for science-laboratory space. At the request of the School Administration, DPF has budgeted another \$200,000 in FY2024 to create the additional science classrooms. Additionally, the Town seeks a revolving High School Emergency Fund to address unexpected equipment repairs that arise before a new or reconstructed high-school facility is completed. (See Article 16(g)).

While Capital projects for the LPS buildings and their environs are managed by the DPF, there currently is an annual request for capital appropriations directly managed by LPS for school technology. (See Article 15.)

School Technology Program

There is a long-term plan to upgrade technology for students and staff throughout the schools by replacing the oldest computers, Chromebooks, iPads, peripherals, projection systems, network-delivery systems, and other associated hardware and software to have enhanced Pre-K through grade 12 instructional and administrative tools. (See Article 15.) Funding for at least some of the shorter lifespan technology items will be cash funding within the operating budget to avoid the costs of debt financing.

Schools-Managed 5-Year Capital Appropriation History (All Sources)

Program	FY2018	FY2019	FY2020	FY2021	FY2022
Technology	\$1,331,900	\$1,715,300	\$1,743,900	\$1,299,246	\$1,186,236
Classroom & Administrative Furniture [†]	\$123,000				
Food Service Equipment [†]	\$75,000				
Totals	\$1,529,900	\$1,715,300	\$1,743,900	\$1,299,246	\$1,186,236

[†] Starting in FY2019, this category is funded in the Schools Operating Budget

Innovation & Technology

This department supports, maintains and manages the Town's Information Technology (IT) systems (hardware, software, and Web sites) that are critical service-delivery elements and provide program management for all the Town's departmental operations. Services provided include: municipal IT hardware/software operations and support for all activities; staff training; financial-management hardware and software (including the Town's Munis system) maintenance that serves Town and School departments; electronic mail and Internet access; Town website support; phone Voice Over Internet Protocol (VoIP) infrastructure and applications; head-end management and support; and co-management, with School Department Information Technology staff, of the Town's wide-area network actively connecting to 28 Town and School buildings.

There are two FY2022 requests. See Article 12(r, s, & t).

IT 5-Year Capital Appropriation History (All Sources)

Program	FY2018	FY2019	FY2020	FY2021	FY2022
Cary Library Network					\$95,000
Public Safety Radio Connectivity		\$370,000			
Telephone System Replacements	\$120,000		\$150,000	\$150,000	
MIS Technology Improvement Program	\$100,000	\$200,000	\$100,000	\$100,000	
Network Redundancy & Improvement	\$130,000	\$350,000			
Application Implementation			\$390,000	\$325,000	
Totals	\$350,000	\$920,000	\$640,000	\$575,000	\$95,000

Town Clerk's Office

This Office is the primary repository of official documents for the Town, and the custodian of, and recording office overseeing the maintenance, disposition, and preservation of municipal archival records and materials. Additional responsibilities include the issuance of vital records and statistics as well as preparation and distribution of dog licenses and business certificates. The Office is tasked with the posting of meetings of all government bodies in accordance with the Open Meeting Law as well as providing access to public records in compliance with the State Public Records Law. Further responsibilities include administration of the annual census and ethics training compliance, recording of all Town Meeting actions, scheduled reporting to the Department of Revenue and Attorney General, and, in conjunction with the Board of Registrars, supervision of all election related activities in conformance with State and local laws.

There is one FY2023 request; see Article 10(a).

Town Clerk's Office 5-Year Capital Appropriation History (All Sources)

	FY2018	FY2019	FY2020	FY2021	FY2022
Election System					
Archives & Records Management/Conservation & Restoration		\$20,000	\$20,000	\$20,000	
Totals	\$0	\$20,000	\$20,000	\$20,000	\$0

Affordable Housing

To provide for the needs of its residents and to meet State law, the Town must plan and budget for the continuing creation and maintenance of units of affordable housing.

Massachusetts General Law Chapter 40B, passed in 1969, requires each municipality in the Commonwealth to have 10% of its housing "affordable" as defined by the statute and its regulations. To be maintained as affordable, a unit must be subject to a long-term, preferably perpetual, deed restriction limiting its sale price to the affordable level as determined at the time of sale. To encourage more rental-unit creation, the statute also provides that if a rental-housing development deed restricts 25% of its units, *all* the rental units will count as part of the town's Subsidized Housing Inventory (SHI), even though 75% of them are actually priced at market rate.

The **Lexington Housing Partnership (LHP)** is a nine-member board of Town residents appointed by the Board of Selectmen to 3-year terms. Its mission is to keep Lexington residents informed of the Town's housing needs and to plan and advocate for the preservation and creation of affordable housing in Lexington.

The **Lexington Housing Authority (LHA)**, a five-member board, was created in 1969 under Massachusetts General Law, Chapter 121B. The members of that board are appointed as follows: 1 by the Governor for a 5-year term but serves until reappointed or replaced; 3 Town elected with varying term length; and 1 resident member, residents apply, and appointment by the SB for a 5-year term. Under the statute, municipal housing authorities manage State- and Federal-subsidized housing units and administer Federal housing vouchers to individuals and households who qualify. As of this year, the LHA will own or manage over 77 Federal units, 158 State units, and 14 subsidized, privately owned units. The LHA also administers 73 housing vouchers, including Section 8 vouchers which are used by households to pay private landlords. Depending on the size and type of housing unit, the LHA's wait time for eligible households varies from 1½ to 8 years.

The LHA routinely applies for State and Federal contributions for maintenance and improvement of these housing units. However, State contributions are normally insufficient to meet annual needs. Use of Lexington's Community Preservation Act to fund capital improvements that are eligible under the statute allows the Town to keep existing units functional and in compliance with legal standards. (See Article 10(l) for this ATM's request.)

In 2016, the Massachusetts Department of Housing and Community Development launched the Modifying Public Housing and Supporting Elders (MoDPHASE) Initiative to distribute State grants for the preservation of State public housing and the encouragement of cooperation between local Housing Authorities and local service agencies for the benefit of seniors occupying public housing. In a competitive process, Lexington has been awarded a grant of \$1.6 million to rehabilitate kitchens and baths at Vynebrook Village. The Town's submission was a collaboration between the LHA, Lexington's Human Services Department, and Enhance Asian Community on Health, Inc., a non-profit health service agency. This substantial grant will help defray expenses generally met with local CPA funds.

The **Lexington Housing Assistance Board (LexHAB)** is unique to Lexington. The nine-member board was created in 1983 by the Selectmen, who were concerned about the need for affordable and transitional housing for Lexington residents experiencing economic difficulties. LexHAB currently owns and manages 78 rental housing units and uses rents to maintain and improve the units as needed. LexHAB also maintains a fund balance that may be used to build new units or to purchase units on which the deed restrictions maintaining their affordability may expire, but the creation of new units has largely been funded by the Community Preservation Fund (See Article 10(m) for this ATM's request.)

Lexington's Subsidized Housing Inventory (SHI) The housing units administered by the LHA and those LexHAB units that have been assigned under the State's lottery procedure all qualify on Lexington's SHI. Including all rental units, as permitted by statute, the Town's SHI stood at 11.2% at the 2010 Federal

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census. However, as 75% of the Town's rental units are not actually deed-restricted, the true percentage of Lexington housing units that are affordable to households below the area median income is closer to 5%.

As the Town's inventory of market-rate units increases more rapidly each year than do deed-restricted units, there is concern that in this year's decennial census, Lexington's SHI will fall below the statutorily required 10%. In that event, the statute provides those private developers who deed-restrict 25% of the units in their projects will not be subject to the density restrictions of Lexington's zoning bylaw, allowing them to build larger and more densely sited subdivisions than Lexington zoning would otherwise allow.

The Community Preservation Act (see further information starting on Page 7.) provides that 10% of each year's revenue under the Act (i.e., the designated tax-surcharge revenue, the State contribution, and interest earned on the Lexington Community Preservation Fund (CPF)) be allocated for community (low or moderate income) housing. Since Lexington's adoption of the Act in 2006, CPA funds have been the primary means of adding affordable units to Lexington's inventory. Town Meeting has approved LexHAB requests for CPA allocations to purchase and rehabilitate existing homes, as well as to build new units, both of which are then deed-restricted and rented to eligible households.

Surcharge to Fund Affordable Housing. The fall 2020 STM-3 approved a citizen petition to instruct the Select Board to establish a surcharge on specific *residential* developments for the purpose of funding affordable and community housing construction, renovation and associated land acquisitions or easements, and to authorize the Select Board to petition the Massachusetts legislature to enact enabling legislation for this purpose. See Article 36 for a follow-up citizen warrant article which seeks to establish a similar surcharge for specific *commercial* developments for the same purpose.

Planning

The mission of the Planning Department is to provide technical and administrative support to the Planning Board and various Boards and Commissions to implement the community's long-term vision. The Planning Department is responsible for advance planning, development review, public information, and development compliance as permitted and conditioned by the Planning Board.

Transportation Safety Group. The TSG is a working group appointed by the Town Manager and consists of staff the Planning Office, Engineering Division, Transportation Services, and the School and Police Departments and is advised by representatives from Commission on Disability, Bicycle Advisory Committee and Transportation Advisory Committee. The TSG reviews traffic safety requests from residents and from various Town Departments and provides the list of new sidewalk priorities to DPW. TSG funds are used to evaluate and develop construction cost estimates for future capital requests as well as fund the design/construction of smaller-scale, safety-related, projects. From FY2018 through FY2020 the TSG was funded at \$100,000 annually to allow it to address relatively small and short-term projects without requiring individual requests to Town Meeting.

Lexington receives an annual allotment from the Transportation Network Companies (TNC) fund. TNC such as Uber and Lyft pay a \$0.40 surcharge per ride. Half of that (\$0.20) comes back to the community where the ride originated. Starting in FY2021, the Town asked Town Meeting to allocate this allotment to the TSG. TSG spending was limited to the TNC funds in FY2021 (\$16,504) and in FY2022 (\$20,889.20), in part because of the COVID-19 pandemic and also because of successful grant applications, so no further Town-generated funds were requested.

The FY2023 funding request is also limited to this year's TNC allotment. This money is to be used to fund Complete Streets infrastructure improvements and programs and other projects and programs that support alternative modes of transportation. (See Article 12(d).)

Hartwell Avenue Commercial District. The 2009 ATM approved the Planning Department's request to create a Traffic Management Overlay District (TMOD) for the Hartwell Avenue commercial corridor. The FY2011 ATM voted to create a TMOD Stabilization Fund to receive mitigation payments from commercial developers. The 2019 Fall STM approved amounts of \$1,250,000 to be funded by debt, and \$250,000 to come from the TMOD Stabilization Fund to pay for a 25% design of a major Transportation

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Improvement Project for this commercial area. The Project will address travel lanes, multi-modal paths and bike lanes, center medians, pedestrian crossings and accommodations, and reconstruction of major intersections at Routes 4 & 225 (Bedford Street), Hartwell Avenue, and Wood Street. Taking this initial planning action is expected to keep Lexington in the queue for State and Federal funding for this project, hopefully during the FY 2024–2029 window.

