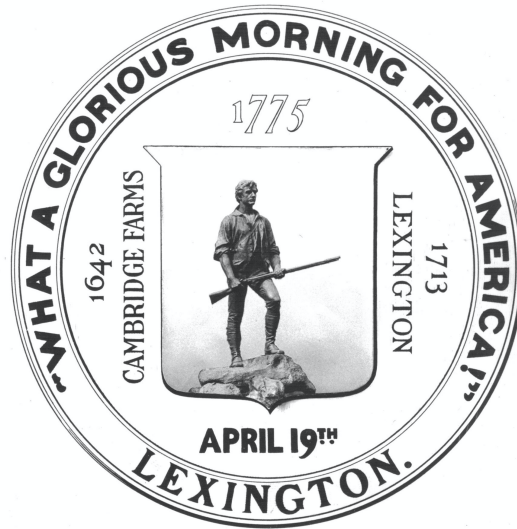


CAPITAL EXPENDITURES COMMITTEE

TOWN OF LEXINGTON



REPORT TO THE 2021 ANNUAL TOWN MEETING (ATM)

Released March 15, 2021

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See Appendix C at the end of the Report for a Summary of Warrant Articles and Sub-Articles 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.

Many aspects of its old and deteriorating condition make the Lexington Police Station dysfunctional, and our Committee strongly supports its replacement. In fact, it is easy to argue that the current building is a public safety hazard. But our Committee also recognizes and fully respects that in light of the urgent national movement calling for the review of policing, it is an imperative to pause and evaluate our own local police policies, procedures, and programs before proceeding with a project as large and symbolic as a new headquarters building.

The Select Board recently voted to maintain the hold on the Police Station design until the community engagement process on policing in Lexington has been advanced far enough to gain sufficient support from the Town. This is an important political decision made by elected officials. From a strictly Capital Expenditures Committee point of view, we would naturally have preferred that the Design and Engineering phase continue in parallel with the community process, as the delay will affect the project's cost. But we are also Town Meeting Members, voters, residents, and citizens, who recognize that without widespread support for both the process and the project there is little chance of seeing its successful completion.

It is convenient to think that only relatively minor design recommendations might emerge from the community process, and that such changes could easily be incorporated into a more advanced design. However, we acknowledge that no one can be sure until the process is completed. Changes to our policing program, and therefore to the Police Station design, might be identified, in which case the current delay will, in hindsight, prove to have been prudent. Overall, this is a complex policy issue and we respect the Select Board's decision; there is no absolutely right answer.

We look forward to the Select Board moving with all prudent haste in pursuing the community engagement process, reaching a consensus, and seeing the project advanced for a vote at the 2022 Annual Town Meeting.

This Committee has done extensive review of the FY2022 Capital and CPA Motions. We support all of those Capital and CPA Motions. We are grateful for the collaborative effort that has pruned several of the lower priority Capital projects.

Over the 2020 summer, the staff and finance committees set forth a series of financial policies that were deemed fiscally prudent for maintaining a structurally sound budget. But, during that collaborative "Summit" process it became clear that the budget process would have to relax some of these recommendations in order to achieve a balanced, level-service, school budget. The Summits pointed out two real-world, concerning issues: The Town will (1) likely experience a similar structural problem during FY2023 planning and beyond, and (2) have to reduce deposits into the Capital Stabilization Fund

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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which significantly reduces our ability to mitigate the tax-impact of financing large, essential, capital projects in future years.

One of our statutory roles is to publish our 5YCP mentioned above. We start with the five years of financing and related actions—for FY2022–FY2026—shown in the Brown Book. Beyond those numbers, our 5YCP also reflects changes that we believe are justified, along with notations on the bases for those differences.

New this year for our 5YCP is the design and construction phase of the LHS reconstruction/renovation project (see the discussion in the introduction to our 5YCP on Page 11. The LHS project, expected to run into hundreds of millions of dollars, will cause a substantial hike in the Town's tax bills. Because of the uncertainty in the design and construction costs, we can only include a “To be determined” (TBD) for these costs in our 5YCP, but we do so to explicitly recognize the importance of the project to the Town's financial planning.

It is obviously too early for this Committee to take a position on any LHS plans, other than to say that they must be fully integrated into the Town's financial modeling. There is no magic solution to avoiding this project. LHS is a keystone in our superb school system and, with the number of students involved, curriculum changes are not going to provide a solution, or be acceptable to our residents

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.”

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

Our report is divided into four sections:

- An overview of capital projects in Lexington,
- Presentation of a five-year capital budget,
- Spending history and general capital plan for each department and program, and
- This year’s capital-related Warrant Articles.

“ATM Town Warrant” refers to the Town of Lexington Town Warrant for the 2021 Annual Town Meeting, January 25, 2021. “Brown Book” refers to the “Town of Lexington Fiscal Year 2022 Recommended Budget & Financing Plan”, dated February 22, 2021. Where our narrative includes a “See Article __.” it is referring you to that Article in the last section—“Warrant-Article Explanations and Recommendations”. In that section you will find:

We have quoted the Town’s or a Town Committee’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.

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 (In any case where we are not unanimous in an Approval recommendation to Town Meeting there will be comments.)

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 FY2022 Capital-Budget Requests

Note: The CEC Approves 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							
12(a)	Transportation Mitigation					\$20,889.20	\$20,889.20
Public Safety							
12(b)	Self-Contained Breathing Apparatus Replacement		\$416,545				\$416,545
Culture and Recreation							
11(a)	Pine Meadows Improvement			\$25,000			\$25,000
11(b)	Pine Meadows Equipment			\$62,000			\$62,000
10(b)	Park and Playground Improvements				\$170,000		\$170,000
10(c)	Park Improvements - Athletic Fields				\$155,000		\$155,000
10(a)	Community Center Mansion Sidewalk & Patio				\$110,000		\$110,000
	Subtotals Culture and Recreation	\$0	\$0	\$87,000	\$435,000	\$0	\$522,000
Public Facilities							
16(a)	Public Facilities Bid Documents		\$100,000				\$100,000
16(b)(1)	Building Flooring		\$125,000				\$125,000
16(b)(2)	School Paving and Sidewalk		\$125,000				\$125,000
16(c)	Public Facilities Mechanical/Electrical System Replacements	\$728,000					\$728,000
16(d)	Municipal Building Envelopes and Associated Systems		\$214,186				\$214,186
16(e)	Townwide Roofing Program	\$528,000					\$528,000
16(f)	School Building Envelopes and Associated Systems		\$245,199				\$245,199
10(d)	Playground Enhancement—Pour-in-Place Surfaces				\$150,000		\$150,000
N/A	Lexington Police Station Reconstruction ⁵	\$25,651,792					\$25,651,792
24	LHS Feasibility Study	\$1,825,000					\$1,825,000
16(g)	Center Recreation Complex Bathrooms & Maintenance Building Renovation	\$915,000					\$915,000
16(h)	Space Needs for School Year 2021–22		\$300,000				\$300,000
16(i)	HVAC Improvements						IP
	Subtotals Public Facilities	\$29,647,792	\$1,109,385	\$0	\$150,000	\$0	\$30,907,177
Public Works							
12(c)	Townwide Culvert Replacement		\$390,000				\$390,000
12(d)	Equipment Replacement		\$899,026	\$255,000		\$265,974	\$1,420,000
12(e)	Sidewalk Improvement	\$765,475	\$34,525				\$800,000
12(f)	Storm Drainage Improvements and NPDES compliance		\$385,000				\$385,000
12(g)	Comprehensive Watershed Stormwater Management		\$390,000				\$390,000
12(h)	Street Improvements ⁶		\$2,651,674				\$2,651,674
14(a)	Pump Station Upgrades			\$520,000			\$520,000
14(b)	Sanitary Sewer System Investigation and Improvements			\$800,000		\$200,000	\$1,000,000
13(a)	Water Distribution System Improvements			\$710,000		\$400,000	\$1,110,000
12(i)	Hydrant Replacement Program		\$75,000	\$75,000			\$150,000

(Continued on next page)

Summary of FY2022 Capital-Budget Requests (continued)

Article	Categories	Requests						
		General Fund		Enterprise Funds ²	CPF ³	Approp. & Auth. Other ⁴	Total	
		Debt	Cash ¹					
12(j)	Public Parking Lot Improvement Program					\$100,000	\$100,000	
12(k)	New Sidewalk Installations	\$650,000					\$650,000	
12(l)	Staging for Special Events		\$65,000				\$65,000	
13(b)	Water Tower(s) Replacement			\$300,000			\$300,000	
12(o)	Parking System Replacement					\$343,237	\$343,237	
	Public Works Sub-Totals	\$1,415,475	\$4,890,225	\$2,660,000	\$0	\$1,309,211	\$10,274,911	
	Lexington Public Schools							
15	LPS Technology Program		\$ 1,186,236				\$1,186,236	
	Innovation & Technology							
12(m)	Cary Library Network		\$95,000				\$95,000	
	Town Manager							
12(n)	Electric Vehicle Chargng Stations		\$69,000				\$69,000	
	Government (Other)							
18	Rescind Prior Borrowing					-\$261,096.50	-\$261,096.50	
19	Establish, Amend, Dissolve Appropriate To and From Specified Stabilization Funds	<i>See that Article on Page 60 for the deposits and the withdrawals at this Annual Town Meeting regarding the Capital Stabilization Fund.</i>						
21	Amend FY2020 Operating, Enterprise and CPA Budgets						N/A	
22	Appropriate for Authorized Capital Improvement						IP	
23	Appropriate from Debt Service Stabilization Fund					\$124,057	\$124,057	
25	Amend Borrowing Authorization Conservation Land Acquisition ⁷				-\$40,000		-\$40,000	
10(e)	Community Preservation Committee Debt Service ⁸				\$2,989,550		\$2,989,550	
10(f)	Community Preservation Committee Administrative Budget				\$150,000		\$150,000	
29	Clean Heat—Authorize Special Legislation to Regulate Fossil Fuel Infrastructure						N/A	
	Government (Other) Sub-Totals	\$0	\$0	\$0	\$3,099,550	-\$137,039.50	\$2,962,510.50	
	Grand Totals	\$31,063,267	\$7,766,391	\$2,747,000	\$3,684,550	\$1,193,060.70	\$46,454,268.70	

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 Funding of the Police Station Reconstruction is not being requested at the 2021 ATM. For discussions of that project, see the Police section on Page 20, 2nd–5th paragraphs, and Page 32, beginning with the paragraph "The Brown Book...".

⁶ Does not include the State's Chapter 90 funds (\$977,917) that do not need to be appropriated.

⁷ Cancels \$1,040,000 CPA debt (Article 10(e)) and adds \$1,000,000 CPA cash.

⁸ If Article 25 passes, the amount becomes \$1,949,550.

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.)
- **Carriage House** (next to Lexington Community Center)—Determine Use and Renovation (No action at this Town Meeting.)
- **Center Streetscape Improvements** (Pending Award, but subject to a decision regarding the parking meters.)
- **Community (Affordable) Housing**—Development and Acquisition (No Action at this Town Meeting.)
- **Conservation/Open Space Land**—Acquisition and Enhancement (No action at this Town Meeting other than modifying the financing of a previous land purchase from partial debt and cash to all-cash—see Article 25.)
- **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.)
- **Hartwell Avenue Transportation Management Overlay District Improvements** (No action at this Town Meeting.)
- **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(b–d), 11, and 16(g).)
- **Roads**—A continuing need (See Article 12(h).)
- **Sidewalks**—A continuing improvement need. (See Article 12(e) and Article 12(k).)
- **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(a).) (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 (PBC) 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 (CPA)

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)-(f).)

Currently there are 186 municipalities which have adopted the CPA; an increase of 10 from last year. That’s now 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 Community Preservation Fund (CPF). Lexington has selected the maximum, 3%. Under the statute, each CPA municipality is then eligible for annual supplemental State funding in November based

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on its collected surtax level. Of the 10 new adopters, only the one early adopter is eligible for this November’s supplemental funding as it is already collecting its surcharge; the others will be eligible for the November 2022 distribution. 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 FY2022. 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
		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
Total Actual:	\$52,667,779	Received to date:			34.2%	\$17,989,705
FY2022 (Projected) ¹⁰	\$5,700,000	TBD	TBD	TBD	30.0%	\$1,710,000
Totals including projected:	\$58,367,779				33.8%	\$19,699,705

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

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

³ The Total Supplement Amount reflects a \$25 million addition to the State's CPA Trust Fund because the State finished FY2013 with a surplus of at least that amount—thereby permitting the maximum amount authorized by the State Legislature to go into that Fund.

⁴ The Total Supplement Amount reflects a \$11.4 million addition to the State's CPA Trust Fund because the State finished FY2014 with a surplus of at least that amount—thereby permitting the maximum amount authorized by the State Legislature to go into that Fund.

⁵ The Total Supplement Amount reflects a \$10 million addition to the State's CPA Trust Fund because the State finished FY2015 with a surplus of at least that amount—thereby 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 There was no State budget surplus from FY2017 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. The Total Supplement Amount includes a \$168 deduction as an adjustment due to an update to FY2017 data after last year's distribution was made.

⁸ The Total Supplement Amount reflects a \$10 million addition to the State's CPA Trust Fund because the State finished FY2018 with a surplus of at least that amount—thereby permitting the maximum amount authorized by the State Legislature to go into that Fund.

⁹ The Total Supplement Amount reflects a \$20 million addition to the State's CPA Trust Fund because the State finished FY2019 with a surplus of at least that amount—thereby permitting the maximum amount authorized by the State Legislature to go into that Fund. Of that addition, \$17,901,300 was distributed to the municipalities which had adopted to CPA. Lexington received \$503,902 which increased the percentage of the surcharge from 14.6% to the 23.9% shown.

¹⁰ 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.

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The funds available for these State supplements are taken from a surcharge on the transaction fees charged by the State's Registries of Deeds and 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 FY2020 Massachusetts Budget provided for increases in registry fee surcharges which fund the CPATF with a goal to raise matching funds to approximately 30% of each municipal net surcharge. Additionally, each earlier year's Budget provided that any annual State budget surplus funds would first be distributed to the MA Life Sciences Investment Fund up to \$10 million, and second to the CPATF up to \$20 million. The full \$20 million was available to the CPATF in 2020. These two factors allowed for an FY2021 first round distribution to CPA communities of \$28.6%, with Lexington receiving \$1,493,749 in the first round. Having opted for the full 3% surcharge, Lexington received the second and third round distributions, bringing its total receipts from the state to \$1,549,955. (See above table.) With that raise in the registry fee surcharges, there has been no support for requesting the State Legislature to include any prior-year surplus for the CPATF.

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 Community Preservation Committee (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 the 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(e).)

CAPITAL EXPENDITURES COMMITTEE REPORT TO 2021 ATM

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 generally 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, as in FY2021, has recommended only those projects which can be funded with current income and funds on hand, after debt service and its administrative costs. The goal was to avoid any further borrowing until a substantial portion of the current obligations was retired. The CPC anticipates that it will have a fund balance of \$7,381,362 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. While the recent policy of the CPC has been to maintain a fund balance of approximately \$2 million, 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 in order to pay for essential capital projects like the 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. Based on a FY2021 average assessed value of \$1,128,624, the *average* additional tax burden per household from the CPA surcharge is \$444.09 per year.

As is clear from the Table in this section, by choosing the maximum 3% surcharge, Lexington has received the maximum supplement paid from the State for every year since 2007. As of FY2021, 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 FY2022 under Article 10.

Enterprise Fund Projects

The Town operates three enterprise funds 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, enterprise-fund 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 Enterprise Fund (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.)

The 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 FY2022.

Five-Year Capital Plan

The table and its footnotes on the next four pages summarize this Committee’s Five-Year Capital Plan. This plan reflects the expected FY2022 appropriations at the 2021 ATM and the FY2023–FY2026 requests that this Committee recommends. We started with the amounts and timing shown in the Brown Book, Page XI-4 for FY2022, and XI–20 & –21 for FY2023–FY2026. Those requests have been updated based on any information we received after it was published. Additionally, if we felt that the project was multi-phase and either Design & Engineering (D&E) 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 indicate when this Committee’s position differs from the Brown Book.
- *Excluding* the many tens of millions of dollars of to-be-determined (TBD) entries, the total in this Committee’s Plan for FY2023–FY2026 is just shy of \$384 million. The TBD entries include future construction phases, undetermined project elements, or entire major facility projects. We do not include the TBDs in our total estimated amounts.
- While the Town has not made any FY2021 contribution into the Capital Stabilization Fund (CSF), in FY2022 the deposits will resume with \$3,217,674. For several years the Town has been building this Fund so that it can be used to mitigate the debt service tax impact of capital projects. 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. (See the Foreword, on Page 1, the paragraph beginning with “Over the past summer....”) which addresses why the much lower-than-planned deposits to the CSF has significantly reduced the Town’s ability to mitigate the tax-impact of financing large, essential, capital projects in future years. (See Article 19 for the requested FY2022 deposit and withdrawal.)
- Because of the ongoing challenge the Town faces with regard to the planning and financing for the renovation/replacement/renewal of its Capital Assets, this Committee is gratified to see the SB continue to refine a formal, Townwide, Facilities Master Plan, including a financing plan that also identifies the likely debt-exclusion referenda. 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.

CAPITAL EXPENDITURES COMMITTEE REPORT TO 2021 ATM

CEC Five-Year Capital Plan (FY2022–FY2026)¹

Project	FY2022 Recommended	FY2023 Plan	FY2024 Plan	FY2025 Plan	FY2026 Plan	Non-TBD Totals
<i>Information Technology</i>						
Phone Systems & Unified Communication		\$100,000	\$90,000	\$80,000	\$60,000	\$330,000
Network Core Equipment Replacement		\$80,000	\$190,000	\$0	\$260,000	\$530,000
Municipal Technology Improvement Program		\$100,000	\$100,000	\$100,000	\$100,000	\$400,000
Network Redundancy & Improvement Plan		\$330,000	\$220,000	\$110,000	\$110,000	\$770,000
Application Implementation		\$290,000	\$200,000	\$100,000	\$100,000	\$690,000
Cary Library Network	\$95,000					\$95,000
Subtotals—Information Technology	\$95,000	\$900,000	\$800,000	\$390,000	\$630,000	\$2,815,000
<i>Town Clerk</i>						
Archives & Records Management/Records Conservation & Preservation		\$20,000	\$20,000	\$20,000	\$20,000	\$80,000
Subtotal—Town Clerk	\$0	\$20,000	\$20,000	\$20,000	\$20,000	\$80,000
<i>Town Manager</i>						
Electric Vehicle Charging Stations	\$69,000	TBD	TBD	TBD	TBD	\$69,000
Subtotal—Town Manager	\$69,000	\$0	\$0	\$0	\$0	\$69,000
<i>Land Use, Health and Development</i>						
Conservation Land Acquisition		TBD	TBD	TBD	TBD	
Transportation Mitigation	\$20,889.20	\$100,000	\$100,000	\$100,000	\$100,000	\$420,889
Willard's Woods Site Improvements		\$597,114				\$597,114
South Lexington Traffic Mitigation Plan		\$115,000				\$115,000
West Farm Meadow Preservation		\$22,425				\$22,425
Stone Building Use Implementation ²					TBD	
Subtotals—Land Use, Health and Development	\$20,889.20	\$834,539	\$100,000	\$100,000	\$100,000	\$1,155,428.20
<i>Fire & Rescue</i>						
Ambulance Replacement			\$335,000			\$335,000
Replace Pumpers ³		\$635,000			\$700,000	\$1,335,000
Self-Contained Breathing Apparatus (SCBA)—Replacement	\$416,545					\$416,545
Subtotals—Fire & Rescue	\$416,545	\$635,000	\$335,000	\$0	\$700,000	\$2,086,545
<i>Public Facilities</i> ⁴						
Public Safety Training Facility			TBD		TBD	
Townwide Roofing Program	\$528,000	\$658,000	\$182,000	\$990,000	\$6,642,000	\$9,000,000
School Building Envelopes and Associated Systems	\$245,199	\$251,400	\$257,684	\$264,127	\$270,730	\$1,289,140
Municipal Building Envelopes and Associated Systems	\$214,186	\$219,540	\$225,029	\$230,655	\$236,421	\$1,125,831
Building Flooring Program	\$125,000	\$125,000	\$125,000	\$125,000	\$125,000	\$625,000
School Paving & Sidewalk Program	\$125,000	\$125,000	\$125,000	\$125,000	\$125,000	\$625,000
Public Facilities Bid Documents	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$500,000
Public Facilities Mechanical/Electrical System Replacements	\$728,000	\$788,500	\$850,000	\$920,000	\$990,000	\$4,276,500
Cary Library Children's Room Renovation ⁵		\$150,000	\$4,950,000			\$5,100,000
Lexington High School—New or Rehabilitation ⁶	\$1,825,000		\$24,500,000		\$231,500,000	\$257,825,000
Lexington Police Station Reconstruction ⁷		\$25,651,792				\$25,651,792

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CAPITAL EXPENDITURES COMMITTEE REPORT TO 2021 ATM

CEC Five-Year Capital Plan (FY2022–FY2026)¹ (continued)

Project	FY2022 Recommended	FY2023 Plan	FY2024 Plan	FY2025 Plan	FY2026 Plan	Non-TBD Totals
Space Needs for School Year 2021–2022	\$300,000					\$300,000
Playground Enhancements Pour-in-Place Surfaces ⁸	\$150,000	\$570,000				\$720,000
Center Recreation Complex Bathrooms & Maintenance Building Renovation	\$915,000					\$915,000
Pine Meadows Clubhouse Renovation ⁹			\$110,000		\$1,435,000	\$1,545,000
Community Center Mansion Sidewalk & Patio	\$110,000					\$110,000
Debt Service Stabilization ¹⁰	\$124,057	\$190,764				\$314,821
Subtotals—Public Facilities	\$5,489,442	\$28,829,996	\$31,424,713	\$2,754,782	\$241,424,151	\$309,923,084
<i>Public Works</i>						
Massachusetts Avenue/Woburn Street Intersection Improvement ¹¹					TBD	
Sidewalk Improvement	\$800,000	\$800,000	\$800,000	\$800,000	\$800,000	\$4,000,000
New Sidewalk Installations ¹²	\$650,000	\$94,000		\$3,250,000		\$3,994,000
DPW Equipment Replacement	\$1,420,000	\$1,490,000	\$1,585,000	\$1,410,000	\$1,415,000	\$7,320,000
Street Improvements (without Chapter 90 funds) ¹³	\$2,651,674	\$2,669,767	\$2,688,312	\$2,707,321	\$2,726,806	\$13,443,880
Bedford and Hartwell Ave Long Range Transportation improvements ¹⁴			\$1,580,000			\$1,580,000
Storm Drainage Improvements and NPDES Compliance	\$385,000	\$570,000	\$570,000	\$570,000	\$570,000	\$2,665,000
Sanitary Sewer System Investigation and Improvements	\$1,000,000	\$1,020,000	\$1,040,404	\$1,061,210	\$1,082,431	\$5,204,045
Hydrant Replacement Program	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$750,000
Pump Station Upgrades ¹⁵	\$520,000	\$50,000			TBD	\$570,000
Comprehensive Watershed Stormwater Management	\$390,000	\$390,000	\$390,000	\$390,000	\$390,000	\$1,950,000
Water Distribution System Improvements	\$1,110,000	\$2,200,000	\$2,244,000	\$2,288,900	\$2,334,670	\$10,177,570
Townwide Culvert Replacement	\$390,000	\$390,000	\$390,000	\$390,000	\$390,000	\$1,950,000
Townwide Signalization Improvements		\$125,000	\$50,000	\$55,000		\$230,000
Municipal Parking Lot Improvements (rear Police HQ & extending)			\$40,000	\$480,000		\$520,000
Hartwell Avenue Compost Site Improvements				\$200,000		\$200,000
Battle Green Streetscape Improvements		\$3,000,000				\$3,000,000
Public Parking Lot Improvement Program (behind Depot Square) ¹⁶	\$100,000		\$500,000	\$500,000		\$1,100,000
Cemetery Columbarium			\$413,250			\$413,250
Staging for Special Events ¹⁷	\$65,000					\$65,000
Street Acceptance				TBD		
Public Grounds Irrigation Improvements			\$200,000			\$200,000
Parking System Replacement	\$343,237					\$343,237
Water Tower(s) Replacement	\$300,000		\$6,270,000			\$6,570,000
Subtotals—Public Works	\$10,274,911	\$12,948,767	\$18,910,966	\$14,252,431	\$9,858,907	\$66,245,982

Continued on next page

CEC Five-Year Capital Plan (FY2022–FY2026)¹ (continued)

Project	FY2022 Recommended	FY2023 Plan	FY2024 Plan	FY2025 Plan	FY2026 Plan	Non-TBD Totals
<i>Culture & Recreation</i>						
Pine Meadows Improvements	\$25,000	\$65,000		\$100,000		\$190,000
Pine Meadows Equipment	\$62,000		\$95,000		\$75,000	\$232,000
Athletic Fields Feasibility Study ¹⁸	\$100,000		TBD			\$100,000
Park and Playground Improvements	\$170,000	\$125,000	\$95,000	\$750,000	\$750,000	\$1,890,000
Park Improvements - Athletic Fields	\$155,000	\$210,000	\$220,000	\$480,000		\$1,065,000
Park Improvements - Hard Court Resurfacing		\$1,950,000				\$1,950,000
Cricknet Field Construction ¹⁹					TBD	
Lincoln Park Field Improvements ²⁰				\$1,200,000	\$1,248,000	\$2,448,000
Town Pool Water Heater Replacement		\$26,000				\$26,000
Community Center Campus Expansion ²¹						
Subtotals—Culture & Recreation	\$512,000	\$2,376,000	\$410,000	\$2,530,000	\$2,073,000	\$7,901,000
<i>Schools</i>						
LPS Technology Capital Request	\$1,186,236	\$1,363,981	\$1,434,200	\$1,344,221	\$1,509,586	\$6,838,224
Subtotals—Schools	\$1,186,236	\$1,363,981	\$1,434,200	\$1,344,221	\$1,509,586	\$6,838,224
<i>Non-Government</i>						
Vine Street Affordable Housing (LexHAB) ²²				TBD		
Subtotals—Non-Government	\$0	\$0	\$0	\$0	\$0	\$0
<i>Community-Wide</i>						
Future Conservation Land Acquisition ²³		TBD	TBD	TBD	TBD	
Future LexHAB Projects ²³		TBD	TBD	TBD	TBD	
Lexington Housing Authority Projects ²³		TBD	TBD	TBD	TBD	
Other Future CPF-Funded Projects ²³		TBD	TBD	TBD	TBD	
CPC Debt Service ²⁴	\$2,989,550	\$1,866,600	\$1,788,900	\$681,200		\$7,326,250
CPC Administrative Budget ²⁵	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$750,000
Subtotals—Community-Wide	\$3,139,550	\$2,016,600	\$1,938,900	\$831,200	\$150,000	\$8,076,250
Grand Totals	\$21,203,573.20	\$49,924,883	\$55,373,779	\$22,222,634	\$256,465,644	\$405,190,513.20

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 FY2023–FY2026 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.

²Added because use for this Town asset should be determined.