Town Comprehensive Plan. (LexingtonNext). The 2017 ATM approved funding to undertake an update of the Town's Comprehensive Plan which was last completed in 2003. The Plan covers Land Use, Housing, Economic Development, Natural and Cultural Resources, and Transportation. The Comprehensive Plan Advisory Committee (CPAC) met 9 times in FY2021. The Co-Chairs met weekly with staff and regularly with the consultants and twice with the Planning Board. A consultant guided two public forums this fiscal year on housing needs and creating an attractive and vibrant Lexington Center, and prepared drafts sections of Plan. The CPAC and Planning Board will incorporate further Board and community input to prepare a draft in advance of a final public forum in preparation for the Planning Board’s vote to adopt the Plan per MGL Chapter 41, Section 81D in late 2022.

Planning 5-Year Appropriation History

Program	FY2018	FY2019	FY2020	FY2021	FY2022
Transportation Mitigation	\$100,000	\$100,000	\$100,000	\$16,504	\$20,889
Comprehensive Plan	\$302,000				
Totals	\$402,000	\$100,000	\$100,000	\$16,504	\$20,889

STM 2022-1 Warrant-Article Explanation and Recommendation

Cites of the “Town Warrant” refer to the Town of Lexington Warrant for the Special Town 2022-1 Meeting, to begin March 28, 2022”. Cites of the “Brown Book” refer to the “Town of Lexington Fiscal Year 2023 Recommended Budget & Financing Plan”, February 28, 2022

Article 2: Lexington Police Station Construction	Funds Requested	Funding Source	Committee Recommends
	\$32,400,000	Exempt Debt	Approval 6-0

“The existing police station opened in 1956 and lacks many basic amenities of a modern police facility. The building does not have an elevator or a sally port for prisoner access to the cell block. It also lacks a fire sprinkler system. The indoor firing range, locker rooms, garage and office spaces are inadequate. Bathrooms on the basement and second floor levels are not ADA compliant. The heating and cooling systems are inefficient, and the building is served by two separate electrical systems which cause problems during outages.

“In FY2017, the Town appropriated \$65,000 for a feasibility study to consider locations for constructing a new Police Station. In FY2019, the Town funded the design and engineering of a new Police Station at its current location, 1575 Massachusetts Avenue. The funding request for the demolition and reconstruction of the Police Station, and temporary relocation space, was originally planned for the 2021 Annual Town Meeting, but was postponed allowing the community to engage in conversations regarding race, social justice and the future of policing. After public engagement and reaffirming the conceptual design, final design funds were appropriated at the Fall 2021 Special Town Meeting. The request for construction funding, currently estimated at \$32,800,000, will come to the 2022 Annual Town Meeting, with a debt exclusion vote to follow in June 2022.”

(Brown Book, Page XI-9, #1)

This Committee has strongly supported this project for many years and continues to do so. Our Police force needs and deserves a modern facility for all the reasons set forward in the Police section which begins on Page 19.

Article 3: Authorize and Ratify Remote Town Meetings	Funds Requested	Funding Source	Committee Recommends
	N/A	N/A	Approval of IP 6-0

“To see if the town will vote to authorize the Select Board to petition the Massachusetts General Court for legislation providing that notwithstanding the provisions of any general or special law or by-law to the contrary, all acts and proceedings taken by the town at an annual or special town meeting held in 2022 by remote participation by electronic means in accordance with Chapter 92 of the Acts of 2020, as amended by Chapter 20 of the Acts of 2021, and all actions taken pursuant thereto, are ratified, validated and confirmed to the same extent as if the said Annual or Special Town Meeting had been held in full compliance with any applicable general or special law or by-law; and further to authorize the Select Board to approve amendments to said act before its enactment by the General Court that are within the scope of the general objectives of the petition; or act in any other manner in relation thereto.

(Inserted by the Select Board)

“DESCRIPTION: In June 2020, the Legislature temporarily provided express authorization for representative Town Meetings to be held by remote means due to the COVID-19 pandemic. That authorization expired on December 16, 2021. Shortly thereafter, but before the Warrant issued, the discovery of the Omicron COVID-19 variant suggested a potential need for a remote Town Meeting option. This article would authorize the Select Board to petition the General Court for special legislation

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that would confirm the validity of any actions taken at a Town Meeting being held remotely instead of in person if health and safety conditions continue to warrant a remote meeting. While the Town has worked with its legislative delegation to renew the legislative authorization, the Town is not sure whether that legislation will be adopted at the time of our Town Meeting and this article would provide an additional opportunity to ensure the validity of actions taken at the 2022 Lexington Annual Town Meeting and any Special Town Meetings.
(Town Warrant)

On February 15 of this year Governor Baker signed legislation that, in part, extends the use of virtual (remote) public meetings (including Town Meetings) through July 15th of this year. Therefore, this Article is understood to be Moved to be IP.

Anticipated STM 2022-2 Warrant-Article Explanation and Recommendation

Cites of the “Town Warrant” refer to the Town of Lexington Warrant for a Special Town Meeting 2022-2, to begin April 11, 2022

Article 2 Appropriate for Lexington High School Feasibility Study	Funds Required	Funding Source	Committee Recommends
	\$1,825,000	GF (Debt)	Approval 6–0

“To see if the Town will vote to appropriate, borrow or transfer from available funds, an amount of money to be expended under the direction of the School Building Committee for the feasibility study for the Lexington High School located at 251 Waltham St, Lexington, MA 02421, for which feasibility study the Town may be eligible for a grant from the Massachusetts School Building Authority. The MSBA’s grant program is a non-entitlement, discretionary program based on need, as determined by the MSBA, and any costs the Town incurs in connection with the feasibility study in excess of any grant approved by and received from the MSBA shall be the sole responsibility of the Town; or act in any other manner in relation thereto.

(Inserted by the Select Board at the request of the School Committee)

DESCRIPTION: In spring of 2022, the Massachusetts School Building Authority voted to accept the Lexington High School project into the MSBA reimbursement program. This article would fund the first phase of the process, conducting a feasibility study, under MSBA guidance.
(anticipated Town Warrant, Page 1)

Note: It is categorized as “anticipated” at the release of this report as this STM will not be in effect until the Select Board, at its evening meeting on March 21, 2022, whereas currently planned, (a) formally calls for this STM, and (b) signs the Warrant for it with the above, or comparable, language.

This appropriation will fund the initial Feasibility Study for the Lexington High School rebuild/renovation. It is expected that this Article also carries sufficient funds to cover all of the items that the 2022 Annual Town Meeting’s citizens Article 25 intended to cover. This appropriation will only cover the earliest stages of the High School project and we anticipate at least one, possibly two subsequent requests for Design and Engineering, as well as a final request for construction monies. Certainly the latter will require a Debt Exclusion referendum which we expect will roll all previous requests, including this one, into excluded debt.

This Committee is relieved and ecstatic that the MSBA has invited us to enter their process. We have long been advocates of this project.

2022 ATM Warrant-Article Explanations and Recommendations

Cites of the “Town Warrant” refer to the “Town of Lexington Warrant for the 2022 Annual Town Meeting, March 28, 2022”. Cites of the “Brown Book” refer to the “Town of Lexington Fiscal Year 2023 Recommended Budget & Financing Plan”, February 28, 2022

Article 10: Appropriate the FY2023 Community Preservation Committee Operating Budget and CPA Projects (Multiple Categories)	Funds Requested	Funding Source	Committee Recommends
	\$8,108,191	CPF (Cash)	See Below

Project Description (Category)	Amount Requested	Funding Source	Committee Recommends
(a) Archives and Records Management (Historic Resources)	\$20,000	CPF (Cash)	Approval 6–0

“This is an ongoing request to fund the conservation and preservation of historic municipal documents and records and to make them available on the Town's digital archives. This FY2023 request will include the 1927 blueprints for the Cary Memorial Building; Tax Warrants and Acts of Massachusetts, 1778-1823; and Police Department Journals 1874-1909. Significant progress has been made in preserving Lexington's historic documents but there remains a continuing need to preserve records from the early 1900s and make them accessible. It is projected that this will be a yearly request for treatment/digitization/microfilming of records. The preservation and conservation of permanent records for archiving creates the basis for documenting Lexington's history for the future.”
(Brown Book, Page XI-21, #42)

Project Description (Category)	Amount Requested	Funding Source	Committee Recommends
(b) Wright Farm Barn Stabilization and Preservation (Historic Resources)	\$155,000	CPF (Cash)	Approval 6–0

“This is a first phase request to stabilize the shell of the Barn structure at Wright Farm to prevent weather and water damage by fixing or replacing the windows, gutters, down spouts, and roof shingles. In addition, ponding water in the lowest level below grade needs to be addressed.”
(Brown Book, Page XI-14, #13)

Project Description (Category)	Amount Requested	Funding Source	Committee Recommends
(c) West Farm Meadow Preservation (Open Space)	\$28,175	CPF (Cash)	Approval 6–0

“This request is to preserve approximately 10 acres of meadow at West Farm to improve passive recreation opportunities, enhance wildlife and plant habitat, and create a renewed connection to Lexington's history through the recovery of stone walls and scenic vistas.”
(Brown Book, Page XI-14, #12)

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Project Description (Category)	Amount Requested	Funding Source	Committee Recommends
(d) Playground Enhancements—Pour-in-Place Surfaces (Recreation)	\$1,459,591	CPF (Cash)	Approval 6–0

“Older playgrounds use bark mulch as their safety surfacing, which is not stable and is regularly washed out or kicked out by students using the play equipment. When this occurs, the 12-inch impact absorbent surfacing requirement is no longer being met, which could result in serious injuries if or when a student falls. Pour In Place (PIP) safety surfacing is a rubber/urethane product being used in all new playground installations. Benefits include better drainage, consistent safety surface, and faster snow melt, enabling use of the playground during colder months. Replacement of the playground surfaces at the Bowman, Bridge and Estabrook elementary schools is proposed during the summer of 2022, as well as a completely new playground at the Fiske elementary school.”

(Brown Book, Page XI-14, #9)

This Committee applauds these actions at this time to complete the associated safer-surface needs at this time.

Project Description (Category)	Amount Requested	Funding Source	Committee Recommends
(e) Center Recreation Complex Bathrooms & Maintenance Building Renovation (Recreation)	\$680,000	CPF (Cash)	Approval 6–0

“This request is for construction costs associated with renovation of the bathrooms and maintenance building at the Center Recreation Complex. The project will renovate the bathrooms, repair the plumbing system, and install new fixtures. In addition, the storage area currently used by DPW staff to maintain the athletic fields in the area, will be renovated to better support those efforts.”

(Brown Book, Page XI-14, #10)

This Committee believes this project should move forward as it addresses the poor condition at the existing facility, fixes shortcomings with DPF field equipment and machinery storage, improves accessibility to the restrooms, adds much needed lighting, and creates non gendered bathroom options. The location of the restroom is near a residential area, and therefore unlikely to conflict with a High School Project. Delaying the project further (after the indefinite postponement at the 2021 ATM) risks the Town incurring financial costs from repairs or project cost escalation.