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CAPITAL EXPENDITURES COMMITTEE REPORT TO 2021 ATM

- ³ Increased the FY2023 by \$10,000 to be consistent with the upper end of the price range in a recently received new estimate and added the FY2026 entry, with inflation, as another Pumper purchase is projected.
- ⁴ DPF 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 joins the DPF in believing it is prudent to treat all such requests in this Capital Plan as 'placeholders' until DPF presents the result of their on-going analysis of those recommendations.
- ⁵ The Library intends to pursue Library Foundation and private contributions to support the FY2024 renovation cost.
- ⁶ Statement of Interest (SOI) was resubmitted to the MSBA in February, 2020, but at the time of this report, MSBA has not announced whether it has invited this project. Based on an estimated gross estimated cost of \$350 million and presuming a 27% MSBA reimbursement (reduced from 30% by assuming there will be Town-needed elements that will not be eligible for reimbursement), FY2024 is the Design funding (increased by \$11 million to account for the reduced reimbursement) for construction funding. (That is all predicated on MSBA inviting this project in response to that last SOI.)
- ⁷ The earliest this is now expected to be presented is to the 2022 Annual Town Meeting. Although there will be an increase in cost, the FY2022 amount is being retained for now.
- ⁸ This Committee believes this safety program should be completed in just one more year; therefore, what had been the FY2024 funding has been merged with the FY2023
- ⁹ Reassigned to the Public Facilities group as DPW will be executing this project.
- ¹⁰ Added by this Committee. FY2022 is the standard, annual payment; FY2023 is the last year of payment and consists of both the annual \$124,057 plus all the accrued interest. (The current accrued interest is \$66,707 and is included as a placeholder for whatever will be the final value.)
- ¹¹ This intersection improvement was removed from the Center Streetscape Improvement Project, but although work is anticipated, a formal request has yet to be made. The inclusion in this plan is made so as to keep the need in sight—with the TBD arbitrarily placed in FY2026.
- ¹² The large amount in FY2025 is for North Street/Burlington Street from Grove Street to Adams Street.
- ¹³ Does not include the usually substantial Chapter 90 fundings—now about \$1 million (FY2022 is \$977,917) that is expected annually from the State and that do not require appropriation.
- ¹⁴ An estimate for the 75% balance of the design effort whose 25% was funded with \$1,500,000 in the 2019-1 Fall STM.
- ¹⁵ This Committee added a TBD in FY2026 as the current funding only addresses the original July 2013 maintenance plan. The 12-month gap since completion of that work will likely warrant an updated analysis of the pump station conditions.
- ¹⁶ At the time of this report, it is not clear whether the outcome of the RFP under Article 12(o) dealing with the parking meter systems as part of the Center Streetscape will have an impact on these parking lots.
- ¹⁷ Added by this Committee. Recognizes that a street acceptance could entail an improve-to-Town-standard cost (which would be paid off by the abuters).
- ¹⁸ Added by this Committee. A TBD in the outyears for at least some implementation in response to the findings.
- ¹⁹ This Committee substituted an FY2026 TBD in lieu of \$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.
- ²⁰ Projected to include CPF funding toward those totals in both years (FY2025 \$425,000; FY2026 442,000).
- ²¹ Remains 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.
- ²² TBDs added by this Committee in FY2023–FY2026 for funding needed for the design/construction of that housing.
- ²³ Included as potential requests to the CPC during the time frame of this Plan.
- ²⁴ Included as routine, annual, appropriations from the CPF. Note: If Article 25 passes in the 2021 ATM, FY2022 will decrease to \$1,949,550.
- ²⁵ Included as routine, annual, appropriations from the CPF.

Conservation and Open Space

Wright Farm. Legal division of the property between the Conservation Commission and the Lexington Housing Assistance Board, including deed restrictions for the use of each portion of the parcel, was completed in February 2020. 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 open-space parcel is 43,446 square feet, including a barn being restored as a public space for environmental education. The Conservation Commission has 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 Subcommittee may recommend that the Commission apply for funding for construction of access, parking and/or barn stabilization in the next budget cycle.

Parker Meadow. Pursuant to Lexington's Open Space and Recreation Plan, 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 this February, and engineering and design plans for wetlands permitting, including a bid package, have been completed. The bid is currently being issued, with construction projected to start this spring.

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 has been completed with the exception of minor punch list items. The Town is waiting to receive an invoice for work completed, which should account for funds currently retained.

Meadowlands. No funding for the Conservation Commission's ongoing program of restoration and preservation of meadowlands is requested for FY2022. Due to COVID 19 and staff vacancies, restoration work on West Farm Meadow has been deferred to FY2023.

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 property 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. The 2019 ATM approved \$138,273 in CPA funds for that work. A draft Ecological Land Management Plan has been prepared by Land Stewardship, Inc., and presentation to the public and approval by the Conservation Commission is pending. Once approved, the consultant will 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. Implementation of the project is projected to cost approximately \$597,114 (in FY2020 dollars) in FY2022.

Land Acquisition. 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 is proposing an amendment to its 2020 application to allow it to appropriate an additional \$1,000,000 from the Undesignated Fund Balance of the CPF and to rescind the authorization for borrowing that amount. (See Article 25.)

Open Space and Recreation Plan Update. Lexington's state-mandated Open Space and Recreation Plan was last updated and approved by the Massachusetts Executive Office of Energy and Environmental Affairs in 2015, and expires in 2022. If it is not timely updated, the Town will be ineligible for certain

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State land acquisition grants. The Conservation Commission is requesting FY2022 funding for the update of that Plan. (See Article 10(f).)

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

	FY2017	FY2018	FY2019	FY2020	FY2021
Wright Farm	\$35,000	\$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
Totals	\$35,000	\$429,481	\$0	\$138,273	\$642,451

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 33.

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 much needed meeting and function spaces.

The 2016 ATM appropriated supplementary funds for debt service on the final stages of the LexCC renovations. A Bond Anticipation Note (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. The building on the site had a large gym and kitchen/cafeteria that might have functioned as the LexCC addition after renovations. However, the Town decided to demolish the existing building as the renovation cost estimates to bring the facility to Lexington’s community and educational standards were substantial and instead built 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. Two of the proposed designs for the LexCC expansion proposed extensions to the current LexCC building and use the available property on 20 Pelham Road for additional parking. The third design is a standalone LexCC addition on the Pelham Road property. 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.

The Recreation Department has design funds for a Community Center expansion included in its five-year plan although this project is not part of the Town’s Brown Book. The recently released Community Needs

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Assessment revealed that residents' top two unmet recreation needs were for spaces to conduct cultural performances as well as fitness and wellness activities. Meanwhile, to improve accessibility in the current building, the Department is now seeking to bring a sidewalk and patio alongside the mansion side of the Community Center up to full compliance with the Americans with Disabilities Act (ADA). (See Article 10(c).) This smaller improvement would also connect parking lots, and expand usage of outdoor space. If approved, DPW will manage this project.

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 (EMS) and Advanced Life Support (ALS). 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 FY2022 Capital Budget has one request for this department. (See Article 12(b).)

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 funding for the Station project was approved by the voters in the December 4, 2017, Debt-Exclusion Referendum. (See the FY2017-FY2019 funding on Page 33.) The move to the swing space was completed on October 4, 2018; the Department moved back to the new building in October of last year. 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.

An enormous, immediate, relief from what was thought to be a near-term, huge, funding demand was provided last month when the Federal Government rescinded its unfunded mandate that public-safety agencies—including Lexington's Fire & Rescue and Police Departments—would be required to move their radio-band frequency from the current 400 MHz band, to the 800 MHz band. That would have required a complete replacement of radio equipment, including hand-held, mobile, and base stations. The radio system was upgraded and changed in 1994, at a cost of over \$1,000,000. A change to the new frequency band would be a major capital project—in scale and expense—affecting both Departments. Nationwide challenges had been made to the mandate because of these impacts. These Departments had been awaiting guidance on when, how, and even if the mandate will be implemented, but had never been provided any such guidance.

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* (IDLH) atmospheres, and has become costly to repair and keep in service. (See Article 12(b).)

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Major Capital Equipment

The following is the current 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
FY2021	M-12	Ambulance	Ford/Horton	2012	Mar 2012	9 ²	\$251,199 ⁴
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
FY2033	E-4	Pumper	Emergency One/Typhoon	2013	Mar 2014	20 ³	\$465,000 ⁷
FY2035	E-1	Pumper	Emergency One/Typhoon	2015	Nov 2015	20 ³	\$485,000 ⁸
FY2038	L-1	Aerial	Emergency One/ Cyclone	2017	Jan 2018	20	\$875,000 ⁹

¹ Includes ID series “E” (pumpers), “L” (aerial), & “M” (Medic; designation followed by 2-digit 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 Meeting under Article 20 which closed out all the related funding.

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 was auctioned off—the only bidder was the Town of Acushnet, MA—for \$40,000. (There was no new-equipment cost as the current equipment was 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 is removed, it is expected that due to the delay—during which the contractor reassigned its team—additional funding will be needed to complete the D/E's Schematic Design and then the Design Development and Contract Documents. (See the earlier Foreword section.)

Beyond not filling basic needs 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").

After extensive input from various Town committees, the Police Station design incorporated numerous spaces that will give the Town and the Police Department flexibility for housing different services in the future. The design also provides locker room and bathroom space for all users.

Throughout the design phase of this project, two locations for a new Station had been considered: the current location at 1575 Massachusetts Avenue in the cluster of Town facilities and at 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 ("swing space"). As that new Fire Station was built and the Fire Department is not operating from the Bedford Street facility it is planned for it to be the "swing space" when a new Police Station is rebuilt 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 32)

A vital companion Capital project is a new police Public Safety-Training Facility—on the Hartwell Avenue compost site. It has been contemplated for several years in order to meet current training requirements and the needs of modern police work, as well as ensuring readiness to respond to the threats currently on the streets. \$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 funding Design, but that request has been deferred by the Select Board until further Town citizen support and there is a better understanding of potential supplemental funding by the State—which already recognizes the Commonwealth-wide need for such facilities to serve one or more municipalities—and project and operating funding by the many municipalities in a region. A placekeeper regarding this facility has been placed in the Town's FY2024 plan. (The DPF would manage the execution of such a project.)

Last month the Federal Government rescinded its unfunded mandate that public-safety agencies (including Lexington's Police and Fire & Rescue Departments) would be required to move their radio-band frequency from the current 400 MHz band, to the 800 MHz band. (See the further discussion on Page 18 under the Fire & Rescue Department.) This is obviously a major relief to this Department's (and the Fire & Rescue Department's) future budgeting.

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

	FY2017	FY2018	FY2019	FY2020	FY2021
Fire Trucks & Ambulances	\$875,000	\$280,000			\$325,000
Public Safety Radio Stabilization	\$90,000				
Public Safety Radio Console Replacement			\$370,000		
Totals	\$965,000	\$280,000	\$370,000	\$0	\$325,000

(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 plan to hire an architect who will engage with staff and the community to create potential designs and then develop a cost estimate over this calendar year. A Capital request for schematic design and design development is now contemplated for FY2023, and a subsequent request for construction funding is anticipated in FY2024. However, as 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’s final report to the Select Board is due by this September.

Library 5-Year Capital Appropriation History (All Sources)

	FY2017	FY2018	FY2019	FY2020	FY2021
Children's Room Renovation	\$0	\$0	\$0	\$100,000	\$0

Public Works

The Department of Public Works (DPW) is responsible for design, bidding, construction, and project management related to Town infrastructure, including infrastructure related to 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 these elements: Administration, Engineering, Highway, Public Grounds, Environmental Services, Water, and Sewer. Environmental Services 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 FY2022–FY2026 capital projects include:

- Road, sidewalk and signalization improvements
- Water distribution, sanitary-sewer, and pump station improvements
- Hydrant replacements
- 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-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 CPF, 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, as of the last full road-condition survey, has a total of approximately 196 miles of roads, which include 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 (Roads), January 2017). The DPW maintains the TAR; the remainder being maintained by the private owners or the State. The DPW also maintains the Town's portion (5.3 miles) of the 10.0-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 upon 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. Using the FY2018 BETA update, the average RSR for the TAR continued to improve, from a PCI of 77.0 the previous year to an

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RSR of 79.33. The Town's modeling of the entire road network indicates that the RSR 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 might indicate. That 79.33 RSR signified that the typical TAR condition in Lexington was at the top of the new "Preventative Maintenance" level of road repair (a quality level which is better than previously achieved under the PCI formula).

The Town surveys one third of the roadways each year. The FY2020 update to what is now called the Pavement Management Program (PMP), marking the completion of the latest three-year cycle, indicates 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".

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 FY2020 update pegging the repair backlog at \$7,244,027. (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 has been actively testing different road treatments as it seeks to extend the life of the roads and to lower maintenance costs.

The FY2020 update recommends that the Town spend approximately \$1.9 million annually to maintain the current road network's RSR, or \$2.6 million annually to further increase the RSR. The Town has been exceeding these requirements in an effort to steadily improve the conditions of the roadways.

A list of planned street work in the 2021 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 pleased to see a quantitative basis for determining the condition of the Town-maintained pavements and the Town's success making substantial gains in the overall network's condition. It also supports the DPW's continuing further efforts to raise the Town's baseline pavement-condition grade to be solidly into the "Routine Maintenance" RSR Range (80-94). Continuing with the PMP, along with DPW 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 even more productive and cost-effective 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(h).)

Sometimes road work can be included in large, specific projects, such as the 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 2020. 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 appointed the Sidewalk Committee. In 2014, the DPW, with assistance from the engineering firm Fay, Spofford & Thorndike, completed a sidewalk-condition survey (report, December, 2014). The survey results found that the average area-based Sidewalk Condition Index (SCI) in Lexington was 68—which put it in the middle of the "Partial Repair" treatment band. The survey also found 40% of the sidewalk network was in the "Do Nothing" treatment band and 34% in the "Localized Repair" treatment band. The Stantec survey recommendation was that it would require

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\$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 in December 2016, Stantec completed 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 (GIS) 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, 50 of the 80 miles of sidewalk require either no repairs at all, or minor repairs on less 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 curb ramps were found to require minor or no repairs; the remaining 118 ramps will require replacement. In addition, 589 ramps are not yet ADA compliant. The Department intends 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):

The Transportation Safety Group is a Town Manager appointed Working Group which meets monthly to evaluate issues and concerns relative to traffic, transit, pedestrian, bicycle and parking safety. Recommendations are made to the Board of Selectmen and the Town Manager. The working group includes citizens and representatives of the Police, Public Works, Planning and School Departments. Liaisons from the Transportation Advisory, Bicycle Advisory, and Safe Routes to School committees as well as the Commission on Disability also participate. (<http://www.lexingtonma.gov/transportation-safety-group>)

With regard to 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 currently completed each year.

The FY2022 request for general sidewalk work is Article 12(e); for new sidewalks, Article 12(k),

Townwide Signal Improvements

An Engineering Division study, funded with Traffic Mitigation funds, using signalized level of service (LOS) has identified and prioritized the Town signal locations in need of improvement, after assessment of conditions, signal timing, delays, ADA requirements, etc. As recommended, the Town has adopted a

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Standard Specification that allows for cost and maintenance efficiencies. The study did not include the signals which are under the jurisdiction of the Massachusetts Department of Transportation, including, but not limited to: Bedford Street at Hartwell Avenue, Lowell Street at Maple Street, Marrett Road at Spring Street, Marrett Road at Waltham Street, and Hayden Avenue at Route 2.

When Town intersections are improved, new signals are installed with “smart” controls (as applicable), 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, nine of the Town’s twelve signalized intersections will have been upgraded with smart signalization. (Upgrading signalization is done in conjunction with other intersection work.) No additional signalization funding is requested for FY2022.

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 plan 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 will also focus on replacing aging mains or those with a higher-break history. In addition, starting in FY2020, the annual funding requests have generally increased to \$2.2 million so that 1% of the Town’s water-piping can be replaced, although the FY2022 request is for only \$1.1 million due to a backlog of water-system work. The Town anticipates returning to its long-term funding target starting again in FY2023

Using some of the funding authorized in FY2016, engineering has 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 will allow 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 (when appropriate) to determine its engineering replacement and rehabilitation plan. 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(a).

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 shared.

In FY2022, the Town will begin to design replacements for its two water tanks, built in 1933 and 1950, now approaching the end of their useful lives, and in need of repairs. Analysis will be done on the feasibility of further temporary repairs, and on whether, if replacement is needed, it should be one or two tanks. For the FY2022 funding request, see Article 13(b).

Hydrant System

This Committee continues to encourage replacement at an accelerated rate and supports the level of funding proposed, which remains at the FY2021 level, estimated to allow the replacement of approximately 60 of the Town’s 1,500 hydrants per year. Hydrants have an estimated life of 50 years. The FY2022 funding for hydrant replacement continues to be evenly divided between Tax Levy funds and the Water Enterprise Fund. For further system information and the FY2022 funding request, see Article 12(i).

Wastewater System

The sanitary-sewer system (34 miles of trunk lines; 119 miles of street lines), 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, replacing and repairing 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 FY2022 funding request, see Article 14(b).

The system has ten sewage-pumping stations that need continual maintenance and periodic upgrading. 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, 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 were completed in October 2016, which include heating, ventilation, and air-conditioning (HVAC) upgrades to bring up to current code requirements, installation of Variable Frequency Drive (VFD) motors (which provide energy savings and noise reduction in the sewer force main) on all the pumps, and a surge tank.

Design for work for the Hayden Avenue and North Street Stations is now underway, to be followed by construction, and backup generators will be installed in these two locations. Once all ten stations have been upgraded, 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 shared.

Dam Restoration

The Massachusetts Department of Conservation and Recreation mandates that every dam that is rated as a "significant-hazard dam" or "high-hazard dam" be inspected every five years. Those ratings are assigned to dams based on the risk of the water it impounds being released; they do not reflect its state of repair. There are two dams at the significant-hazard level in Lexington.

- Butterfield Dam on Lowell Street: Engineering studies and construction work were funded under the 2011 ATM, Article 10(a), and the 2012 ATM, Article 12(g). Construction is now complete, with continuing State-required monitoring of landscaping in sensitive resource areas. The dam now complies with State requirements.
- Old Reservoir Dam on Marrett Road: Dam inspection reports performed for the Massachusetts Office of Dam Safety determined that there was a need for repairs and improvements. The 2014 ATM, Article 10(i), funded design and cost estimates for the work on this dam to insure its long-term stability. The 2017 ATM, Article 12(i), funded the construction work and it is now complete.

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 4,700 catch basins on the TAR 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 frequently discovered that the storm-drainage system is seriously deteriorated. Concurrent drainage-system repairs are required to prevent further deterioration and to protect newly paved streets. It is also necessary to

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study and repair drains where overflow conditions develop and/or complaints are received. The goal of the Federal National Pollutant Discharge Elimination System (NPDES) program, under which the Town has a State-administered permit, is to maintain water quality. 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 FY2022 with approximately the same level of funding provided in FY2021. Looking past FY2022, the Brown Book reports this goal on Page X-6 under the Town Manager's initiatives: "Develop new revenue sources to support the budget, particularly the capital budget, by looking at stormwater revenue....".

In anticipation of this mandated program and the ever-increasing needs of managing stormwater, a number of municipalities nationwide, including 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 be evaluating models for such 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 Tyler Road, Sherburne Road South, Oak Street, and Grant Street. Illicit discharges have previously been discovered in the Vine Brook and Mill Brook areas. Next year, work will continue on the Valleyfield/Waltham Street and Oxbow/Constitution Road drainage projects. This Committee welcomes Engineering's leadership and efforts, in compliance with Federal Environmental Protection Agency (EPA) 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 FY2022 funding, see Article 12(f).

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. Design 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. [Note: There is some overlap with Townwide Culvert Replacement as some projects require both culvert repair and stream-management planning.] For the FY2022 funding, see Article 12(g).

Culverts

There are more than 50 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 confirmed needs for 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/Clematis Brook areas. In addition, the Engineering Department's Townwide culvert condition analysis and asset management plan, which will guide the selection of future culvert replacements, is nearing completion. For the FY2022 funding, see Article 12(c).

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 is now complete. As noted above under Culvert Repair, there also was a request to replace a culvert supporting the Bikeway. 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 is expected to be completed by the fall. (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 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, has been removed from the scope of the Project to be addressed separately at a later time.) 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, the Project has been through many public reviews and redesigns, with substantial changes to the scope of the Project and its estimated design and construction costs. 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 to allow 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 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,

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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 funding (\$550,000 to augment \$100,000 funds on hand) for the completion of the design for the Center Streetscape, 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 out for bid, with an award expected by the end of this month, and the work to be done over two construction seasons starting in the spring of 2021 and ending in the fall of 2022.

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. Of these, 129 pieces had an individual acquisition cost in excess of \$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. 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 between \$1.4 million to \$1.6 million per year. For the FY2022 funding request, see Article 12(d).

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DPW 5-Year Capital Appropriation History (All Sources)

	FY2017	FY2018	FY2019	FY2020	FY2021
Capital using Tax Levy & Chapter 90 Funds					
DPW Equipment ¹	\$464,000	\$598,000	\$1,039,500	\$900,000	\$1,038,000
Street Improvements & Easements ²	\$2,526,835	\$3,688,943	\$2,600,000	\$3,590,597	\$2,634,022
Street lights/Traffic signals ³	\$125,000	\$125,000		\$125,000	\$125,000
Center Business District ("Center") Streetscape	\$350,000		\$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	\$340,000	\$1,100,000	\$340,000	\$385,000	\$385,000
Sidewalk/walkway/bikeway improvements ^{5,6,7,8,9,10}	\$924,500	\$1,318,000	\$2,200,000	\$2,300,000	\$1,080,000
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	
Hartwell Avenue Infrastructure Improvements		\$2,185,000	\$50,000		
Tax Levy & Chapter 90 Totals	\$5,585,335	\$9,479,943	\$7,634,500	\$17,298,077	\$5,654,066
¹ Unused borrowing authority was rescinded of \$27,022 at the 2016 ATM. FY2018 includes \$40,000 for a highway sign					
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.					
Capital using Enterprise Funds					
Sanitary Sewer					
Sanitary Sewer System	\$1,200,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
Pump station upgrades	\$1,350,000	\$800,000	\$800,000	\$700,000	\$401,200
DPW Equipment	\$40,500	\$145,500		\$200,000	
Automatic Water-Meter Reading Equipment			\$20,000	\$2,970,000	
Sewer Sub-Totals	\$2,590,500	\$1,945,500	\$1,820,000	\$4,870,000	\$1,401,200
Water					
Water Mains Relining & Replacement	\$3,400,000		\$1,000,000	\$2,200,000	\$2,200,000
DPW Equipment	\$40,500	\$145,500		\$200,000	\$55,000
Hydrant Replacement	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000
Automatic Water-Meter Reading Equipment			\$20,000	\$2,970,000	
Water Sub-Totals	\$3,515,500	\$220,500	\$1,095,000	\$5,445,000	\$2,330,000
Enterprise-Fund Totals	\$6,106,000	\$2,166,000	\$2,915,000	\$10,315,000	\$3,731,200
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	\$0	\$725,000	\$275,000
Sale of Cemetery Lots Special Revolving Fund					
Westview Cemetery Building ¹¹				Moved to DPF	
Westview Cemetery Irrigation				\$35,000	
Sale of Cemetery Lots Fund Sub-Totals	\$0	\$0	\$0	\$35,000	\$0
Revolving Fund Totals	\$0	\$0	\$0	\$760,000	\$275,000
Grand Total	\$11,691,335	\$11,645,943	\$10,549,500	\$28,373,077	\$9,660,266

¹¹ As endorsed by this Committee, this project has become the responsibility of the DPF—with DPW as 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.

Public Facilities

The Department of Public Facilities (DPF) 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 (LexCC)
- 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 solving problems that affect both Municipal and School buildings, including roofs, flooring, building envelope, and school paved parking and sidewalk areas. In a few cases the solutions have been programs with annual funding and could be considered more as ongoing maintenance than capital expenditures. However, as the needs exist and the work has traditionally been funded using GF cash, the Committee supports labeling these projects as "Capital".

The 2020 ATM approved several DPF-related appropriations:

- *Lexington Police Station Rebuild—Design* (2018 ATM, Article 14, \$1,862,622: No additional funding at the 2020 ATM) is currently paused in working towards Schematic Design completion and anticipating construction funding at the 2022 ATM. There are more details presented below and the earlier Foreword section.
- *Building Flooring Program* (Article 16(h)(1), \$125,000): Saw work completed in the Harrington School 1st and 2nd floor hallways, the Public Services Building (PSB) Café and back hallway.
- *The School Paving Program* (Article 16(h)(2), \$125,000): Saw work completed on the Harrington, Bridge, Bowman schools' sidewalks and the Central Office entrance drive and front circle.

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- *Municipal Building Envelopes and Systems* (Article 16(g), \$208,962): Monies were used for the Lexington Community Center exterior stairway, brick walkways, siding replacement, and brick under the rotunda.
- *School Building Envelopes and Systems Program* (Article 16(f), \$239,285): These funds were used for Window repair/replacement, caulking, etc. at Bridge, Bowman, and Central Administration.
- *LHS Science Classroom Space Mining* (Article 16(d), \$150,000): Work was completed last summer and students are occupying the spaces.
- *Public Facilities Mechanical/Electrical System* (Article 16(j), \$672,000): Work at the Lexington Community Center is in progress.
- *Public Facilities Master Plan* (Article 16(c), \$100,000): DPF has been working with LDA Architecture & Interiors on developing a scope of work, proposal and schedule for this project.
- *Center Recreation Complex Bathrooms & Maintenance Building Renovation* (Article 16(b), \$100,000): Design is in progress.
- *Townwide Roofing Program* (Article 16(e), \$2,010,152): Work on the Bridge School is expected to finish in summer 2021.
- *Westview Cemetery Building* (Article 16(k), \$3,290,000): Construction Documents are at roughly 50% completion and scheduled to be presented to the Permanent Building Committee (PBC), Design Advisory Committee (DAC), and the Sustainable Lexington Committee on the final set of plans before it goes out to bid in March.
- *Public Facilities Bid Documents* (Article 16(i), \$100,000): As of February 3, 2021, \$41,880 have been applied.

This year’s request for DPF Capital funding includes a wide range of important work to both enhance buildings to meet the programmatic demands of the programs that occur in them as well as to perform extraordinary repairs that are essential to extending the useful life of the buildings. (See Article 12.)

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: FY 2022 through FY 2026. 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, none 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.

The Brown Book contains the following information about the Lexington Police Station Reconstruction project. Although there is no Article for this in the Warrant for this Annual Town Meeting, all parties are currently anticipating this to be brought up at the 2022 Annual Town Meeting. The following parameters are in the Brown Book, but will change as they have not been revised for over a year while the project has been idled):

FY2022 Recommended Projects—Funding Through Proposition 2½ Debt Exclusion (Table V)

Project Description	Amount To Be Requested *	Funding Source
Lexington Police Station Reconstruction	\$25,651,792	GF (Exempt Debt)

* Corrected from the \$25,544,742 in the FY2022 Brown Book

“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.

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“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 has been postponed to allow the community to engage in conversations regarding race, social justice and the future of policing. This project is expected to come forward at a future Town meeting, potentially in FY2022 with a debt exclusion vote to follow.”

[Brown Book, Page XI-10]

That FY2017 appropriation was made at the September 21, 2016, STM 2016-5, under Article 5; an FY2019 appropriation of \$1,862,622 was made at the 2018 ATM, under Article 14, for the D/E.

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

Program	FY2017	FY2018	FY2019	FY2020	FY2021
<u>Municipal</u>					
Visitor Center Renovation/Upgrade		\$100,000	\$4,575,000	\$525,000	
Westview Cemetery Building ¹		\$270,000			\$3,290,000
Old Reservoir Bathhouse ²			\$75,000	\$620,000	
Building Envelope	\$187,329	\$344,713	\$198,893	\$203,865	\$208,962
Townwide Roofing	\$176,400				\$2,010,152
Fire & Rescue Headquarters	\$4,666,000	\$500,000	\$18,820,700		
Police Headquarters Rebuild ³	\$65,000		\$1,862,622		
Munroe School (Munroe Center for the Arts) ⁴	\$328,000	\$675,000			
Community Center Renovations		\$425,000			
Municipal Sub-Total	\$5,422,729	\$2,314,713	\$25,532,215	\$1,348,865	\$5,509,114
<u>Schools</u>					
Lexington Children's Place		\$3,081,500	\$11,997,842		
Maria Hastings School Replacement		\$63,059,418			
High School Overcrowding Renovations/Expansions	\$97,020	\$440,200			\$150,000
High School Heating System	\$500,000	\$600,000			
Public Facilities Bid Documents	\$100,000	\$217,979	\$100,000	\$100,000	\$100,000
Building Envelope	\$215,000	\$222,200	\$352,755	\$233,448	\$239,285
Landscaping/Paving/Playgrounds		\$176,226	\$236,890		\$125,000
Major Electrical/Mechanical Systems Upgrades				\$605,000	\$672,000
Interior Renovations					\$125,000
Security Standardization	\$49,500	\$150,000	\$338,600		
School Traffic Mitigation for Safety	\$25,000	\$45,000			
Schools Sub-Total	\$986,520	\$67,992,523	\$13,026,087	\$938,448	\$1,411,285
Grand Totals	\$6,409,249	\$70,307,236	\$38,558,302	\$2,287,313	\$6,920,399

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);
- 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 most in-person programs were cancelled. The R&CP EC made an annual indirect payment to the Town that was \$269,281 in FY2020, but then required a \$400,000 influx of support from the tax levy through an appropriation at the 2020 Fall STM to overcome a budget shortfall. 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. The Working Group's recommendation could be incorporated in the next budgetary cycle if endorsed by the SB.
- 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(b-d) for the entire list of FY2022 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. After a \$75,000 feasibility study funded under the 2018 ATM, Article 10(i), the Old Reservoir Bathhouse Renovation is an example of a Capital project that took on greater urgency after the Accessibility Study. \$620,000 in construction funding was approved under the 2019 ATM, Article 14(g). After all initial responses to the Town's RFP exceeded budget, the Department is exploring alternative options to reduce costs. However, there is a possibility that the Recreation Department may need to seek additional funding at a future Town Meeting. The Park & Playground Improvements (Articles 10(b)) as well as the Center Recreation Complex Bathrooms & Maintenance Building Renovation (Article 16(g)) include significant accessibility improvements.