Project Description (Category)	Amount Requested	Funding Source	Committee Recommends
(f) Park Improvements—Hard Court Surfaces (Recreation)	\$2,500,000	CPF (Cash)	Approval 6-0.

“This request will renovate the Farias Basketball Courts and Gallagher Tennis Courts. The project will include the construction of post tension court surfaces for basketball and tennis/pickleball. In addition to new courts, the project will provide new fencing, athletic equipment, storage shed, shelter, site amenities, tennis practice backboards, and signage. Due to the extensive use that they receive, a complete reconstruction of the courts and installation of new practice boards will be needed.”

(Brown Book, Page XI-16, #22)

At this time, the Lexington High School renovation or rebuild will not impact the resurfacing planned at Gallagher Tennis Courts or the Farias Basketball Court. The concrete has not been replaced in 20 years, and the poor condition of these valuable, heavily-used assets requires their renovation, or they risk being brought off-line due to safety concerns. The Town will also explore adding shade structures and improve soundproofing as part of the project

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Project Description (Category)	Amount Requested	Funding Source	Committee Recommends
(g) Park and Playground Improvements (Recreation)	\$200,000	CPF (Cash)	Approval 6-0

“This request will update and replace playground equipment, safety surfacing and various other amenities at Kinneens Park. The existing playground equipment was last replaced in 2004. The proposed improvements will result in the park being in compliance with the Consumer Product Safety Commission (CPSC), the American Society for Testing and Materials (ASTM) and the American with Disabilities Act (ADA).”

(Brown Book, Page XI-15, #20)

Project Description (Category)	Amount Requested	Funding Source	Committee Recommends
(h) Park Improvements - Athletic Fields (Recreation)	\$250,000	CPF (Cash)	Approval 6-0

“This ongoing multi-year capital program is to address safety and playability concerns as well as provide adequate and safe field conditions. This program funds improvements to athletic fields, including renovations to natural turf, drainage, new irrigation systems, and site amenities including benches and backstops. The FY2023 funds will be used for such improvements to the Fiske School Fields. Based on recommendations from a 2017 ADA Compliance Study, additional walkways will be installed to provide accessibility to the various ball field team areas as well as to the share outfields. If approved, renovations will begin in the Fall of 2022.”

(Brown Book, Page XI-16, #21)

Project Description (Category)	Amount Requested	Funding Source	Committee Recommends
(i) Community Park Master Plan—Lincoln Park (Recreation)	\$100,000	CPF (Cash)	Approval 6-0

“This request is to complete a master plan for Lincoln Park to provide a strategic road map for implementing improvements, enhancements, and upgrades at Lincoln Park in upcoming years. Significant investments are planned in the coming 5 years, including field replacements and upgrades to the playground and fitness stations. The master plan will incorporate feedback from the Lincoln Park-Sub Committee, Recreation Committee, Conservation Commission, and community stakeholders, and result in a coordinated, holistic approach when implementing planned capital improvement projects at Lincoln Park.”

(Brown Book, Page XI-16, #23)

This Committee applauds this long-range planning for such an important, multi-purpose, recreation location for our Town. Regardless of when previous expenditures have been spent on improving that Park or what had been the funding for those actions, such planning is important to understand just expenditures will be needed in the future—whether driven by the projected end of life for the elements of the Park or other factors.

Project Description (Category)	Amount Requested	Funding Source	Committee Recommends
(j) Affordable Housing Unit Renewal (Community Housing)	\$234,000	CPF (Cash)	Approval 6-0

“This request is for preservation, rehabilitation and restoration of 18 LexHAB units. Nine of the units were purchased with CPA funds, and rehabilitation and preservation work are anticipated, including kitchen and bath renovations, new appliances, electrical upgrades, installation of a new doors and exterior painting to prevent failure. For the remaining nine LexHAB-operated units not secured with CPA funds,

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the projects will include re-roofing or roof replacement as well as exterior painting to prevent damage and failure of the structure.”

(Brown Book, Page XI-21, #45)

Project Description (Category)	Amount Requested	Funding Source	Committee Recommends
(k) 116 Vine Street Affordable Housing Construction (Community Housing)	N/A	N/A	Approval of IP 6–0

“This request is to construct affordable housing at 116 Vine Street. LexHAB proposes to build six units of affordable housing that are expected to achieve near net zero energy consumption due to the use of solar panels and extensive energy conservation measures in the design of the buildings. The construction funds are the final phase in a three-phase approach that will enable the creation of six units of affordable housing that will promote economic diversity and provide much needed housing within Lexington.”

(Brown Book, Page XI-21, #44)

This is for a long-awaited, and this Committee endorsed, fulfillment of one of the purposes contemplated when the appropriation for the land acquisition was passed by the 2009 Annual Town Meeting: To provide an important increase in Lexington’s affordable housing. However, as designed, the cost for the six units rose to about \$1 million/unit and LexHAB withdrew the request as that was too expensive for affordable housing—especially when the land had already been purchased.

Project Description (Category)	Amount Requested	Funding Source	Committee Recommends
(l) Vynebrooke Village ModPHASE Modernization Project (Community Housing)	\$160,790	CPF (Cash)	Approval 6–0

“This request is for fire and other safety system upgrades to supplement state funding for a large-scale modernization project at Vynebrooke Village, operated by the Lexington Housing Authority. The overall project cost is currently estimated to be \$4,434,550.”

(Brown Book, Page XI-21, #43)

“The remaining funding for the project will come from a compilation of awards, grants and funding streams through Commonwealth of Massachusetts Department of Housing and Community Development (DHCD). That amount is approximately \$4.2 million.” (CPC Report, February24, 2021, to this ATM.

Project Description (Category)	Amount Requested	Funding Source	Committee Recommends
(m) CPA Debt Service (Open Space, Historic Resources)	\$1,935,635	CPF (Cash)	Approval 6–0

[Brown Book, Page XI-10, Table VI]

These are the four debt actions whose funding is being request along with each’s remaining payments that will be request in subsequent Town Meeting:

CPA Debt Service (Projected)			
	Current	Remaining	
	FY2023	FY2024	FY2025
Wright Farm Acquisition	\$324,500	\$309,750	
Marrett Road Purchase (for Community Center)	\$808,500	\$771,750	
Cary Memorial Building Upgrades	\$772,208	\$707,400	\$681,200
Community Center Renovation	\$30,427		
Total	\$1,935,635	\$1,788,900	\$681,200

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Project Description (Category)	Amount Requested	Funding Source	Committee Recommends
(n) Administrative Budget (Administrative)	\$150,000	CPF (Cash)	Approval 6-0

[Brown Book, Page XI-12, Table VIII, Footnote *]

Of the request:

- \$50,000 is for the planning, legal, survey and appraisal work associated with the acquisition of open space. Such funds will enable the Conservation Commission to complete the due diligence required to prepare for a land acquisition. While other Town projects use “study monies” to investigate the benefits of a particular project, the Conservation Commission does not have the advantage of this type of lead-time. It must often act quickly to evaluate a property through legal, survey and appraisal work. Without designating these funds for open space planning, the CPC’s charge of allocating a portion of its revenues to open-space preservation would be hindered.
- The remaining \$100,000 funds are for administrative, legal, membership, and advertising expenses. Included are funds for a year-round, 3 days/week, administrative assistant (the Town’s GF covers the other 2 days) and \$10,000 for membership in the Community Preservation Coalition, a Statewide, non-profit, organization working on behalf of communities who have adopted the CPA.

If any of these appropriated Administrative Budget funds are not required by the end of the fiscal year, that balance will become part of the Undesignated Fund Balance and, thus, part of the CPF’s total amount available for later appropriation.

Article 11: Pine Meadows Improvements	Funds Requested	Funding Source	Committee Recommends
	\$95,000	Recreation Retained Earnings (RE)	Approval 6-0

“This request will fund installation of new fairway bunkers on the 2nd and 7th holes as well as a greenside bunker at the 8th hole, reconstruction of the bunker on the 9th green, expansion of the tee at the 9th hole, reconstruction of the middle tee on the 8th hole, and completion of the design and engineering work associated with the cart path restoration and renovation on the 5th hole.”

(Brown Book, Page XI-15, #19)

Article 12: Appropriate for Municipal Capital Projects and Equipment	Funds Requested	Funding Sources	Committee Recommends
	\$14,06,090.50	See Below	See Below

Project Description	Amount Requested	Funding Source	Committee Recommends
(a) Hartwell District Signage	\$65,000	TMOD SF	Approval 5-1

“This is a request to add new signage on Hartwell Avenue and the jughandle on Bedford street to address safety issues as well as to support economic vitality by drawing attention to the commercial corridor–Hartwell Innovation Park.”

(Brown Book, Page XI-14, #14)

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The opposition by one member is that the entrance signage at the time the Town chose to fund enhancements to the jughandle island was, in part, justified by saying it would be the owners on Hartwell Avenue directly funding such signage.

Project Description	Amount Requested	Funding Source	Committee Recommends
(b) Townwide Pedestrian and Bicycle Plan	\$65,000	Traffic Mitigation SF	Approval 6-0

“This request is to develop a Townwide Pedestrian and Bicycle Plan, which will compile existing conditions data, identify and prioritize future improvements to the streets, sidewalks, shared use paths to more safely accommodate pedestrians, rollers and bicyclists and provide meaningful connections to the region's active transportation network. The plan will provide a framework for the Transportation Safety Group (TSG) to address safety requests, prioritize sidewalk requests and inform capital plan budget decisions. The Plan will update the sidewalk prioritization plan and sidewalk request process to address locations with the most need and those that will create the most community benefit.”

(Brown Book, Page XI-15, #15)

Project Description	Amount Requested	Funding Source	Committee Recommends
(c) South Lexington and Forbes-Marrett Traffic Mitigation Plans	\$175,000	Traffic Mitigation SF	Approval 6-0

“This request is to develop two Traffic Mitigation Plans: one for the South Lexington Transportation Management Overlay District (TMOD) and the second for Forbes-Marrett TMOD. The South Lexington TMOD encompasses the intersection of Spring Street and Hayden Avenue and most of Hayden Avenue. The Forbes-Marrett TMOD encompasses the Marrett Road and Forbes Street intersection. Traffic Mitigation Plans are a critical part of justifying mitigation payments from private development in the area and are required for proper implementation of the TMODs. In addition, the Plans outline projects and strategies to use mitigation funds to reduce single occupancy vehicle trips, increase safety and reduce traffic congestion.”

(Brown Book, Page XI-15, #16)

Project Description	Amount Requested	Funding Source	Committee Recommends
(d) Transportation Mitigation	\$6,823.50	TNC Special Revenue Fund	Approval 6-0

“This annual capital request is to support the ongoing work of the Transportation Safety Group (TSG). The TSG is staffed by the Planning, Engineering, School and Police Departments. Between FY2008 and FY2011, Town Meeting appropriated funds to collect data, perform analysis, review citizen requests and recommendations for various townwide transportation improvements in support of the Traffic Mitigation Group (dissolved in 2012 and later reconstituted as the TSG). Anticipated projects for the FY2023 funds include study and creation of school zones; on-call engineering services to quickly address safety requests and address road design to reduce speeds where needed; and to apply to MassDOT to reduce certain regulatory speed limits.”