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. Negotiations to share the use of a new Athletic Field Complex at the Minuteman High School have been put on hold. An Athletic Fields Feasibility Study is underway, which will give the Recreation Department greater insight into community needs and where to invest limited resources.

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Recreation 5-Year Capital Appropriation History (All Sources)

Program	FY2017	FY2018	FY2019	FY2020	FY2021
Athletic Fields [†]	\$120,000	\$125,000		\$435,000	\$470,000
Park, Playgrounds, & Tot Lots	\$136,000	\$60,000	\$302,000	\$302,000	\$95,000
Pine Meadows Golf Course	\$65,000	\$55,000	\$60,000	\$75,000	
Irving H. Mabee Pool ²	\$166,000	\$1,620,000	Moved to DPF		
Lincoln Fields Improvements	\$30,000				
Antony Park (within Tower Park)	\$60,000				
Minuteman Commuter Bikeway	\$120,000				
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	\$697,000	\$1,860,000	\$4,677,000	\$912,000	\$1,115,000

[†]FY2021 \$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				
	2016/2017	2017/2018	2018/2019	2019/2020	2020/2021
Pre-Kindergarten (Pre-K)	78	71	74	84	57
Elementary (Kindergarten (K)–5)	3,066	3,150	3,096	3,023	2,794
Middle Schools (6–8)	1,743	1,813	1,833	1,832	1,796
High School (9–12)	2,185	2,212	2,275	2,291	2,286
Totals	7,072	7,246	7,278	7,230	6,933

[†]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 located 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

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[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 school [2014, 2016]. Space mining to add science laboratory space has taken place in the summers of 2019 and 2020.

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. It is hoped that the 2021–2022 school year will return to a near normal state, with enrollments in line with past forecasts. Currently it is expected that the preschool and elementary schools will have sufficient capacity for the foreseeable future. Over the next few years the middle-school population could potentially rise to or a little above capacity. The high school is likely to continue to have a population above the general classroom capacity, and space mining is 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 in the near future.

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 (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. It is expected that the number of students will rebound to pre-COVID-19 levels when the pandemic is over.

Elementary schools: The capacity (as provided by the LPS in 2016) is 3,248 and current (October 1, 2020) enrollment is 2,794, down from 3,023 last year. Each school is operating well within its capacity. Elementary enrollments are projected to remain relatively stable and 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 881 and 915, respectively, for a total of 1,796. Enrollments are currently projected to rise into the range of about 1,870 in the near term so the population may shortly be a little above capacity. The situation will require monitoring, but severe overcrowding has largely been addressed. In addition to regular classroom space, there is expected to be an increased need for space for the special education Intensive Learning Program at Diamond requiring some space mining. (See Article 16(h).)

High School: 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 (ILP) special-education program, but included two general-education classrooms, bringing the capacity to approximately 2,375. While the current enrollment of 2,286 is within the general-use classroom capacity, if COVID-19 is brought under control allowing a full return of the student population, enrollment is expected to surpass the general classroom capacity by October 1, 2022, and to reach approximately 2,455 by October 1, 2024. In addition, other facilities such as the cafeteria and science laboratories are currently severely 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 is expected to be necessary to outfit another science classroom in the summer of 2023. Even with these measures, the High School will remain severely overcrowded until replaced or significantly enlarged.

Preparations for high-school renovations and enlargement, or replacement, are already underway, though the timing of the project is dependent on when the Massachusetts School Building Authority (MSBA) will select the project as part of its reimbursement program. The Town submitted a Statement of Interest (SOI) to the MSBA in March 2019, and received encouraging feedback before the application was eventually denied. The Town resubmitted an SOI in April 2020, but as of this report's publishing has not

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received any response as the MSBA’s typical process has been delayed by the COVID-19 pandemic. (As of the publishing of this report, the MSBA has said that the announcement for this cycle will be this Spring—but no more specific date has been provided.) If the MSBA invites Lexington into its reimbursement program this year, the Town would be required to fund the next-step feasibility study within 270 days—which is in FY2022, either at the 2021 ATM (see Article 24 for the request in this ATM) or at a 2021 Fall STM. If Lexington is not invited into the MSBA process before this ATM is otherwise ready to be dissolved, then Article 24 will have been Indefinitely Postponed before that dissolution and it is expected that another SOI will be submitted to the MSBA to complete in the next cycle.

While there are no official cost estimates at this time, and costs may depend on renovation versus replacement, this will be a Capital undertaking on a scale never before 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).

Additional overcrowding is expected well before a new high school can be completed, so the high school will require some Capital investment for continued space mining—in particular for science-laboratory space, and possibly for modification of the cafeteria, and additional general-education classrooms. The School Administration has budgeted another \$200,000 in FY2023 to create the additional science classrooms. At this time, as enrollment forecasts are obscured by the pandemic, it is unclear what other space-mining initiatives and capacity additions will be necessary.

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 in order 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	FY2017	FY2018	FY2019	FY2020	FY2021
Technology	\$1,198,000	\$1,331,900	\$1,715,300	\$1,019,812	\$1,186,236
Classroom & Administrative Furniture [†]	\$186,000	\$123,000			
Food Service Equipment [†]		\$75,000			
Totals	\$1,384,000	\$1,529,900	\$1,715,300	\$1,019,812	\$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 systems (hardware, software, and Web sites) that are critical service-delivery elements and provide program management for all of the Town's departmental operations. Services provided include: municipal Information Technology 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 is one FY2022 request. See Article 12(m).

IT 5-Year Capital Appropriation History (All Sources)

Program	FY2017	FY2018	FY2019	FY2020	FY2021
Public Safety Radio Connectivity			\$370,000		
Telephone System Replacements	\$21,000	\$120,000		\$150,000	\$150,000
MIS Technology Improvement Program	\$150,000	\$100,000	\$200,000	\$100,000	\$100,000
Network Redundancy & Improvement		\$130,000	\$350,000		
Application Implementation				\$390,000	\$325,000
Totals	\$171,000	\$350,000	\$920,000	\$640,000	\$575,000

Town Clerk's Office

This Office is the primary repository of official documents for the Town, and the custodian of, and recording office for, official Town and vital records. Responsibilities include issuing marriage licenses, recording vital statistics, issuing dog licenses, registering businesses, conducting the annual Town Census and publishing the results, maintaining the Town Archives, managing the Public Meeting Calendar in accordance with the Open Meeting Law, overseeing ethics training, and creating and recording permanent Town Meetings records. This Office conducts elections in conformance with State and local laws and, with the Board of Registrars, processes voter registrations and certifications.

There is no FY2022 request; it is expected to begin again in FY2023.

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

	FY2017	FY2018	FY2019	FY2020	FY2021
Election System	\$81,000				
Archives & Records Management/Conservation & Restoration			\$20,000	\$20,000	\$20,000
Totals	\$81,000	\$0	\$20,000	\$20,000	\$20,000

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* of 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. Under the statute, municipal housing authorities manage State- and Federally-subsidized housing units and administer Federal housing vouchers to individuals and households who qualify. As of this year, the LHA will own or manage 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 (DHCD) launched the MODPHASE (Modifying Public Housing and Supporting Elders) 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. (EACH), 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 manages 71 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 count on Lexington's SHI. Including all rental units, as permitted by statute, the Town's SHI stood at 11.2% at the 2010 Federal 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 AMI is closer to 5%.

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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 that 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. Once the results of the 2020 Federal Census are available, the Town will publish an updated SHI.

The Community Preservation Act (CPA) (See further information starting on Page 6.) 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.

- LexHAB's Farmview Local Initiative Project (LIP), for construction of two three-unit buildings on Lowell Street near the former Busa Farm, has been completed, and three of the units are occupied, including both handicapped accessible units. The others are in process.
- LexHAB's renovation of the Wright farmhouse at 241 Grove Street as an affordable unit is fully funded and remains underway. Work with the help of Minuteman High School has been delayed by the COVID 19 pandemic, and finish work on the electrical and plumbing systems remains to be done. LexHAB hopes to have the house ready to rent by the end of March 2021, although the driveway will be completed after that.
- The 2020 ATM approved \$100,000 in CPA funds for the design of up to six units of affordable housing on the portion of the Leary property on Vine Street purchased by the Town and previously designated for housing. LexHAB has begun a series of community meetings on the project and hopes to return to the fall 2021 STM for the next stage of funding.

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.

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CPA-Funded Community Housing 5-Year Appropriation History

	FY2017	FY2018	FY2019	FY2020	FY2021
Greeley Village Renovations (LHA) ¹	\$263,250	\$56,712			
Development of community housing at Busa Farm on Lowell St (Farmview) (LexHAB) ^{2, 3}			\$1,400,000		
Purchase of an affordable unit at Keeler Farm (LexHAB)	\$185,000				
Affordable Units Preservation (Pine Grove Village/Judge's Road)		\$1,048,000			
Affordable Units on Vine Street (previously Leary property)					\$100,000
Totals	\$448,250	\$1,104,712	\$1,400,000	\$0	\$100,000

¹ FY2014: Total project cost was \$190,734 of which \$18,000 was paid by a State DHCD grant; FY2017: Total project cost was \$317,013 of which \$53,763 was paid by a State DHCD grant. FY2018: Supplemental funding to fund included replacement of porch decking.

² The 2014 ATM voted to add the requested sum of \$750,000 to funds already held by LexHAB: \$84,653 in unused funds from the FY2012 allocation and \$450,000 in unused funds from the FY2013 allocation; for a total of \$1,284,653 for use in building community housing at the Busa Farm site—a Town property acquired with CPA funds in 2009.

³ The 2018 ATM provided supplemental funding as multiple factors increased the development cost. (See this Committee's report to the 2018 ATM, Page 45, Article 10(j), for those factors.)

Planning

The mission of the Planning Board and the Planning Department is to envision the Lexington that will best serve the needs and preferences of its residents and to realize that vision by managing growth and change. Among its responsibilities is transportation planning.

Transportation Safety Group (TSG). This working group, appointed by the Town Manager, receives input from the citizens, the Commission on Disability, and the Bicycle and Transportation Advisory Committees. It brings proposed projects or regulation changes to the Town Manager. Funding requests for project design come from the Planning Department, which manages appropriations at the development stage. 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 State allotment from the Transportation Network Companies (TNC) fund, which is derived from a State surcharge of \$0.40/ride. Starting in FY2021, the Town asked Town Meeting to allocate this allotment (\$16,504 that year) to the TSG. TSG projects were limited in FY2021, in part because of the COVID-19 pandemic, and the TSG had funds on hand from prior appropriations, so no further Town-generated funds were requested. The FY2022 funding request is also limited to this year's TNC allotment. (See Article 12(a).)

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 Improvement Project (TIP) 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

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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. 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. A task force of staff, citizens, and Town officials is moving forward with this work, holding public forums on transportation, housing, and economic development.

Planning 5-Year Appropriation History

Program	FY2017	FY2018	FY2019	FY2020	FY2021
Transportation Mitigation		\$100,000	\$100,000	\$100,000	\$16,504
Comprehensive Plan		\$302,000			
Totals	\$0	\$402,000	\$100,000	\$100,000	\$16,504

Economic Development

The Economic Development Office serves as a liaison between businesses and local government. It works to retain and expand local businesses by providing information, conducting research, and leveraging State economic development tools and resources to improve the business environment. The Office maintains relationships with State-level partners for business development and infrastructure investment opportunities. The Office seeks to develop economic opportunities from tourism, and maintains and staffs the Lexington Visitors Center with sales revenue generated from the Visitors Center gift shop.

Visitors Center. Construction of a new Visitors Center was completed in April 2020, and the Center opened to the public on a limited basis in July, to offer information, guided tours, and limited retail. Because of the COVID 19 pandemic, the public has not been permitted inside the building. Currently closed for the season, the Center anticipates opening again later in the spring. (See DPW 5-year table for funding history of this project.)

Center Streetscape. At the fall 2018 Town Meeting, funds were appropriated to bring this long-running project to 75% design. The 2019 ATM approved the 75% design and a revised cost estimate, and appropriated \$9,101,730 to allow the Town to seek construction bids, with a planned construction schedule from fall 2021 to spring 2024. (See DPW 5-year table for funding history of this project.) The Town continues to seek grants to defray this cost to whatever extent possible. Scheduling is subject to possible delays from the COVID 19 pandemic. No further funds are sought at this time.

Three projects related to parking spaces in Town considered for FY2021 funding were not supported for presentation to last-year’s ATM. Two projects were considered for this year’s ATM (and FY2022 funding). One proposed parking lot consolidation and repaving plan, which included the Cary Library lot and private lots off Muzzey Street, was withdrawn as infeasible as the proposed inclusion of private lots requires contractual agreements with each owner which is expected to take more than the five years of Capital planning to accomplish. The other, for improvements to Town parking lots on the north side of Massachusetts Avenue, is requested this year for execution by DPW. (See Article 12(j).)

Economic Development 5-Year Capital Appropriation History (All Sources)

Program	FY2017	FY2018	FY2019	FY2020	FY2021
Grain Mill Alley	\$127,838				
Totals	\$127,838	\$0	\$0	\$0	\$0

2021 ATM Warrant-Article Explanations and Recommendations

Note: The CEC Approves all the Requests

Cites of the “Town Warrant” refer to the “Town of Lexington Warrant for the 2021 Annual Town Meeting”, March 22, 2021. Cites of the “Brown Book” refer to the “Town of Lexington Fiscal Year 2022 Recommended Budget & Financing Plan”, February 22, 2021

Article 10: Appropriate the FY2021 Community Preservation Committee Operating Budget and CPA Projects (Multiple Categories)	Funds Requested	Funding Source	Committee Recommends
	\$3,724,550 or \$2,684,550	See Below	Approval 6-0

Project Description (Category)	Amount Requested	Funding Source	Committee Recommends
(a) Community Center Mansion Sidewalk & Patio (Historic Resources)	\$110,000	CPF (Cash)	See above for the Article

“This request will replace a cracked, uneven and inaccessible bluestone sidewalk and patio along the mansion side of the Community Center with surfaces made of stamped concrete. When the building was renovated in 2015, the walkway was identified as a future project.”