(Brown Book, Page XI-15, #17)

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Project Description	Amount Requested	Funding Source	Committee Recommends
(e) Replace Pumper Truck	\$650,000	Free Cash	Approval 6-0

“This request will replace the fire department's 2004 pumper truck that is currently being used as a mechanical reserve. In general, fire equipment has an anticipated useful life of 20 years. Lexington typically uses a truck in the frontline for 10 years, followed by 10 years as a mechanical reserve. The 2004 pumper saw extensive frontline use when a previous pump had mechanical issues, which caused additional wear and tear to this piece.”

(Brown Book, Page XI-15, #18)

Project Description	Amount Requested	Funding Source	Committee Recommends
(f) Townwide Culvert Replacement	\$390,000	Free Cash	Approval 6-0

“This request is part of an ongoing program to proactively replace culverts prior to catastrophic failure, which will allow for proper design considerations and funding while also minimizing the impact to residents through unexpected road closures and flooding. A comprehensive Culvert Asset Management Plan guides the work to replace culverts in town, which is a companion effort with the ongoing Watershed Management Plan. Final design has been completed for culverts at Constitution Road and the Valleyfield area. Construction is underway for phase 1 of Constitution Road; Valleyfield/Waltham Street will be bid soon.”

(Brown Book, Page XI-16, #24)

More information about this project is in the section titled *Public Works, Culverts* on page 26.

Project Description	Amount Requested	Funding Source	Committee Recommends
(g) Equipment Replacement	\$1,536,000	\$1,246,000 (Free Cash) + \$145,000 (Water RE) + \$145,000 (Sewer RE)	Approval 6-0

“This is an annual request to replace equipment that is beyond its useful life and whose mechanical condition no longer meets the requirements of the Department of Public Works (DPW). The DPW has an inventory of 146 pieces of equipment including sedans, hybrid SUVs, construction vehicles and specialized equipment used to mow parks, plow snow, repair streets and complete a variety of other projects. Without regular equipment replacement, the efficiency and cost effectiveness of the DPW’s operations would be handicapped due to equipment down time and excessive repair costs.

“Each piece of equipment is inventoried with original and current replacement cost, state of condition and replacement time interval. Replacement intervals vary from 5 to 20 years and are based on manufacturer recommendations and use (type and duration).

“The selection of vehicles to be replaced begins with the proposed replacement date. Then each vehicle is assessed as to its mechanical condition and work requirements. The systematic replacement program defines what equipment is expected to need replacement during the next five years with the intent of preventing any unexpected emergency purchases. Annual updates are conducted by the Equipment Maintenance Division, Division Superintendents and reviewed by the Manager of Operations and Director of Public Works.

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“The FY2023 request, by funding source, is shown in the following table below.

Equipment	Free Cash	Sewer RE	Water RE	Total
6 Wheel Dump with Snow Plow	\$ 50,000	\$ 87,500	\$ 87,500	\$ 225,000
Utility Service Truck		\$ 57,500	\$ 57,500	\$ 115,000
Drain Flushing & Vacuum Truck	\$ 500,000			\$ 500,000
Boom Flail Mower	\$ 45,000			\$ 45,000
Autonomous Paint Striping Machine	\$ 52,000			\$ 52,000
Wheeled Excavator	\$ 230,000			\$ 230,000
Loader Mounted Snow Blower	\$ 170,000			\$ 170,000
Sign Machine	\$ 63,000			\$ 63,000
Toro Workman	\$ 40,000			\$ 40,000
Small Front End Loader	\$ 96,000			\$ 96,000
Total	\$ 1,246,000	\$145,000	\$145,000	\$ 1,536,000

(Brown Book, Page XI-16, #25)

More information about this project is in the section titled *Public Works, DPW Equipment* on Page 28.

Project Description	Amount Requested	Funding Source	Committee Recommends
(h) Sidewalk Improvements	\$800,000	\$563,077 (Free Cash) + \$236,923 (Prior Bond Authorizations)	Approval 6-0

“This request seeks funds to rebuild and/or repair existing sidewalks that are in poor condition. DPW (in conjunction with various committees and town departments) generates a list each year of sidewalks most in need of repair/replacement, based on four determining factors:

- 1) Is the sidewalk unsafe for travel due to trip hazards, defects, etc.
- 2) Is the sidewalk within the Safe Routes to School Program
- 3) Is the volume of pedestrian traffic heavy, light or average
- 4) Is the general condition of the sidewalk poor, fair or good which dictates treatments such as full reconstruction, overlay or patching

DPW currently reviews the condition for 30% of town sidewalks annually, which is used to identify the work to be done. Sidewalks considered for FY2023 funding include:

- Lowell St. from Woburn St. to Fulton Rd. (East side)
- Heritage Dr.
- Partridge Rd.
- Gould Rd. from Dewey to Turning Mill Rd.
- South Rindge Ave.
- Bow St.
- Waltham St. from Park Dr. to Worthen Rd. (West side)
- Village Circle
- Sanderson Rd.
- Bryant Rd.
- Orchard Lane
- Demar Rd. from Turning Mill to #26
- Dewey Rd. from Grove St. to Gould Rd.
- Royal Circle
- Reconstruction of Ramps, Townwide

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“The following table presents the recent history of Sidewalk appropriations:

FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
\$ 600,000	\$ 600,000	\$ 800,000	\$ 800,000	\$ 800,000	\$ 800,000	\$ 800,000

(Brown Book, Page XI-17, #26)

The annual work done by the Town generally covers between 15,000 and 17,000 linear feet, and includes design (as needed), as well as reconstruction of existing sidewalks in residential areas.

More information about this project is in the section titled *Projects, Public Works, Sidewalks* on Page 22.

This Committee applauds that the funding request continues to be in the range recommended by our sidewalk consultant to maintain and improve current sidewalk conditions.

Project Description	Amount Requested	Funding Source	Committee Recommends
(i) Townwide Signalization Improvements	\$125,000	Free Cash	Approval 6–0

“This is an annual request for funds to update traffic and pedestrian signals in Lexington. A signal inventory and compliance study has been completed, which includes ADA compliance, condition assessment, signal timing, delays and prioritization recommendations. Most work has been completed at the intersection of Massachusetts Avenue and Worthen Road; once pole relocations are complete the final course of asphalt will be placed and final pavement markings painted to complete the project. The FY2023 request is anticipated to address the Lowell Street intersections with North Street and East Street.”

(Brown Book, Page XI-18, #27)

More information about this project is in the section titled *Public Works, Townwide Signal Improvements* on Page 23.

Project Description	Amount Requested	Funding Source	Committee Recommends
(j) Storm Drainage Improvements and NPDES compliance	\$570,000	Free Cash	Approval 6–0

“This is an annual request to replace and supplement existing drainage structures, issues typically uncovered during roadway related construction activity. Funds will also be used for continued compliance with the Environmental Protection Agency (EPA) Phase II regulations which help improve the water quality of Lexington’s streams and ponds. Approximately \$300,000 of this funding request is for compliance with the construction-related portions of the National Pollutant Discharge and Elimination System (NPDES) minimum control measures as mandated by the EPA in the stormwater general permit. The permit also requires the Town to comply with requirements for illicit discharge detection and elimination (IDDE), best management practices (BMP), installation, and retrofits. The remaining \$270,000 will be used to repair/replace drainage structures encountered during road construction, repair other drainage areas of concern in the Town and improve stormwater issues discovered during NPDES investigation work. Current drainage improvements are being performed throughout the Oakland Street neighborhood. The IDDE program has continued with two summer interns and work is underway on the design of numerous BMPs, as well as drainage improvements in other areas of town. The preemptive repair of existing drainage structures will reduce damage to structures themselves, existing pavement, and private and public property.”

(Brown Book, Page XI-18, #28)

More information about this project is in the section titled *Public Works, Stormwater Drainage and the NPDES*, on Page 25.

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Project Description	Amount Requested	Funding Source	Committee Recommends
(k) Comprehensive Watershed Stormwater Management	\$390,000	Free Cash	Approval 6-0

“DPW, Engineering and Conservation collaborate on this annual capital request which addresses drainage/ brook management issues. The request funds the continuing design and implementation of watershed plans and the construction of priorities established in those plans. Staff has reviewed three watershed plans already completed (Charles River, Shawsheen River and Mystic River) and developed a prioritization schedule with built-in flexibility pending unforeseen changes. Requested funding will be used to move forward with those prioritized areas. Oxbow/Constitution phase 1 is currently under construction, and the first phase of Valleyfield/Waltham Street will be bid soon. Long-term benefits of the program include prevention of property damage, reduction in liability and overall improvement to the health of Lexington’s waterways.”

(Brown Book, Page XI-18, #29)

More information about this project is in the section titled *Public Works, Comprehensive Watershed Stormwater Management*, on Page 26.

Project Description	Amount Requested	Funding Source	Committee Recommends
(l) Street Improvements	\$3,651,998	\$2,669,767 GF (Cash) + \$982,231 Chapter 90 funds that are not appropriated	Approval 6-0

“This is an annual request for the street resurfacing and maintenance program. In addition to the \$2,669,767 appropriated from the tax levy, \$982,231 of Chapter 90 funds will be utilized. (Chapter 90 funding is based on Lexington’s most recent allocation and on the current state allocation of \$200 million statewide.) Funds will be used for design, inspections, planning, repair, patching, crack sealing and construction of roadways and roadway related infrastructure including repair and installation of sidewalks. A preliminary list of the streets to be repaired under this article is currently being developed. A pavement management system is utilized to assist in analyzing the road network and selecting roadways for repairs. This funding will allow for the proper improvements and repair of Lexington’s streets and sidewalks, increasing their quality and safety.

Street Improvements - Financing Components	
	FY2023
2001 Override Increased by 2.5% per year	\$ 741,812
Maintenance of unallocated revenue from FY2012 Revenue Allocation Model	\$ 281,234
Maintenance of unallocated revenue from FY2013 Revenue Allocation Model	\$ 164,850
FY2014 Health Insurance Savings	\$ 1,100,000
Additional Tax Levy Funding	\$ 381,871
Estimated Chapter 90 Aid	\$ 982,231
	Total \$ 3,651,998

Without Chapter 90 \$ 2,669,767 ”

(Brown Book, Page XI-18, #30)

The State’s Chapter 90 funding does not need to be appropriated.

This Committee welcomes that the total funding (including the State’s Chapter 90 funds) has not dropped from the \$3,500,000 amount provided for in previous years—which makes the FY2023 request the 9th

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year in a row above the \$3,000,000 level that the Town’s roads consultant has recommended as the amount needed to bring the average road conditions fully to the “Routine Maintenance” level of needed repair. The Town’s recent efforts have successfully raised the average condition of the streets and lowered the repair backlog.

More information about this project is in the section titled *Public Works, Roads* on Page 21.