[Brown Book, Page XI-16]

Project Description (Category)	Amount Requested	Funding Source	Committee Recommends
(b) Park and Playground Improvements—South Rindge Avenue (Recreational Resources)	\$170,000	CPF (Cash)	See above for the Article

“This request will update and replace playground equipment, safety surfacing and various other amenities at a neighborhood park on South Rindge Avenue. The proposed improvements will renovate and rehabilitate existing safety surfacing and equipment so that the site will be in compliance with the Consumer Product Safety Commission (CPSC), the American Society for Testing and Materials (ASTM) and the American with Disabilities Act (ADA). Additionally, at the recommendation of the ADA Compliance Study that was completed in 2017, the walkway leading to the playground will be renovated to meet minimum width regulations and have a running slope of less than 5%, and an accessible path leading to the Arlington Reservoir Trail and a connection to the basketball courts will also be installed.”

[Brown Book, Page XI-15]

Project Description (Category)	Amount Requested	Funding Source	Committee Recommends
(c) Park Improvements—Athletic Fields—Muzzey Field (Recreational Resources)	\$155,000	CPF (Cash)	See above for the Article

“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 FY2022 funds will be used for such improvements to the Muzzey Field. Based on recommendations from a 2017 ADA Compliance Study, two accessible paths, one on each side of the field, will also be installed. If approved, renovations will begin in the Fall of 2021.”

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[Brown Book, Page XI-15]

Project Description (Category)	Amount Requested	Funding Source	Committee Recommends
(d) Playground Enhancements—Pour-in-Place Surfaces (Recreational Resources)	\$150,000	CPF (Cash)	See above for the Article

“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 Harrington school playground surface is proposed during the summer of 2021, with the remaining schools to follow in subsequent years.”

[Brown Book, Page XI-14]

The subject of playground safety is of utmost importance so we welcome this funding as an initial step to address resolutions across all the schools. We would have preferred if it had been possible to implement this Committee’s recommendation to further accelerate in this initial funding the replacement of mulch with PIP safety surfacing at all the schools needing it. Therefore, while we appreciate the Town’s Capital Plan has accelerated completion to two, rather than, three more years, we prefer the project timeline be accelerated further to complete installation of PIP safety surfacing at all the playgrounds still needing it with FY2023 funding so that would be accomplished by Summer 2022 instead of the current Summer 2023 plan.

Project Description (Category)	Amount Requested	Funding Source	Committee Recommends
(e) CPA Debt Service (Multiple)	\$2,989,550 or \$1,949,550	CPF (Cash)	See above for the Article

[Brown Book, Page XI-11, Table VI]

CPA Debt Service			
Current (Unless Article 25 Passes)		If Article 25 Passes	
Wright Farm Acquisition	\$339,250	Wright Farm Acquisition	\$339,250
Marrett Road Purchase (for Community Center)	\$850,500	Marrett Road Purchase (for Community Center)	\$850,500
Cary Memorial Building Upgrades	\$759,800	Cary Memorial Building Upgrades	\$759,800
39 Highland Avenue Land Acquisition	\$1,040,000		
		Total	\$1,949,550
Total	\$2,989,550		

See Article 25 for the proposed substitution of additional FY2021 CPA cash funding in lieu of the previously authorized debt for the 39 Highland Avenue Land Acquisition and this Committee’s reason for supporting Article 25. Also see CPC Report to 2021 Annual Town Meeting, February 18, Pages 12 & 13, for details on each debt’s history, including the basis of the alternatives depending on the outcome of Article 25 of this ATM.

This Committee unanimously supports Article 25 as it achieves the recommendation of always using cash, rather than debt, for CPA projects.

Project Description (Category)	Amount Requested	Funding Source	Committee Recommends
(f) Administrative Budget (Administrative)	\$150,000	CPF (Cash)	See above for the Article

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

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Of the request:

- \$50,000 for an Open Space and Recreation Plan Update. As cited by the CPC: (1) “The Update is an important planning document used by the CPC, and is necessary for the Town to apply for LAND (Local Acquisition for Natural Diversity) grant.”, and (2) Town Counsel has advised that use of these administrative funds is appropriate for such a Plan and its updates.
- \$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 \$50,000 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: Appropriate for Recreation Capital Projects	Funds Requested	Funding Source	Committee Recommends
	\$87,000	See Below	Approval 6-0

Project Description (CPA Category)	Amount Requested	Funding Source	Committee Recommends
(a) Pine Meadows Improvements	\$25,000	R&CP EF (RE)	See above for the Article

“This request will fund the design and engineering for a drainage improvement project on the 1st and 2nd fairways at the Pine Meadows Golf Course, which is scheduled to be completed in FY2025. The design and engineering work will ensure that an accurate cost estimate will inform the request for the construction phase in FY2025

[Brown Book, Page XI-15]

Project Description (CPA Category)	Amount Requested	Funding Source	Committee Recommends
(b) Pine Meadows Equipment	\$62,000	R&CP EF (RE)	See above for the Article

“This request will purchase a new fairway mower to replace existing equipment acquired in 2012. The life expectancy of a fairway mower is 10 years. The new equipment will ensure proper maintenance of the turf, improved pace of play, and superior playing conditions.

[Brown Book, Page XI-15]

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Article 12: Appropriate for Municipal Capital Projects and Equipment	Funds Requested	Funding Sources	Committee Recommends
	\$7,946,345.20	See Below	Approval 6-0

Project Description	Amount Requested	Funding Source	Committee Recommends
(a) Transportation Mitigation	\$20,889.20	TNC ³ Funding	See above for the Article

“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 FY2022 funds include purchase and installation of pedestrian-activated beacons at crosswalk locations still under consideration, purchase and installation of speed feedback signs, 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]

This Committee endorses the reduced amount in view of the funds remaining from prior appropriations. (The CEC has been advised that users of the funds will be instructed that as the appropriations each year cover the same general purpose, projects encumbering/expending funds are to cite the oldest remaining appropriation until it has been fully encumbered/expended before citing a later appropriation.) There is currently no backlog of previously vetted but unfunded projects, so the smaller funding request should be sufficient for FY2022.

At present, this funding is treated as typical Capital funding in that its use is not limited to the year of appropriation. This Committee, however, believes this funding in FY2022 and later years should be considered to be one-year-of-use funding. Its need to cover yet-to-be-known needs is comparable to the funding of DPF’s “Public Facilities Bid Documents”. That funding is treated as funding for one year—with any unused balance reverting to the GF.

Project Description	Amount Requested	Funding Source	Committee Recommends
(b) Self-Contained Breathing Apparatus Replacement	\$416,545	GF (Free Cash)	See above for the Article

“Firefighters use self-contained breathing apparatus (SCBA) when working in areas that have atmosphere that is immediately dangerous to life and health (IDLH), including almost all fires, hazardous material spills, and confined spaces. This equipment is mandatory life-safety equipment for all firefighters through OSHA, NFPA and NIOSH, and was originally purchased through a FEMA grant in 2011, and is nearing the end of its useful life. Repairs have become more frequent and expensive, and the potential for equipment failure in an IDLH situation has grown. The Fire department will seek additional grant funding for this replacement, in which case excess funds will be returned.”

[Brown Book, Page XI-15]

This Committee holds that this personal-safety request should be supported by Town Meeting.

³ TNC (“Transportation Network Company”) refers to rideshare companies such as Uber and Lyft. Surcharges on each ride are shared between the State and the municipality.

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Project Description	Amount Requested	Funding Source	Committee Recommends
(c) Town Culvert Replacement	\$390,000	GF (Free Cash)	See above for the Article

“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. Work is near completion on the Culvert Asset Management Plan after detailed inspections were performed on all of the known town-owned culverts. This program is a companion effort with the ongoing Watershed Management Plan. Final design, permitting and gathering easements are underway for culverts at Constitution Road and Valleyfield. Geotechnical investigations are underway along with culvert design for the Waltham Street culvert at Clematis Brook. Construction is anticipated to begin in Summer 2021.”

[Brown Book, Page XI-16]

More information about this project is in the section titled *Programs, Public Works, Culverts* on Page 27.

Project Description	Amount Requested	Funding Source	Committee Recommends
(d) Equipment Replacement	\$1,420,000	\$899,026 GF (Free Cash) + \$145,000 Water RE + \$110,000 Sewer RE + \$155,974 Prior Bond Authorizations + \$110,000 BAN Premiums	See above for the Article

“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 FY2022 request, by funding source, is shown in the table below.

Equipment	Other Funds	Free Cash	Sewer RE	Water RE	Total
6 Wheel Hook Loader with Wing Plow	\$ 265,974	\$ 54,026			\$ 320,000
Front End Loader with Plow	\$ —	\$ 225,000			\$ 225,000
Rubber Tired Mini Excavator			\$ 95,000	\$ 95,000	\$ 190,000
Trackless Sidewalk Machine with Snowblower		\$ 165,000			\$ 165,000
F450 Utility body with Plow		\$ 115,000			\$ 115,000
60 kW Generator with 4" Pump			\$ 15,000	\$ 50,000	\$ 65,000
Toro 4700 Mower		\$ 125,000			\$ 125,000
Small Dump Truck with Snow Plow		\$ 110,000			\$ 110,000
Small Dump Truck with Snow Plow		\$ 105,000			\$ 105,000
Total	\$ 265,974	\$899,026	\$110,000	\$145,000	\$ 1,420,000

”

[Brown Book, Page XI-16]

More information about this project is in the section titled *Programs, Public Works, DPW Equipment* on Page 29.

Project Description	Amount Requested	Funding Source	Committee Recommends
(e) Sidewalk Improvements	\$800,000	\$765,475 GF (Debt) + \$34,525 GF (Free Cash)	See above for the Article

“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 FY2022 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)
- Reconstruction of Ramps, Townwide
- 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

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

FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021
\$ 400,000	\$ 600,000	\$ 600,000	\$ 800,000	\$ 800,000	\$ 800,000	\$ 800,000

”

[Brown Book, Page XI-5 & -17]

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 23.

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
(f) Storm Drainage Improvements and NPDES Compliance	\$385,000	GF (Free Cash)	See above for the Article

“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 \$115,000 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 Locust Avenue neighborhood as well as Munroe Road. 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-17)

More information about this project is in the section titled *Programs, Public Works, Stormwater Drainage and the NPDES*, on Page 26.

Project Description	Amount Requested	Funding Source	Committee Recommends
(g) Comprehensive Watershed Stormwater Management	\$390,000	GF (Free Cash)	See above for the Article

“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. Design work is in progress in the Valleyfield area, which will be a phased project. A thorough evaluation has been completed in the Oxbow Constitution area with design now in progress, with easement discussions and permitting commencing 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-17]

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More information about this project is in the section titled *Programs, Public Works, Comprehensive Watershed Stormwater Management*, on Page 27.

Project Description	Amount Requested	Funding Source	Committee Recommends
(h) Street Improvements	\$3,629,591	\$2,651,674 GF (Cash) + \$977,917 Chapter 90 funds that are not appropriated	See above for the Article

“This is an annual request for the street resurfacing and maintenance program. In addition to the \$2,651,674 appropriated from the tax levy, \$977,917 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	
	FY2022
2001 Override Increased by 2.5% per year	\$ 723,719
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	\$ 977,917
	<u>Total \$ 3,629,591</u>
	Without Chapter 90 \$ 2,651,674

[Brown Book, Page XI-17]

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

This Committee welcomes that the total funding (includes the States Chapter 90 funds) has not dropped from the \$3,500,000 amount provided for in previous years—which makes the FY2022 request the 8th 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 *Programs, Public Works, Roads* on Page 22.

Project Description	Amount Requested	Funding Source	Committee Recommends
(i) Hydrant Replacement Program	\$150,000	\$75,000 GF (Free Cash) + \$75,000 Water EF (RE)	See above for the Article

“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

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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 42 hydrants were replaced in FY2020.”

[Brown Book, Page XI-18]

Due to staff scheduling changes as a result of the Covid-19 pandemic, the number of hydrants repaired or replaced in the past year dropped to 42. The Town expects to resume a full schedule under this program this year.

Project Description	Amount Requested	Funding Source	Committee Recommends
(j) Public Parking Lot Improvement Program	\$100,000	Parking Fund	See above for the Article

“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 (CVS lot), and the lot between Waltham Street and Muzzey Street (Michelson lot). 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-18]

This project will likely be impacted by any changes made to the current parking meter system contemplated under Article 12(o) *Parking System Replacement*, below.

Project Description	Amount Requested	Funding Source	Committee Recommends
(k) New Sidewalk Installations	\$650,000	GF (Debt)	See above for the Article

“This request will fund construction of new sidewalks on Lincoln Street from Marrett Road to Middle Street. Additional locations have been requested for future years, and may warrant having further discussions with policy makers on cost-sharing with property owners through betterment assessments.”

[Brown Book, Page XI-6]

Project Description	Amount Requested	Funding Source	Committee Recommends
(l) Staging for Special Events	\$65,000	GF (Free Cash)	See above for the Article

“This request is to purchase two staging units for use at Town special events, including Patriots’ Day. The Town currently owns one staging unit, supplemented by wagon trailers borrowed from Waltham. The borrowed trailers are subject to availability, difficult to move, and unstable, requiring manual reinforcements to ensure safety. New staging would allow for access by persons with disabilities, provide a more stable seating/ viewing area, and be more readily available for a wide range of town events and programs.”

[Brown Book, Page XI-18]

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Project Description	Amount Requested	Funding Source	Committee Recommends
(m) Cary Library Network	\$95,000	GF (Free Cash)	See above for the Article

“The Library is requesting integration of its network infrastructure hardware into the Town's infrastructure, including migration to the Town's network support and service contracts. Library equipment, including WiFi access points, network switches and cabling, will be upgraded to Town network standards, and the Library network traffic will be managed by existing Town infrastructure, thus maximizing the Town IT infrastructure investments and providing increased network capability and management to the Library.”

[Brown Book, Page XI-19]

Project Description	Amount Requested	Funding Source	Committee Recommends
(n) Electric Vehicle Charging Stations	\$69,000	GF (Free Cash)	See above for the Article

“This request is for the purchase and installation of two or more electric vehicle charging stations to primarily be used for municipal vehicles. In order to meet the Select Board’s goal for fleet electrification and net-zero emissions, it is essential to develop the necessary charging infrastructure to expand electric vehicles within the fleet.”