Project Description	Amount Requested	Funding Source	Committee Recommends
(m) Hydrant Replacement Program	\$150,000	\$75,000 GF (Free Cash) + \$75,000 (Water EF RE)	Approval 6–0

“This is an ongoing replacement program designed to maintain the integrity of the fire protection system throughout town. Faulty hydrants need to be replaced to meet safety requirements. A list of hydrants needing replacement is generated each year during the annual inspection and flushing of hydrants by the Water and Fire Departments. Based on discussions between the two departments, the target goal is to replace approximately 60 hydrants per year at a cost of \$2,500 per hydrant. The Town of Lexington has 1,747 fire hydrants in its fire protection system; a total of 57 hydrants were replaced in FY2021, and 12 were repaired.”

(Brown Book, Page XI-20, #34)

Project Description	Amount Requested	Funding Source	Committee Recommends
(n) Battle Green Streetscape Improvements	\$4,975,000	\$3,615,000 (GF (Debt) + \$1,360,000 (Free Cash)	Approval 6–0

“This request will fund the remaining design, construction and project management for the roadways around the Lexington Battle Green, which currently includes a preferred roundabout alternative for the intersection with Hancock Street and Massachusetts Avenue. Prior authorizations from FY2013 and FY2016 funded a review of the pedestrian and vehicular safety and flow in and around the Battle Green, ways to enhance the access and visibility of the historical sites and how it relates to the overall Center Streetscape Project. A conceptual plan has been developed and will be further refined through the remaining design phase and public outreach process. The funding for both final design and construction is being requested for this Town Meeting to allow for the work to be completed in advance of the 250th anniversary of the Battle of Lexington.”

(Brown Book, Pages XI-6, #1, & XI-20, #35)

Project Description	Amount Requested	Funding Source	Committee Recommends
(o) Municipal Parking Lot Improvements	\$60,000	Free Cash	Approve 5–0–1

“This request is for the survey and design of the parking lot that extends from Fletcher Avenue on the most easterly side to the limits of the Town Office Building parcel on the most westerly side. Funds for construction/ reconstruction will be requested in FY2024. The project includes reconstruction of the existing asphalt parking areas as well as new construction and reconfiguration of parking in the area nearest the Hosmer House and Police Station. This will provide for improved flow through the parking area as well as the potential for additional parking spaces pending the impacts of the Police Station design

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and Hosmer house move. The design and construction of the parking lot will be coordinated with the Police Station reconstruction since that project will significantly impact the existing parking lot.”

(Brown Book, Page XI-20, #36)

One member abstained based on awaiting confirmation that the outcome of the current, on-going, discussion about including solar-electric, power-supply equipment as part of the new Police Headquarters Project will not include intrusion above or below grade in any part of that parking lot.

Project Description	Amount Requested	Funding Source	Committee Recommends
(p) Public Parking Lot Improvement Program	\$100,000	Free Cash	Approval 6-0

“This request is for the redesign of the public parking lots located in downtown Lexington, including the Depot lot, the lot between Edison Way and the Depot (behind CVS pharmacy), and the lot between Waltham Street and Muzzey Street (behind Michelson's Shoes). These lots are currently in fair to poor condition with inefficient circulation and parking layouts. This redesign work will include surveys and a conceptual plan development design, with the anticipated results of improved efficiency, circulation and aesthetics. More detail is needed in order to get solid estimates on the cost of construction.”

(Brown Book, Page XI-20, #37)

Project Description	Amount Requested	Funding Source	Committee Recommends
(q) New Sidewalk Installations	\$75,000	Free Cash	Approval 6-0

“This request is to fund the survey and design work for a new sidewalk along Cedar Street. This design work and public outreach will inform a future request for construction funding.”

(Brown Book, Page XI-20, #38)

Project Description	Amount Requested	Funding Source	Committee Recommends
(r) Application Implementation	\$158,500	Free Cash	Approval 6-0

“This capital program is for large application migrations and implementations. The FY2023 request covers a number of initiatives - 1) the purchase and installation of a cemetery management system to facilitate cemetery operations; 2) the purchase, installation and configuration of a scheduling and time tracking system(s) for the police and fire departments; and 3) the purchase and installation of permitting and inspections software for the Board of Health.”

(Brown Book, Page XI-20, #39)

Project Description	Amount Requested	Funding Source	Committee Recommends
(s) Network Redundancy and Improvement Plan	\$945,000	Free Cash	Approval 6-0

“This request is to build a standalone fiber network for town computing and communications in an effort to achieve redundancy and vendor-independent capability. This will protect communication (both data and voice) between sites that are assessed as critical to the daily function and safety of the Town and support greater use of paperless processes. Design for the network has been completed, and if approved, installation would begin in Summer 2022.”

(Brown Book, Page XI-20, #40)

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Project Description	Amount Requested	Funding Source	Committee Recommends
(t) Scanning - Electronic Document Management	\$110,000	Free Cash	Approval 6-0

“This request is to scan existing physical documentation into the Town's document management systems (Laserfiche and Tyler Content Manager). This effort will support continued efforts to migrate to paperless workflows. Once workflows have been established and no additional paper records are being created, historical records are scanned to ensure a complete repository and to allow departments to reclaim the physical space previously occupied by their records.”

(Brown Book, Page XI-21, #41)

	Funds Requested	Funding Source	Committee Recommends
Article 13: Water Distribution System Improvements	\$2,200,000	\$1,600,000 (Water RE) + \$600,000 (Water User Charges)	Approval 6-0

“This is an annual program that replaces unlined, inadequate, aged and vulnerable water mains, deteriorated service connections and eliminates dead ends in the water mains. Water mains were recently replaced on Vaille Avenue, significant portions of Hartwell Avenue, Peacock Farm Road, Eldred Street and White Pine Lane. Additionally, a sustaining valve was installed on Grove Street to ensure that proper pressures are maintained. Water main replacements are anticipated in the Parker Road neighborhood, and on Vine Street, Hayden Avenue, Marshall Road, and Lowell Street from Maple Street to and including Summer Street. A booster pump is planned for the low-pressure area along Fairfield Street.

“The Town has also completed a hydraulic model for the entire distribution network and an asset management plan for replacing the Town's aging water infrastructure that will ensure a proactive approach for keeping Lexington’s water both safe and reliable. The model identifies areas of vulnerability, water main aging, and those areas with low volumes and pressures. The asset management plan recommends the replacing 1% of our water mains on an annual basis.

“Beginning in FY2021, the funding source for this ongoing capital replacement program has been gradually shifting to Water user charges, with the ultimate goal of transitioning the entire program to cash funding over 11 years. While rate payers may pay slightly higher water rates in the short- term, significant debt service savings will be realized, resulting in lower overall costs in the long- term.”

(Brown Book, Page XI-19, #33)

More information about this project is in the section titled *Public Works, Water Distribution System* on Page 24.

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Article 14: Wastewater System Improvements	Funds Requested	Funding Source	Committee Recommends
	\$3,020,000	See Below	Approval 6-0

Project Description	Amount Requested	Funding Source	Committee Recommends
(a) Pump Station Upgrades	\$2,000,000	\$1,500,000 (Wastewater EF Debt) + \$500,000 (Wastewater RE)	See above for the Article

“This is an ongoing program to upgrade Lexington’s ten sewer pumping stations. In 2013, an evaluation and capital plan was developed for the Town with the assistance of Wright-Pierce, including a detailed engineering survey of the pump stations. The survey helped determine current and future needs, timetable and probable costs for the proposed work. Construction has been completed on the pump stations at Worthen Road, Marshall Road and Constitution Road. Design has been finalized for construction at the Hayden Avenue pump station and the recent bid process resulted in significant cost increases over original projections. Design is underway and near completion for the North Street pump station, and given the recent bid results the construction cost for the North Street pump station has increased significantly to reflect current market prices. The goal of this program is to upgrade all of the pumps and support systems to enable better energy efficiency and avoid emergency expenditures.”

(Brown Book, Page XI-8, #1, & XI-19, #31)

The Committee applauds the Town for continuing to add backup power to the Town's pump stations. Work currently underway will add generators to the North and Hayden Street stations, completing the plan to add backup power to the nine major stations in the system.

More information about this project is in the section titled *Programs, Public Works, Wastewater System* on Page 25.

Project Description	Amount Requested	Funding Source	Committee Recommends
(b) Sanitary Sewer System Investigation and Improvements	\$1,020,000	\$720,000 Wastewater EF RE + \$300,000 Wastewater User Charges	See above for the Article

“This is an annual program that provides for rehabilitation of sanitary sewer infrastructure. Work will include replacement or repair of deteriorated sewers, force mains and manholes in order to improve flow and reduce inflow and infiltration into the system. Engineering investigation and evaluation will continue on sewers throughout town, including those in remote, hard to access areas. These capital investments improve the operation of the sewer system, reduce backups and potential overflows, prevent system malfunctions and reduce the measured flows through the MWRA meter.

“Beginning in FY2021, the funding source for this ongoing capital replacement program has been gradually shifting to Wastewater user charges, with the ultimate goal of transitioning the entire program to cash funding over 10 years.”

(Brown Book, Page XI-19, #32)

More information about this project is in the section titled *Public Works, Wastewater System* on Page 25.

CAPITAL EXPENDITURES COMMITTEE REPORT TO 2022 ATM & STMs 2022-1 & -2

Article 15: LPS Technology Program	Funds Requested	Funding Source	Committee Recommends
	\$1,343,006	Free Cash	Approval 6–0

“This request addresses the District’s strategic goal for enhancing the capacity to utilize technology as an instructional and administrative tool. The request will continue to support student access to devices to allow for innovative learning methods that integrate supportive technologies, problem-based approaches and higher order thinking skills. It also maintains and improves, when needed, current infrastructure such as networks, access points and servers.

“The capital improvement request for FY2023 would provide funding for the following:

“Tech Workstations - \$173,400 to replace Unit A (all classroom teachers, counselors, librarians and staff working under the teacher contract; Unit A) workstations and peripheral devices (laptops, desktops, printers and monitors). Staff workstations were primarily replaced from FY2020 funds, thus minimal replacements are budgeted for this cycle. (150 laptops @ \$1,075 each, 5 laptops/ workstations @ \$1,000 each, 10 printers @ \$440 each, and 10 monitors @ \$275 each)

“PreK-5 Mobile Devices - \$105,300 to replace 260 Grade 1 iPads across all district Grade 1 classes due to current devices having reached their end of life. (260 iPads @ \$405 each)

“1:1 Middle School Program - \$212,610 to purchase 570 Chromebooks for 6th graders entering Diamond and Clark Middle Schools. All middle school students have 1:1 devices and the devices follow them through middle school (three-year life span). Generally, by the end of middle school, many devices have reached their end of life due to use. (570 Chromebooks @ \$373 each)

“1:1 at Lexington High School - \$180,480 to purchase 640 Chromebooks for 9th graders. All high school students, once provided a device in 9th grade or upon entering the high school, have the device through their senior year (four-year life span). (640 Chromebooks @ \$282 each)

“Science/Technology/Engineering/(Art)/Math (STEM/STEAM)/Computer Science - \$80,800 to update district computer labs at either the Middle School/High School level and purchase STEM/STEAM based curricular materials. (two labs @ \$37,400 each, \$6,000 for STEM/STEAM Materials)

“Interactive Projectors/Whiteboard Units and Document Cameras - \$240,416 to replace 48 interactive projectors districtwide. This equips buildings with a touch-activated interactive system with a new ceramic whiteboard and soundbar. The replacements will begin with the oldest model per school until all systems are within a 5-year window with all of the same functionality. The request will also replace 28 document cameras at middle schools, with remaining schools planned in future years. As part of new school construction, some schools have newer document cameras and other schools have had document cameras replaced prior to this year. (48 projectors @ \$4,640 each, 28 document cameras @ \$632 each)

“District and Building Network Infrastructure - \$330,000 to replace switches at the high school that control internet and internal connections (\$40,000), replace switches districtwide that support internal connections in schools (\$90,000), and replace the electronic devices that support the schools' virtual networks (\$200,000).

“Server/Storage Infrastructure - \$20,000 to maintain and upgrade any server-related hardware.”
(Brown Book, Page XI-12, #1)

This Committee commends LPS for continuing to produce detailed material supporting this annual request—and a detailed 5-year plan.

CAPITAL EXPENDITURES COMMITTEE REPORT TO 2022 ATM & STMs 2022-1 & -2

Article 16: Appropriate for Public Facilities Capital Projects	Funds Requested	Funding Source	Committee Recommends
	\$2,611,940	See Below	See Below

More information about many of these projects is in the section titled *Public Facilities* on Page 30.

Project Description	Amount Requested	Funding Source	Committee Recommends
(a) Public Facilities Bid Documents	\$100,000	Free Cash	Approval 6-0

“This is an annual request for funding professional services to produce design development, construction documents and/or bid administration services for smaller projects in anticipation of requests for construction funding at town meeting that have a high probability of approval. This will ensure that both municipal and school projects can be completed in the then-current construction season, which is particularly important for the timely completion of school building projects given the short window between the end of school in June and the end of summer.”

(Brown Book, Page XI-13, #2)

Project Description	Amount Requested	Funding Source	Committee Recommends
(b) Facility and Site Improvements	\$295,000	Free Cash	Approval 6-0

Notwithstanding these funds being provided to cover several projects, as needed, and with fungibility between them, this Committee expects each project to exceed the \$25,000 minimum threshold for Capital projects.

Project Description	Amount Requested	Funding Source	Committee Recommends
(1) Building Floor Program	\$150,000	Free Cash	See above for the Sub-Article

“Initiated in FY2011, this is an annual request for funds to be used for the replacement of flooring systems in municipal and school buildings. The goal of this annual program is to ensure failing floor surfaces are replaced and are safe for all users. The FY2023 request will begin a systematic replacement of classroom flooring from Vinyl Composite Tile to Linoleum Vinyl Tile at Bowman, Bridge, Clarke, Fiske and Harrington schools. In FY2022, second floor hallway floors at Fiske Elementary School were replaced, as were floors in four classrooms at the high school, the field house basketball court and the Town Office Building.”

(Brown Book, Page XI-13, #3)

Project Description	Amount Requested	Funding Source	Committee Recommends
(2) School Paving & Sidewalks Program	\$145,000	Free Cash	See above for the Sub-Article

“This capital request provides ‘as needed’ replacement of sidewalks, bus loops and parking areas on school grounds. Extraordinary repairs for school paving areas are necessary to maintain parking and pedestrian surfaces in a condition suitable for public safety and highlights the Safe Routes to School. The FY2023 request will specifically fund sidewalk panel replacements and parking and roadway improvements at Clarke Middle School which are currently in poor condition.”

(Brown Book, Page XI-13, #4)

CAPITAL EXPENDITURES COMMITTEE REPORT TO 2022 ATM & STMs 2022-1 & -2

Project Description	Amount Requested	Funding Source	Committee Recommends
(c) Mechanical/Electrical Systems Replacements	\$787,000	Free Cash	Approval 6-0

“This request is part of an annual replacement of HVAC and electrical systems that have exceeded their useful lives and require replacement before excessive failures occur. This appropriation will address items identified in the 20-year Master Plan.”

(Brown Book, Page XI-13, #5)

Project Description	Amount Requested	Funding Source	Committee Recommends
(d) Municipal Building Envelopes and Associated Systems	\$219,540	GF (Cash)	Approval 6-0

“This ongoing capital request, originally approved for funding in the 2006 Proposition 21/2 Override, includes repair and replacement projects for the maintenance and upgrade of municipal buildings and systems. The FY2023 request seeks funding to begin a window replacement project at the Lexington Community Center. Windows in the mansion section of the building are single pane, difficult to open and have significant air leaks, and this funding will replace them with a safer and more energy efficient option.”

(Brown Book, Page XI-13, #6)

Project Description	Amount Requested	Funding Source	Committee Recommends
(e) Townwide Roofing Program	\$428,000	Free Cash	Approval 6-0

“A priority for this FY2023 request is to replace a significant portion of the Central Administration Building’s asphalt shingle roof which is necessary to prevent water infiltration.”

(Brown Book, Page XI-14, #7)

Project Description	Amount Requested	Funding Source	Committee Recommends
(f) School Building Envelopes and Associated Systems	\$251,400	Free Cash	Approval 6-0

“The purpose of this ongoing capital request is to perform annual prioritized extraordinary repairs and modifications to school buildings and systems. Specifically, the FY2023 request will be used to address water and air infiltration issues at the Central Administration Building by repairing or replacing gaskets, caulking, doors and windows.”

(Brown Book, Page XI-14, #8)

Project Description	Amount Requested	Funding Source	Committee Recommends
(g) High School Equipment Emergency Funds	\$500,000	GF (Debt)	Approval 6-0

“The Lexington High School is a building with many needs, both in terms of the ability to house a high performing educational program and the physical facility itself. The facility continues to age and some systems have exceeded their useful life. The Facilities department continues to perform regular preventative maintenance, however some systems are still in danger of failing. The Town has begun planning for a significant construction project in the coming years, and the Lexington School Committee has submitted a Statement of Interest to the MSBA for consideration of a new or refurbished high school.

CAPITAL EXPENDITURES COMMITTEE REPORT TO 2022 ATM & STMs 2022-1 & -2

While waiting on that invitation, and the construction that will follow, this request would provide a funding authorization to repair or replace a major mechanical system in an emergency situation only. This debt authorization will remain open and available for expenditure until a new or refurbished facility is operational, and at that time any unused portion would be rescinded.”
(Brown Book, Page XI-7, upper #1)

Project Description	Amount Requested	Funding Source	Committee Recommends
(h) Town Pool Water Heater Replacement	\$31,000	Free Cash	Approve 6-0

“This request will fund the design and engineering, including needed electrical upgrades, to replace the oil-fired hot water heater at the town pool complex with an electric model. The water heater provides hot water to the 11 sinks and 18 showers at the complex, located in both locker rooms, the family bathroom/locker room and the outdoor showers on the pool deck. The existing oil-fired hot water heater was installed in 2013 and is approaching end of life.”
(Brown Book, Page XI-14, #11)

Originally this appropriation was planned to be used for replacing the aging Center Pool Hot Water Heater with an oil-fired unit. (The current unit is oil fired.) Several parties, including this Committee and some members of the Select Board, suggested that an oil-fired solution would not respect the Town's (and Town Meeting's) direction to utilize non-carbon-based solutions and asked that an electric-based solution be used instead. The appropriation request amount has been kept the same and will be used to fund a study of a wide range of electric-based options. Should the hot water heater fail catastrophically during the current "pool season" such that it can't be repaired, then it will be replaced with an oil-based solution using DPF operating funds.

Article 18: Rescind Prior Borrowing Authorizations	Amount for Rescission	Original Authorization	Committee Recommends
	\$347,469	See Table Below	Approval 6-0

“To see if the Town will vote to rescind the unused borrowing authority voted under previous Town Meeting articles; or act in any other manner in relation thereto.”

(Inserted by the Select Board)

‘DESCRIPTION: State law requires that Town Meeting vote to rescind authorized and unissued debt that is no longer required for its intended purpose.’

(Town Warrant, Page 13)

These are the projects that are completed without the remaining, not-yet-issued, borrowing authority and are confirmed for requesting rescission now:

Unused Borrowing Authorizations to be Rescinded				
Purpose	Original Appropriation	Total Appropriation	Rescind	
			Amount	Percentage
Community Center Renovation	2014 STM (June 16), Article 10	\$6,720,000.00	\$10,453.00	0.16%
Pelham Road Accessibility	2015 STM 1, Article 4	\$150,000.00	\$41,340.00	27.56%
Dam Repair	2017 ATM, Article 12(i)	\$760,000.00	\$126,284.00	16.62%
DPW Equipment	2019 ATM, Article 16(i)	\$1,300,000.00	\$98,445.00	7.57%
Visitors Center Supplemental	2019 ATM, Article 27	\$525,000.00	\$70,947.00	13.51%
Totals		\$9,455,000.00	\$347,469.00	3.67%

Note: No-longer-needed cash balances from *issued debt* are not a subject for rescission. Those are normally proposed to Town Meeting for re-appropriation to later Capital Articles of a similar purpose.

CAPITAL EXPENDITURES COMMITTEE REPORT TO 2022 ATM & STMs 2022-1 & -2

Article 19: Establish, Amend, Dissolve and Appropriate To and From Specified Stabilization Funds (SFs) (Only those actions related to Capital)	Funds Requested	Funding Source	Committee Recommends
	Capital SF		
	Deposit \$3,142,434	\$57,138 (GF (Cash) + \$3,085,296 (Free Cash))	Approval 6-0
	Withdraw \$800,000 to apply to debt service for Exempt Debt	Capital SF	Approval 6-0
	Transportation Management Overlay District SF		
Deposit \$107,554	Transportation Management Overlay District Special Revenue Fund	Approval 6-0	

“To see if the Town will vote to create, amend, dissolve, rename or appropriate sums of money to and from Stabilization Funds in accordance with Massachusetts General Laws, Section 5B of Chapter 40, for the purposes of: (a) Section 135, Zoning By-Law; (b) Traffic Mitigation; (c) Transportation Demand Management/Public Transportation; (d) Special Education; (e) Center Improvement District; (f) Debt Service; (g) Transportation Management Overlay District; (h) Capital; (if) Payment in Lieu of Parking; (j) Visitor Center Capital Stabilization Fund; (k) Affordable Housing Capital Stabilization Fund; (l) Water System Capital Stabilization Fund; and (m) Ambulance Stabilization Fund; determine whether such sums shall be provided by the tax levy, by transfer from available funds, from fees, charges or gifts or by any combination of these methods; or act in any other manner in relation thereto.”