[Brown Book, Page XI-19]

Project Description	Amount Requested	Funding Source	Committee Recommends
(o) Parking System Replacement	\$343,237	Parking Fund	See above for the Article

“The Town's current parking meters run on a 3G network which is going obsolete, and needs to be upgraded to 4G. Given the cost, there has been some discussion about potentially changing parking systems, including transitioning from individual meters to a more modern kiosk or pay-by-phone system, and converting the Depot Lot from one overseen by an attendant to parking kiosks. The project is time-sensitive in that the 3G network will not be able to accept credit card payments at some point in 2021-22, and the Center Streetscape is being bid this Spring, and any change to the individual meters or other infrastructure will impact that work. In addition to the funds requested here, an additional \$106,763 is available from an FY2017 authorization, for a total project cost of \$450,000.”

[Brown Book, Page XI-19]

At the time of this report, the SB has not made a decision about what kind of system to migrate to (individual meters vs kiosks and with inclusion of mobile-phone payment in either), but some details about the RFP (already distributed) are known:

- The base RFP for the Streetscape has parking meter removal and reinstallation. If the meter heads have to be changed, that will be separate and come after the initial removal/reinstallation has been completed.
- The RFP has an Add Alternate for not only parking meter removal and disposal, but also potential kiosk foundation installation.
- If the base contract is awarded, and the Town later decides to go to kiosks, there will be substantial additional costs, including meter removal/restoration, and adding kiosk foundations to the new, finished sidewalks. In addition, due to bidding rules, all the work would have to be done after the completion of the Streetscape.

This implies that it is best to have a decision by the SB about what direction they want to take prior to the bid award (approximately March 15th).

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Article 13: Water System Improvements	Funds Requested	Funding Source	Committee Recommends
	\$1,410,000	See Below	Approval 6-0

Project Description	Amount Requested	Funding Source	Committee Recommends
(a) Water Distribution System Improvements	\$1,110,000	\$710,000 Water EF (Debt) + \$400,000 Water User Charges	See above for the Article

“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 Ave, a significant portion of Hartwell Ave and Eldred Street. Additionally a sustaining valve was installed on Grove Street to ensure proper pressures are maintained. Water main replacements are currently under construction on Peacock Farm Road and White Pine Lane, and are anticipated in the Parker Road neighborhood, Vine Street, Hayden Avenue, and Marshall Road. 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 is gradually shifting to Water user charges, with an 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-8 & -18]

More information about this project is in the section titled *Programs, Public Works, Water Distribution System* on Page 23.

Project Description	Amount Requested	Funding Source	Committee Recommends
(b) Water Tower(s) Replacement	\$300,000	Water EF (RE)	See above for the Article

“The Town of Lexington owns two water tanks located on Morgan Hill. The smaller tank is a bolted steel tank with a volume of 1 Million Gallons (MG) and was constructed in 1933. The larger tank is a bolted steel tank with a volume of 2.24 MG and was constructed in 1950. This funding request will be used to design the replacement of the water tank(s), which are nearing or have reached the end of their 75-year useful life. Tank replacement is likely within the next 5 years.”

[Brown Book, Page XI-18]

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This effort will address a variety of issues to determine a recommended upgrade plan, including:

- Determine the condition of the existing two tanks and whether or not there are more extensive maintenance tasks that can reliably extend the current use of one or both existing tanks;
- Determine whether a replacement system would continue with two tanks of comparable size or a single tank of a larger, to-be-determined capacity and rely on a tank owned by the Massachusetts Water Resource Authority when performing maintenance on a single Town tank;
- The sequencing of any upgrade/replacement with one or two tanks;
- The design of any new tank to extend its functional life and so as to facilitate on-going maintenance; and
- The capability to support external attachments (e.g., electrical broadcast antennas, solar cells, a windmill, etc.)

The importance of this effort is that the estimated cost for a 2-tank replacement is on the order of \$6,270,000—with an appropriation possibly in FY2024.

Article 14: Appropriate for Wastewater System Improvements	Funds Requested	Funding Source	Committee Recommends
	\$1,520,000	See Below	Approval 6–0

Project Description	Amount Requested	Funding Source	Committee Recommends
(a) Pump Station Upgrades	\$520,000	Wastewater EF (Debt)	See above for the Article

“This is an ongoing program to upgrade Lexington’s ten sewer pumping stations. A 2013 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 is underway for construction at the Hayden Ave and North Street pump stations. 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-9]

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 26.

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Project Description	Amount Requested	Funding Source	Committee Recommends
(b) Sanitary Sewer System Investigation and Improvements	\$1,000,000	\$800,000 Wastewater EF (Debt) + \$200,000 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 is gradually shifting to Wastewater user charges, with an ultimate goal of transitioning the entire program to cash funding over 10 years. While rate payers may pay slightly higher wastewater 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-9 & -18]

More information about this project is in the section titled *Programs, Public Works, Wastewater System* on Page 26.

Article 15: Appropriate for School Capital Projects and Equipment	Funds Requested	Funding Source	Committee Recommends
	\$1,186,236	GF (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 FY2022 would provide funding for the following:

Tech Workstations - \$172,150 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 are being replaced from FY2020 funds; thus, no replacements are budgeted for this cycle as they will all be replaced. (150 laptops @ \$1100 each, 10 printers @ \$440 each, and 10 monitors @ \$275 each)

PreK-5 Mobile Devices - \$124,540 to replace 260 Kindergarten iPads across all district Kindergarten classes due to current devices having reached their end of life. (260 iPads @ \$479.00 each)

1:1 Middle School Program - \$226,250 to purchase 625 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. (625 Chromebooks @ \$362 each)

1:1 at Lexington High School - \$189,720 to purchase 680 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). (680 Chromebooks @ \$279 each)

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Science/Technology/Engineering/(Art)/Math (STEM/STEAM)/Computer Science - \$42,400 to update district computer labs at either the Middle School/High School level and purchase STEM/STEAM based curricular materials. (\$36,400 for one lab, \$6,000 for STEM/STEAM Materials)

Interactive Projectors/Whiteboard Units and Document Cameras - \$239,176 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 Bowman Elementary School, 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 @ \$4,620 each, 28 document cameras @ \$622 each)

District and Building Network Infrastructure - \$172,000 to replace end of life Wireless Access Points (WAPs), switches and Power over Ethernet (POE) districtwide. (70 WAPs @ \$1,300 each, 3 POE switches @\$7,000, HS Network equipment and fiber patch \$60,000)

Server/Storage Infrastructure - \$20,000 to maintain and upgrade any server-related hardware.”
[Brown Book, Page XI-13]

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

Article 16: Appropriate for Public Facilities Capital Projects	Funds Requested	Funding Source	Committee Recommends
	\$3,280,385	See Below	Approval 6–0

More information about many of these projects is in the section titled *Public Facilities* on Page 31.

Project Description	Amount Requested	Funding Source	Committee Recommends
(a) Public Facilities Bid Documents	\$100,000	GF (Free Cash)	See above for the Article

“This is an annual request for funding of 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-14]

Project Description	Amount Requested	Funding Source	Committee Recommends
(b) Facility and Site Improvements	\$250,000	GF (Free Cash)	See above for the Article

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

CAPITAL EXPENDITURES COMMITTEE REPORT TO 2021 ATM

Project Description	Amount Requested	Funding Source	Committee Recommends
(1) Building Flooring Program	\$125,000	GF (Free Cash)	See above for the 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 FY2022 request will be used for projects informed by the new 20-year Master Plan, and may include areas at the Lexington high school, Clarke middle school, East Lexington fire station and the Town Office Building. In FY2021, hallway floors at Harrington Elementary School were replaced and a project to update flooring in a Public Services Building hallway and the cafeteria is planned. The goal of this annual program is to ensure failing floor surfaces are replaced and are safe for all users.”

[Brown Book, Page XI-14]

Project Description	Amount Requested	Funding Source	Committee Recommends
(2) School Paving & Sidewalks Program	\$125,000	GF (Free Cash)	See above for the Article

“This capital request provides ‘as needed’ replacement of sidewalks, bus loops and parking areas on school grounds. The FY2022 request will specifically fund sidewalk panel replacements and parking and roadway improvements at the Bridge and Bowman Elementary Schools which are currently in poor condition. 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.”

[Brown Book, Page XI-14]

Project Description	Amount Requested	Funding Source	Committee Recommends
(c) Public Facilities Mechanical/Electrical Systems Replacements	\$728,000	GF (Debt)	See above for the Article

“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-6)

Project Description	Amount Requested	Funding Source	Committee Recommends
(d) Municipal Building Envelopes and Associated Systems	\$214,186	GF (Cash)	See above for the Article

“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 FY2022 request seeks funding for repairs to fascia and soffits on the Cary Memorial Building and Town Office Building, which will begin once roof repairs are complete.”

[Brown Book, Page XI-14]

CAPITAL EXPENDITURES COMMITTEE REPORT TO 2021 ATM

Project Description	Amount Requested	Funding Source	Committee Recommends
(e) Townwide Roofing Program	\$528,000	GF (Debt)	See above for the Article

“This FY2022 request is to repair/ replace portions of the roof of Cary Memorial [Building] and the Town Office Building to prevent water infiltration. Once the roof issues have been addressed, work will progress to the fasciae and soffits, funded in the building envelope request.”

[Brown Book, Page XI-6]

The Cary Memorial Building’s roof is included as it has now reached its end of life. (That was not the case when the major renovation was done to that Building in 2014. That renovation was focused on the inside.)

Project Description	Amount Requested	Funding Source	Committee Recommends
(f) School Building Envelopes and Associated Systems	\$245,199	GF (Free Cash)	See above for the Article

“The purpose of this ongoing capital request is to perform annual prioritized extraordinary repairs and modifications to school buildings and systems. Specifically, the FY2022 request will be used to address repairs of water and air infiltration issues of the gaskets, caulking, doors and windows at the Lexington High School.”

[Brown Book, Page XI-14]

Project Description	Amount Requested	Funding Source	Committee Recommends
(g) Center Recreation Complex Bathrooms & Maintenance Building Renovation	\$915,000	GF (Debt)	See above for the Article

“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-7]

The Design/Engineering funds (\$100,000) for this project were appropriated at last-year’s Annual Town Meeting.

Project Description	Amount Requested	Funding Source	Committee Recommends
(h) Space Needs for School Year 2021–22	\$300,000	GF (Free Cash)	See above for the Article

“A new Intensive Learning Program will begin at Diamond in the 2021-22 school year, requiring dedicated space. In this case, a large storage room will be converted to three offices/learning spaces over the summer months, which is expected to cost \$300,000.”

[Brown Book, Page XI-14]

CAPITAL EXPENDITURES COMMITTEE REPORT TO 2021 ATM

Project Description	Amount Requested	Funding Source	Committee Recommends
(i) HVAC Improvements	IP	N/A	See above for the Article

“A number of heating, ventilation and cooling (HVAC) deficiencies were identified during an environmental engineering assessment conducted in Summer 2020. Exhaust ventilation is substandard in multiple locations including the Police Department, Town Office Building and Lexington Community Center. Mechanical improvements are required to maintain a minimum number of air changes per hour (ACH).”

[Town Warrant, Page 11]

As sufficient updates to the Town and Schools HVAC systems were achieved in response to the COVID-19 pandemic, and funded by the Federal CARES Act in response to that pandemic, it was decided that no HVAC-related funding is required for FY2022.

Article 18: Rescind Prior Borrowing Authorizations	Amount for Rescission	Original Authorization	Committee Recommends
	\$261,096.50	\$7,227,800.00	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.

“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 12]

These are the projects that are completed without the remaining, not-yet-issued, borrowing authority:

Unused Borrowing Authorizations to be Rescinded				
Purpose	Original Appropriation	Total Appropriation	Rescind	
			Amount	Percentage
Land Acquisition—171–173 Bedford St.	2016 STM-5, Article 2, Motion Part (a)	\$4,443,000.00	\$26,296.50	0.59%
Equipment Replacement (DPW)	2018 ATM, Article 16(h)	\$1,069,500.00	\$109,500.00	10.24%
School Technology Systems	2018 ATM, Article 19	\$1,715,300.00	\$125,300.00	7.30%
Totals		\$7,227,800.00	\$261,096.50	3.61%

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 2021 ATM

	Funds Requested	Funding Source	Committee Recommends
Article 19: Establish, Amend, Dissolve and Appropriate To and From Specified Stabilization Funds (SFs) (Only those actions related to Capital)	Capital SF		
	a) Deposit \$3,217,674	GF (Unreserved)	Approve 6-0
	b) Withdraw \$2,800,000 to apply to debt service for Exempt Debt	Capital SF	Approve 6-0

“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.”

“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 12]

Table 10 below provides a history of appropriations into and out of the Capital Stabilization Fund and recommendations for FY2022:

Table 10	FY2017	FY2018	FY2019	FY2020	FY2021 Appropriated	FY2022 Budget
Prior Year Balance	\$ 16,725,947	\$ 23,203,210	\$ 28,597,934	\$ 27,727,713	\$ 25,229,254	\$ 21,760,444
Appropriation into Capital Stabilization Fund	\$ 6,991,205	\$ 7,690,398	\$ 3,560,335	\$ 2,269,456	\$ —	\$ 3,217,674
Subtotal - Available for Appropriation	\$ 23,717,152	\$ 30,893,608	\$ 32,158,269	\$ 29,997,169	\$ 25,229,254	\$ 24,978,118
Appropriation from Capital Stabilization Fund						
Excluded Debt Service Tax Relief	\$ —	\$ (2,400,000)	\$ (4,500,000)	\$ (5,200,000)	\$ (3,500,000)	\$ (2,800,000)
Within Levy Debt Service Mitigation	\$ (710,000)	\$ (324,500)	\$ (573,500)	\$ —	\$ —	\$ —
Subtotal - Appropriation	\$ (710,000)	\$ (2,724,500)	\$ (5,073,500)	\$ (5,200,000)	\$ (3,500,000)	\$ (2,800,000)
Interest Income (as of 12/31/19)	\$ 196,058	\$ 428,826	\$ 642,944	\$ 432,085	\$ 31,190	
Projected Balance of Fund	\$ 23,203,210	\$ 28,597,934	\$ 27,727,713	\$ 25,229,254	\$ 21,760,444	\$ 22,178,118

(Brown Book Page x)

Part a: As discussed on Page 11, this deposit represents a renewal, after last year’s lapse because of other budget demands, of the practice to make continuing deposits to the extent practical. The objective remains for the funds in this SF to mitigate the tax burden on our citizens—primarily for debt excluded from the constraints of the State’s Proposition 2½. Now it is the debt service from the issued debt; eventually on the debt service from the future, major, capital projects—key being the new Police Station Project and the much-more-expensive Lexington High School Project.

Part b: This withdrawal will be applied toward the debt service on a number of existing school projects.