(Inserted by the Select Board)

“DESCRIPTION: This article proposes to establish, dissolve, and fund Stabilization Funds for specific purposes and to appropriate funds therefrom. Money in those funds may be invested and the interest may then become a part of the particular fund. These funds may later be appropriated for a specific designated purpose by a two-thirds vote of an Annual or Special Town Meeting, for any other lawful purpose.”
 (Town Warrant, Page 13)

Capital SF:

Table 10 below provides a history of appropriations into and out of the Capital Stabilization Fund and recommendations for FY2023, including dedicated tax levy growth per the new fiscal guideline:

Table 10	FY2019	FY2020	FY2021	FY2022 Appropriated	FY2023 Budget
Appropriated One-Time Sources for CSF	\$ 3,560,335	\$ 2,269,456	\$ —	\$ 3,730,836	\$ 3,085,296
Dedicated Tax Levy Growth for CSF	\$ —	\$ —	\$ —	\$ 57,138	\$ 57,138
Prior Year Balance	\$28,597,934	\$27,727,713	\$25,229,254	\$ 20,674,058	\$21,672,549
Investment Income	\$ 642,944	\$ 432,085	\$ 44,804	\$ 10,518	
Subtotal - Available for Appropriation	\$32,801,213	\$30,429,254	\$25,274,058	\$ 24,472,549	\$24,814,984
Appropriation From Stabilization Fund					
Excluded Debt Service Tax Relief	\$ 4,500,000	\$ 5,200,000	\$ 4,600,000	\$ 2,800,000	\$ 800,000
Within Levy Debt Service	\$ 573,500	\$ —	\$ —	\$ —	\$ —
Subtotal	\$ 5,073,500	\$ 5,200,000	\$ 4,600,000	\$ 2,800,000	\$ 800,000
Projected Balance of Fund	\$27,727,713	\$25,229,254	\$20,674,058	\$ 21,672,549	\$24,014,984

Over the last several years the Town has drawn funds from the Capital Stabilization Fund to mitigate debt service that has been excluded from Proposition 2½, therefore providing relief to taxpayers. The Town continues to appropriate into the Capital Stabilization Fund in anticipation of future capital projects including the Police Station reconstruction and a potential renovation or reconstruction of Lexington High School.

(Brown Book, Page xii)

CAPITAL EXPENDITURES COMMITTEE REPORT TO 2022 ATM & STMs 2022-1 & -2

The objective of this SF remains as described beneath that table. The withdrawal of the funds in this SF is “to provide property tax relief related to exempt debt service for the new Hastings School, the Lexington Children’s Place and Fire Station.” (Brown Book, Page iv)

Transportation Management Overlay District SF:

That transfer is to move funds held in the cited Special Revenue Fund having been received as mitigation payments from commercial projects in Town. In this case, that consisted of two mitigation payments for the projects as these locations: \$14,304 from 3 Maguire Road and \$93,250 from 91 Hartwell Ave. Once in that SF, the Town can subsequently apply them as needed toward efforts consistent with this Purpose for that SF: “for the purpose of financing transportation infrastructure improvements per Section 135- 43C of the Code of the Town of Lexington”.

All such other payments received on a continuing, long-term, basis (e.g., for Transportation Mitigation, Affordable Housing, etc.) are automatically transferred into the associated Stabilization funds per previous Town Meeting authorizations. As these two sources are not for such a basis, this Town Meeting is requesting approval of this transfer.

General Information Regarding the CSF: Available cash would be added to the CSF by a majority vote of this Town Meeting, with the intent that, as having been done in the past and as proposed above, the CSF will be having continuing withdrawals, by a 2/3rd vote of Town Meetings, to mitigate the tax burden of major capital projects. The withdrawals are expected to be in the form of amounts cited for appropriation under the Operating Budget toward debt service—as is the case, again, for this Town Meeting—to be an additional source, to the extent funds remain in the CSF, toward each year’s projected debt service for projects excluded from the Proposition 2½ property-tax-levy limit, as approved by the voters, and—to a much lesser degree—for debt not excluded from that limit (i.e., within the tax-levy limit).

As shown in the above Table 10 and for the purposes cited above, for FY2023 there is no proposed mitigation from the CSF for debt service of within-tax-levy debt—which was also the case for the prior two years.

All the Town’s Specified Stabilization Funds are in addition to the Town’s General Stabilization Fund. See Appendix A for a table with information on all the Specified Stabilization Funds.

Article 21: Amend FY2022 Operating, Enterprise and CPA Budgets (Only if Capital Related)	Revenue Change	Funding Source	Committee Recommends
	\$790,261	CPF	Approval 6–0

“To see if the Town will vote to make supplementary appropriations, to be used in conjunction with money appropriated under Articles 4, 5, 9, and 10 of the warrant for the 2021 Annual Town Meeting, and Article 4 of the warrant for Special Town Meeting 2021-1 to be used during the current fiscal year, or make any other adjustments to the current fiscal year budgets and appropriations that may be necessary; to determine whether the money shall be provided by transfer from available funds including the Community Preservation Fund; or act in any other manner in relation thereto.”

(Inserted by the Select Board)

“DESCRIPTION: This is an annual article to permit adjustments to current fiscal year (FY2022) appropriations.”
(Town Warrant, Page 13)

For 21(b), CPF Amendment, Only:

The CPA reimbursement funding to Lexington’s CPF—which was provided in two steps, November 2021 & January 2022—ultimately reached a 45.5% reimbursement under the CPA. As the original budget was based on a 30% reimbursement, \$790,261 above the budget were received. The CPA requires that 10% of any reimbursement be allocated to the three prescribed accounts—often called “buckets”—for purposes of Open Space, Historic Resources, or Community Housing.

CAPITAL EXPENDITURES COMMITTEE REPORT TO 2022 ATM & STMs 2022-1 & -2

This one Article’s action will achieve the 10% allocation by increasing the amount allocated to each of the three “buckets” by \$79,026 (totaling \$237,078) and the \$553,183 balance allocated to the Unbudgeted Reserve.

Article 22: Appropriate for Authorized Capital Improvements	Funds Requested	Funding Source	Committee Recommends
	N/A	N/A	Approval of IP 6-0

“To see if the Town will vote to make supplementary appropriations to be used in conjunction with money appropriated in prior years for the installation or construction of water mains, sewers and sewerage systems, drains, streets, buildings, recreational facilities or other capital improvements and equipment that have heretofore been authorized; determine whether the money shall be provided by the tax levy, by transfer from the balances in other articles, by transfer from available funds, including enterprise funds and the Community Preservation Fund, by borrowing, or by any combination of these methods; or act in any other manner in relation thereto.”

(Inserted by the Select Board)

“DESCRIPTION: This is an annual article to request funds to supplement existing appropriations for certain capital projects in light of revised cost estimates that exceed such appropriations.”

(Town Warrant, Page 14)

At the time of this report, no action is anticipated under this Article.

Article 23: Appropriate from Debt Service Stabilization Fund	Funds Requested	Funding Source	Committee Recommends
	\$191,112.60	Debt Service SF	Approval 6-0

“To see if the Town will vote to appropriate a sum of money from the Debt Service Stabilization Fund to offset the FY2023 debt service of the bond dated February 1, 2003, issued for additions and renovations to the Lexington High School, Clarke Middle School, and Diamond Middle School, as refunded with bonds dated December 8, 2011; or act in any other manner in relation thereto.”

(Inserted by the Select Board)

“DESCRIPTION: This article would allow the Town to pay a portion of the debt service on the 2003 School Bonds from the Debt Service Stabilization Fund set up for that specific purpose.”

(Town Warrant, Page 14)

In August 2006, the Town received over \$14 million reimbursement from the Massachusetts School Building Authority as reimbursement toward the Town’s secondary-schools renovation project. After using over \$11 million of those funds to retire short-term debt taken in anticipation of that reimbursement, there was \$2,143,079 excess reimbursement that needed to be applied toward the project’s long-term exempt debt. By Department of Revenue [DOR] regulations, these funds must be used only to offset debt service on the outstanding bond for that exempt debt.

With the prior-years’ appropriations from this fund and, over the same period interest being earned on the amount in the fund, the latest provided balance in that SF for this year is \$191,112.60. With this year’s appropriation of that amount, the remaining balance would only be the final interest. (Right now interest had been accruing at approximately \$30/month, but once the funds requested by this Article are transferred, additional interest will be only a few pennies.) A remaining balance would still accrue interest that would then be appropriated as soon as practical. (That might be at any Fall STM 2022 if it is before the FY2023 tax rate is set, if not it can be done at the 2023 ATM.) As required, it remains necessary to “return” the funds to the taxpayer through the mitigation of exempt-debt service.

CAPITAL EXPENDITURES COMMITTEE REPORT TO 2022 ATM & STMs 2022-1 & -2

Article 25: Appropriate for Worthen Road Recreation and Education District Land Use Concept Plan (Citizen Petition)	Funds Requested	Funding Source	Committee Recommends
	N/A	N/A	Approval of IP 6-0

“To see if the Town of Lexington (“Town”) will raise and appropriate a sum of money to be expended under the direction of the Town Department of Public Facilities and Permanent Building Committee for a Land Use Concept Plan (“Plan”) for the Worthen Road Recreation and Education District and any costs incidental thereto: and determine whether the money will be provided by the tax levy, by transfer from available funds, by borrowing or by any combination of these methods; or act in any other manner in relation thereto. The Plan will address planning considerations such as appropriate land uses, vehicular and pedestrian circulation, parking, ecological impact, active and passive recreation, public events programming, adjacent residential neighborhoods, and the future of LHS, among others that will contribute to land use in the District.”

(Inserted by Jon Himmel and 9 or more registered voters)

“DESCRIPTION: This Article seeks funding for a Land Use Concept Plan (“Plan”) for the Worthen Road Recreation and Education "District" to determine the optimal post construction potential and the construction phase scope, schedule, cost, and logistical challenges associated with achieving that potential (Town Warrant, Page 14))

While this Article is well-intentioned, it was created before the proponents had knowledge of the existing Town Manager-appointed High School Site Planning Working Group (HSSPWG) that is tasked with addressing many of the same issues that this Article proposes to address. We feel that a significant number of these issues (a) involve multiple stakeholders and (b) fall under policy issues, and therefore should come under the Select Board’s jurisdiction rather than a citizen-directed effort.

If the HSSPWG requires funding (e.g., for consultants) prior to a Special Town Meeting this Fall, and such funding cannot be appropriated at this Annual Town Meeting, then it would have been prudent to use this Article to obtain such funding. However, the Select Board and Town Manager advise that the funding under the expected Special Town Meeting 2022-2, Article 2, is sufficient to address the ancillary work that will be involved with the Feasibility Study. In that case, we support this Article being Indefinitely Postponed.

Appendix A: Information on the Town's Current Specified Stabilization Funds

Review of Lexington's Specified Stabilization Funds for Applicability to the Lexington Capital Expenditures Committee's Reports to a Lexington Town Meeting					
Town Warrant, Town of Lexington, for 2022 Annual Town Meeting on March 28, 2022, signed January 24, 2022 Article 19 ESTABLISH, AMEND, DISSOLVE AND APPROPRIATE TO AND FROM SPECIFIED STABILIZATION FUNDS					
"To see if the Town will vote to create, amend, dissolve, rename and/or appropriate sums of money to and from Stabilization Funds in accordance with Massachusetts General Laws, Section 5B of Chapter 40 for the purposes of: (a) Section 135 Zoning By-Law, (b) Traffic Mitigation, (c) Transportation Demand Management/Public Transportation, (d) Special Education, (e) Center Improvement District; (f) Debt Service, (g) Transportation Management Overlay District, (h) Capital; (i) Payment in Lieu of Parking; (j) Visitor Center Capital Stabilization Fund; (k) Affordable Housing Capital Stabilization Fund; (l) Water System Capital Stabilization Fund; and (m) Ambulance Stabilization Fund; determine whether such sums shall be provided by the tax levy, by transfer from available funds, from fees, charges or gifts or by any combination of these methods; or act in any other manner in relation thereto."					
Warrant		Town Meeting (ATM=Annual; STM=Special)			Capital Related
Sequence	Name	Created	Purpose	Capital Related	
(a)	Section 135 Zoning By-Law	2007 ATM, Art 39	"for the purpose of financing public improvements pursuant to Section 135 of the Code of Lexington"	Yes	
(b)	Traffic Mitigation	2007 ATM, Art 39	"for the purpose of financing traffic mitigation projects pursuant to conditions of special permits issue by the Town"	Yes	
(c)	Transportation Demand Management/Public Transportation	2007 ATM, Art 39, & repurposed under 2016 ATM, Art 21b	"for the purpose of supporting the planning and operations of transportation services to serve the needs of town residents and businesses"	No	
(d)	Special Education	2008 ATM, Art 24	None stated when created, but Appropriation Committee Report to that Town Meeting says "for setting aside reserves to help cover unexpected out-of-district Special Education expenses that exceed budget"	No	
(e)	Center Improvement District	2009 ATM, Art 25	"to fund needed improvements in Lexington Center"	Yes (some actions)	
(f)	Debt Service	2009 ATM, Art 26	"for the purpose of paying a portion of the debt service on certain outstanding bonds of the Town issued for the purpose of the Diamond Middle School, Clarke Middle School and High School construction projects"	Yes	
(g)	Transportation Management Overlay District	2011 ATM, Art 20	"for the purpose of financing transportation infrastructure improvements per Section 135-43C of the Code of the Town of Lexington"	Yes	
(h)	Capital	2012 STM 19 Nov, Art 3, & renamed under 2015 ATM, Art 26e	Originally name "Capital Projects/Debt Service Reserve/Building Renewal Fund"; purposes remained the same when renamed	Yes	
(i)	Payment in Lieu of Parking	2017 ATM, Art 24	"for the purpose of management, construction and acquisition of public parking and related improvements, including bicycle and pedestrian accommodations serving Lexington"	Yes (some actions)	
(j)	Visitor Center Capital	2018 ATM, Art 26	"for the purpose of funding the capital improvements and replacement of the Visitors Center"	Yes	
(k)	Affordable Housing Capital	2018 ATM, Art 26	"for the purpose of funding affordable/community housing construction, renovation, and associated land acquisition or easements"	Yes	
(l)	Water System Capital	2018 ATM, Art 26	"for the purpose of funding capital improvements of the water-distribution system"	Yes	
(m)	Ambulance	2018-1 STM, Art 8	"for the purpose of funding the purchase of ambulances"	Yes	

Prepared 30 Jan 2022

Appendix B: Acronyms Used

ADA.....	Americans With Disabilities Act
AhCCAC.....	Ad hoc Community Center Advisory Committee
ATM	Annual Town Meeting
BAN	Bond Anticipation Note
BMP	Best Management Practices
BoS	Board of Selectmen [re-named as the Select Board (SB)]
CEC.....	Capital Expenditures Committee
CMB	Cary Memorial Building
CP	Capital Plan
CPA.....	Community Preservation Act
CPAC.....	Comprehensive Plan Advisory Committee
CPATF.....	Community Preservation Act Trust Fund
CPC.....	Community Preservation Committee
CPF	Community Preservation Fund
CSF	Capital Stabilization Fund
DPF	Department of Public Facilities
DPW	Department of Public Works
EF.....	Enterprise Fund
FY	Fiscal Year
GF	General Fund
HSSPWG	High School Site Planning Working Group
HVAC	Heating, Ventilation, & Air Conditioning
IDDE.....	Illicit Discharge and Detection and Elimination
ILP	Intensive Learning Program
IP.....	Indefinite Postponement or Indefinitely Postponed
IT.....	Information Technology
LCP.....	Lexington Children's Place
LexCC.....	Lexington Community Center
LexHAB.....	Lexington Housing Assistance Board
LHA	Lexington Housing Authority
LHP	Lexington Housing Partnership
LHS	Lexington High School
LPS	Lexington Public Schools
M.G.L.	Massachusetts General Laws
MoDPHASE	Modifying Public Housing and Sporting Elders
MSBA	Massachusetts School Building Authority
MWRA	Massachusetts Water Resources Authority
NPDES.....	National Pollutant Discharge and Elimination System
N/A	Not Applicable
PCI.....	Pavement Condition Index
PMP	Pavement Management Program
PMS	Pavement Management System
R&CP.....	Recreation and Community Programs
RE	Retained Earnings
SB	Select Board [previously was the Board of Selectmen (BoS)]
SC	School Committee

(Continued on next page)

Appendix B: Acronyms Used (continued)

SCBA	Self-Contained Breathing Apparatus
SCI.....	Sidewalk Condition Index
SF	Stabilization Fund
SHI	Subsidized Housing Inventory
STEAM	Science, Technology, Engineering, Arts, and Mathematics
STEM	Science, Technology, Engineering, and Mathematics
STM.....	Special Town Meeting
TAR.....	Town-accepted Roadway
TBD.....	To be determined
TMOD	Traffic Management Overlay District
TNC.....	Transportation Network Company
TSG	Transportation Safety Group

Appendix C: Summary of Warrant Articles Addressed

Article #	Page # in this Report	Source Brown Book Section XI or Town Warrant (TW) Page(s)	Title	Motion Requested Funding Total
STM-1, 2	43	9 #1	Lexington Police Station Construction	\$32,400,000
STM-1, 3	43	TW 3	Authorize and Ratify Remote Town Meetings	IP
STM-2, 2	44	TW 1	LHS Feasibility Study	\$1,825,000
10(a)	45	21, #42	Archives and Records Management	\$20,000
10(b)	45	14, #13	Wright Farm Barn Stabilization and Preservation	\$155,000
10(c)	45	14 #12	West Farm Meadow Preservation	\$28,175
10(d)	46	14, #9	Playground Enhancements—Pour-in-Place Surfaces	\$1,459,591
10(e)	46	14, #10	Center Recreation Complex Bathrooms & Maintenance Building Renovation	\$680,000
10(f)	46	16, #22	Park Improvements—Hard Court Surfaces	\$2,500,000
10(g)	47	15, #20	Park and Playground Improvements	\$200,000
10(h)	47	16, #21	Park Improvements - Athletic Fields	\$250,000
10(i)	47	16, #23	Community Park Master Plan—Lincoln Park	\$100,000
10(j)	47	21, #45	Affordable Housing Unit Renewal	\$234,000
10(k)	48	21, #44	116 Vine Street Affordable Housing Construction	IP
10(l)	48	21, #43	Vynebrooke Village ModPHASE Modernization Project	\$160,790
10(m)	48	10, Tbl VI	CPA Debt Service	\$1,935,635
10(n)	49	12, Tbl VIII, Footnote *	Administrative Budget	\$150,000
11	49	15, #19	Pine Meadows Improvements	\$95,000
12(a)	49	14, #14	Hartwell District Signage	\$65,000
12(b)	50	15, #15	Townwide Pedestrian and Bicycle Plan	\$65,000
12(c)	50	15, #16	South Lexington and Forbes-Marrett Traffic Mitigation Plans	\$175,000
12(d)	50	15, #17	Transportation Mitigation	\$6,823.50
12(e)	51	15, #18	Replace Pumper Truck	\$650,000
12(f)	51	16, #24	Townwide Culvert Replacement	\$390,000
12(g)	51	16, #25	Equipment Replacement	\$1,536,000
12(h)	52	17, #26	Sidewalk Improvements	\$800,000
12(i)	53	18, #27	Townwide Signalization Improvements	\$125,000
12(j)	53	18, #28	Storm Drainage Improvements and NPDES compliance	\$570,000
12(k)	54	18, #29	Comprehensive Watershed Stormwater Management	\$390,000
12(l)	54	18, #30	Street Improvements (Does not include \$982,231 Chapter 90)	\$2,669,767
12(m)	55	20, #34	Hydrant Replacement Program	\$150,000
12(n)	55	6, #1 & 20, #35)	Battle Green Streetscape Improvements	\$4,975,000

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Summary of Warrant Articles Addressed (continued)

Article #	Page # in this Report	Source Brown Book Section XI or Town Warrant (TW) Page(s)	Title	Motion Requested Funding Total
12(o)	55	20, #36	Municipal Parking Lot Improvements	\$60,000
12(p)	56	20, #37	Public Parking Lot Improvement Program	\$100,000
12(q)	56	20, #38	New Sidewalk Installations	\$75,000
12(r)	56	20, #39	Application Implementation	\$158,500
12(s)	56	20, #40	Network Redundancy and Improvement Plan	\$945,000
12(t)	57	21, #41	Scanning - Electronic Document Management	\$110,000
13	57	19, #33	Water Distribution System Improvements	\$2,200,000
14(a)	58	8, #1 & 19, #31	Pump Station Upgrades	\$2,000,000
14(b)	58	19, #32	Sanitary Sewer System Investigation and Improvements	\$1,020,000
15	59	12, #1	LPS Technology Program	\$1,343,006
16(a)	60	13, #2	Public Facilities Bid Documents	\$100,000
16(b)(1)	60	13, #3	Building Floor Program	\$150,000
16(b)(2)	60	13, #4	School Paving & Sidewalks Program	\$145,000
16(c)	61	13, #5	Mechanical/Electrical Systems Replacements	\$787,000
16(d)	61	13, #6	Municipal Building Envelopes and Associated Systems	\$219,540
16(e)	61	14, #7	Townwide Roofing Program	\$428,000
16(f)	61	14, #8	School Building Envelopes and Associated Systems	\$251,400
16(g)	61	7, upper #1	High School Equipment Emergency Funds	\$500,000
16(h)	62	14, #11	Town Pool Water Heater Replacement	\$31,000
18	62	TW 13	Rescind Prior Borrowing Authorizations	-\$347,469
19	63	TW 13	Establish, Amend, Dissolve and Appropriate To and From Specified Stabilization Funds (SFs)	<u>Capital SF</u> Deposit \$3,142,434 Wthdrawal \$800,000 <u>TMOD SF</u> Deposit \$107,554
21	64	TW 13	Amend FY2022 Operating, Enterprise and CPA Budgets (CPA)	\$790,261
22	65	TW 14	Appropriate for Authorized Capital Improvements	IP
23	65	TW 14	Appropriate from Debt Service Stabilization Fund	\$191,112.60
25	66	TW 14	Appropriate for Worthen Road Recreation and Education District Land Use Concept Plan	IP