CAPITAL EXPENDITURES COMMITTEE REPORT TO 2021 ATM

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 FY2022 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 of 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 FY2021 Operating, Enterprise and CPA Budgets	Revenue Change	Funding Source	Committee Recommends
	N/A	N/A	N/A

“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 2020 Annual Town Meeting, and Article 5 of the warrant for Special Town Meeting 2020-3 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.”

“DESCRIPTION: This is an annual article to permit adjustments to current fiscal year (FY2021) appropriations.
[Town Warrant, Page 13]

At the time of this report, no action is planned with a Capital implication.

Article 22: Appropriate for Authorized Capital Improvements	Funds Requested	Funding Source	Committee Recommends
	N/A	N/A	IP Approval 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.”

“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 13]

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

CAPITAL EXPENDITURES COMMITTEE REPORT TO 2021 ATM

Article 23: Appropriate from Debt Service Stabilization Fund	Funds Requested	Funding Source	Committee Recommends
	\$124,057	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 FY2021 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.

“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 13]

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 for this year is \$314,821. With this year’s appropriation of the \$124,057—which has been the annual amount—there would be an excess amount on the order of \$66,707 as interest will still be accruing in the fund. That excess amount will also be applied then against exempt debt in FY2023—bringing the FY2023 payment on the order of \$190,764—as the requirement to reserve these funds was to “return” the funds to the taxpayer through the mitigation of exempt-debt service.

Article 24: Appropriate for Lexington High School Feasibility Study	Funds Requested	Funding Source	Committee Recommends
	\$1,825,000	GF (Debt)	Approval 6–0

“Lexington High School (LHS) was renovated in 2000 to a capacity of 1,842 students. In 2014 and 2015, pre-fabricated buildings were added to the campus, increasing the number of classrooms. The January 28, 2015 Symmes Maini & McKee Associates (SMMA) Lexington Public Schools Master Plan Report identified the "classroom" capacity of LHS to be 2,270 students, though also identifying that core areas would still be overcrowded. This existing capacity was projected to provide sufficient classroom space for the next five years. From the SMMA Master Plan, a School Building Project Consensus Plan was developed that identified adding capacity to the middle schools, elementary schools, and pre-Kindergarten, as the priorities over the next five years. School Committee submitted a Statement of Interest (SOI) to the Massachusetts School Building Authority (MSBA) to evaluate LHS for insufficient educational capacity and system upgrades. Should the MSBA select the Lexington SOI, funding would be required for the Feasibility Study. The SOI submitted to the MSBA in 2019 was not selected to move forward. In February 2020, the School Committee again submitted an SOI to the MSBA and expect to hear if the LHS project is selected in the Spring of 2021.”

[Brown Book, Page XI-7]

For more background on this request, see the information on Page 3, the “High School” section.

As explained there, if the MSBA has not announced an invitation to Lexington based on the February 2020 SOI before this ATM is to be dissolved, a Motion to IP this Article would be moved before the dissolution.

CAPITAL EXPENDITURES COMMITTEE REPORT TO 2021 ATM

Article 25: Amend Borrowing Authorization Conservation Land Acquisition	Delete CPA (Debt)	Add CPA (Cash)	Committee Recommends
	\$1,040,000	\$1,000,000	Approval 6-0

“At Special Town Meeting 2020-3, Town Meeting approved the purchase of conservation land on Highland Avenue. The land purchase was funded by a combination of cash and debt which allowed the Community Preservation Committee (CPC) to maintain its target level of cash reserves. For FY2022, the number and dollar value of applications for Community Preservation Funds was less than in prior years, and therefore the fund has more cash on hand than originally expected. At the 2021 Annual Town Meeting, the CPC is recommending to modify the funding sources for the Highland Avenue land acquisition to be fully paid with cash, and accordingly rescind the borrowing authorization. If that motion passes, the \$1,040,000 in debt service noted on line C in the table above will no longer be needed, and the debt service budget can be reduced by that amount.”

[Brown Book, Page XI-11]

This Committee has always preferred use of CPA cash over any CPA debt financing and this is no exception. We are gratified that the CPF has sufficient cash to avoid any borrowing to pay for this property. Not only does it improve flexibility for future CPF monies, but it also reduces the overall property acquisition cost.

Article 29: Clean Heat— Authorize Special Legislation to Regulate Fossil Fuel Infrastructure	Funds Requested	Funding Source	Committee Recommends
	N/A	N/A	Approval 6-0

“To see if the Town will

1. vote to authorize the Select Board to petition the Massachusetts General Court for special legislation to:
 1. Allow the Town of Lexington to regulate fossil fuel infrastructure in new buildings and major renovations for the purposes of improving health and safety, reducing greenhouse gas emissions, and encouraging renewable energy production and use, notwithstanding the State Building Code, the Gas Code, M.G.L. c. 164 or any other law of the Commonwealth regulating natural gas as a residential utility;
 2. Allow the Town to adopt and further amend general or zoning bylaws that regulate fossil fuel infrastructure; and
 3. Allow the Town to administer such bylaws, including through the withholding of building permits by the Building Commissioner; and
2. vote to add a new Chapter to the Town's Code of Bylaws prohibiting or otherwise regulating or restricting the installation of fossil fuel infrastructure in new construction projects or major renovation and rehabilitation projects in Lexington, and to set forth the terms and scope of such regulations or restrictions, including exemptions or waivers to same, provided that said Chapter will take effect only if permitted pursuant to General or Special Legislation enacted by the Massachusetts General Court; or take any action related thereto.”

(Inserted by the Select Board at the request of the Sustainable Lexington Committee)

“DESCRIPTION: This article would authorize the Town 1) to file a home-rule petition with the Massachusetts General Court for Special Legislation that would enable the Town to enact local bylaws that would regulate fossil fuel infrastructure in buildings and 2) to enact such a bylaw that would restrict fossil fuel infrastructure in new construction and major renovations. The bylaw would limit the installation of new fossil fuel (natural gas, propane, fuel oil) infrastructure so as to require new or significantly renovated buildings to use clean energy sources (electricity) with exemptions for certain appliances and building types and with a waiver process.”

[Town Warrant, Page 15]

CAPITAL EXPENDITURES COMMITTEE REPORT TO 2021 ATM

The Town's Integrated Building Design & Construction Policy already specifies that new municipal and school buildings will use all-electric HVAC systems as specified in this Article. This Committee is gratified to see these standards codified which makes them mandatory rather than simply policy.

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 2021 Annual Town Meeting on March 22, 2021, signed January 25, 2021 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	
(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 1 Mar 2021

Appendix B: Acronyms Used

5YCP.....	Five-Year Capital Plan
ADA.....	Americans With Disabilities Act
AhCCAC.....	Ad hoc Community Center Advisory Committee
AHCSF	Affordable Housing Capital Stabilization Fund
ALS.....	Advanced Life Support
AMI.....	Area Median Income or Advanced Metering Infrastructure
ASTM	American Society for Testing and Materials
ATM	Annual Town Meeting
BAN.....	Bond Anticipation Note
BMP	Best Management Practices
BoS	Board of Selectmen [re-named as the Select Board (SB)]
CARES Act.....	Corona Virus Response and Relief Supplemental Appropriations Act
CEC.....	Capital Expenditures Committee
CMB	Cary Memorial Building
CPA.....	Community Preservation Act
CPATF.....	Community Preservation Act Trust Fund
CPC.....	Community Preservation Committee
CPF	Community Preservation Fund
CPSC.....	Consumer Product Safety Commission
CSF	Capital Stabilization Fund
D&E.....	Design and Engineering
DHCD.....	Department of Housing and Community Development
DOR.....	Department of Revenue
DPF	Department of Public Facilities
DPW	Department of Public Works
EACH	Enhance Asian Community on Health
EF.....	Enterprise Fund
EMS	Emergency Medical Services
EPA.....	Environmental Protection Agency
FCI.....	Facility Condition Index
FY	Fiscal Year
GF	General Fund
GIS.....	Geographic Information System
HUD.....	Department of Housing and Urban Development
HVAC.....	Heating, Ventilation, & Air Conditioning
IDDE.....	Ilicit Discharge and Detection and Elimination
IDLH.....	Immediately Dangerous to Life or Health
ILP	Intensive Learning Program
IP.....	Indefinite Postponement or Indefinitely Postponed
IS.....	Information Services
IT.....	Information Technology
LABBB	Lexington Arlington Burlington Bedford and Belmont Collaborative
LAND (grant) ...	Local Acquisition for Natural Diversity
LCP	Lexington Children's Place
LexCC.....	Lexington Community Center
LexHAB.....	Lexington Housing Assistance Board
LHA	Lexington Housing Authority
LHS.....	Lexington High School
LIP	Local Initiative Project
LOS.....	Level of service

(Continued on next page)

Appendix B: Acronyms Used (continued)

LPS	Lexington Public Schools
MAAB.....	Massachusetts Architectural Access Board
M.G.L.....	Massachusetts General Laws
MHz.....	Megahertz
MODPHASE.....	Modifying Public Housing and Sporting Elders
MOU.....	Memorandum of Understanding
MSBA.....	Massachusetts School Building Authority
MWRA.....	Massachusetts Water Resources Authority
NPDES.....	National Pollutant Discharge and Elimination System
N/A.....	Not Applicable
PBC.....	Permanent Building Committee
PCI.....	Pavement Condition Index
PEG.....	Public, Educational, and Governmental
PIP.....	Pour in Place (safety surfacing)
PMP.....	Pavement Management Program
PMS.....	Pavement Management System
POE.....	Power Over Ethernet
Pre-K.....	Pre-Kindergarten
PSB.....	Public Services Building
R&CP.....	Recreation and Community Programs
RE.....	Retained Earnings
RF.....	Revolving Fund
RFID.....	Radio Frequency Identification
RSR.....	Road Surface Rating
SAN.....	Server Area Network
SB.....	Select Board [previously was the Board of Selectmen (BoS)]
SC.....	School Committee
SCBA.....	Self-Contained Breathing Apparatus
SCI.....	Sidewalk Condition Index
SCLF.....	Sale of Cemetery Lots Fund
SF.....	Stabilization Fund
SHI.....	Subsidized Housing Inventory
SLI.....	Supportive Living, Inc.
SOI.....	Statement of Interest
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.
TIP.....	Transportation Improvement Project
TMOD.....	Traffic Management Overlay District
TM.....	Town Meeting
TNC.....	Transportation Network Company
TSG.....	Transportation Safety Group
VAV.....	Variable Air Volume
VFD.....	Variable frequency drive
VoIP.....	Voice over Internet Protocol
WAP.....	Wireless Application Protocol

Appendix C: Summary of Warrant Articles Addressed

Note: The CEC Approves all the Requests

Article #	Page # in this Report	Source Brown Book Section XI or Town Warrant (TW) Page(s)	Title	Motion Requested Funding Total
10(a)	43	16	Community Center Mansion Sidewalk & Patio	\$110,000
10(b)	43	15	Park and Playground Improvements	\$170,000
10(c)	43	15	Park Improvements - Athletic Fields	\$155,000
10(d)	44	14	Playground Enhancement—Pour-in-Place Surfaces	\$150,000
10(e)	44	11 Table VI	Community Preservation Committee Debt Service ¹	\$2,989,550
10(f)	44	12 Table III footnote	Community Preservation Committee Administrative Budget	\$150,000
11(a)	45	15	Pine Meadows Improvement	\$25,000
11(b)	45	15	Pine Meadows Equipment	\$62,000
12(a)	46	15	Transportation Mitigation	\$20,889.20
12(b)	46	15	Self-Contained Breathing Apparatus Replacement	\$416,545
12(c)	47	16	Townwide Culvert Replacement	\$390,000
12(d)	47	16	Equipment Replacement	\$1,420,000
12(e)	48	5 & 17	Sidewalk Improvement	\$800,000
12(f)	49	17	Storm Drainage Improvements and NPDES compliance	\$385,000
12(g)	49	17	Comprehensive Watershed Stormwater Management	\$390,000
12(h)	50	17	Street Improvements ²	\$2,651,674
12(i)	50	18	Hydrant Replacement Program	\$150,000
12(j)	51	18	Public Parking Lot Improvement Program	\$100,000
12(k)	51	6	New Sidewalk Installations	\$650,000
12(l)	51	18	Staging for Special Events	\$65,000
12(m)	52	19	Cary Library Network	\$95,000
12(n)	52	19	Electric Vehicle Charging Stations	\$69,000
12(o)	52	19	Parking System Replacement	\$343,237
13(a)	53	8 & 18	Water Distribution System Improvements	\$1,110,000
13(b)	53	18	Water Tower(s) Replacement	\$300,000
14(a)	54	9	Pump Station Upgrades	\$520,000
14(b)	55	9 & 18	Sanitary Sewer System Investigation and Improvements	\$1,000,000
15	55	13	LPS Technology Program	\$1,186,236

¹ If Article 25 passes, becomes \$1,949,550

² Does not include the State's Chapter 90 funds (\$977,917) that do not need to be appropriated.

(Continued on next page)

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
16(a)	56	14	Public Facilities Bid Documents	\$100,000
16(b)(1)	57	14	Building Flooring Program	\$125,000
16(b)(2)	57	14	School Paving and Sidewalk Program	\$125,000
16(c)	57	6	Public Facilities Mechanical/Electrical System Replacements	\$728,000
16(d)	57	14	Municipal Building Envelopes and Associated Systems	\$214,186
16(e)	58	6	Townwide Roofing Program	\$528,000
16(f)	58	14	School Building Envelopes and Associated Systems	\$245,199
16(g)	58	7	Center Recreation Complex Bathrooms & Maintenance Building Renovation	\$915,000
16(h)	58	14	Space Needs for School Year 2021–22	\$300,000
16(i)	59	TW 11	HVAC Improvements	IP
18	59	TW 12	Rescind Prior Borrowing Authorizations	-\$261,096.50
19	60	TW 12	Establish, Amend, Dissolve Appropriate To and From Specified Stabilization Funds	Deposit: \$3,217,674 Withdrawal: \$2,800,000
21	61	TW 13	Amend FY2020 Operating, Enterprise and CPA Budgets	N/A
22	61	TW 13	Appropriate for Authorized Capital Improvement	IP
23	62	TW 13	Appropriate from Debt Service Stabilization Fund	\$124,057
24	62	7	LHS Feasibility Study	\$1,825,000
25	63	11	Amend Borrowing Authorization Conservation Land Acquisition	-\$40,000
29	63	TW 13	Clean Heat—Authorize Special Legislation to Regulate Fossil Fuel Infrastructure	N/A