

Town of Brookline Advisory Committee Minutes

Sean Lynn-Jones, Chair

Date: March 26, 2019

Present: Carla Benka, Ben Birnbaum, Cliff Brown, Carol Caro, John Doggett, Harry Friedman, Janet Gelbart, David-Marc Goldstein, Neil Gordon, Susan Granoff, Kelly Hardebeck, Amy Hummel, Janice S. Kahn, Steve Kanes, Bobbie Knable, Carol Levin, David Lescohier, Pamela Lodish, Sean Lynn-Jones, Mariah Nobrega, Michael Sandman, Lee L. Selwyn, Kim Smith, Claire Stampfer, Charles Swartz, John VanScoyoc, Christine Westphal

Absent: Stanley L. Spiegel, Alisa G. Jonas, Dennis Doughty

Also attending: Assistant Town Administrator Justin Casanova-Davis, DPW Commissioner Andrew Pappastergion, Director of Water and Sewer Fred Russell, Director of Parks and Open Space Erin Gallentine, Director of Highways and Sanitation Kevin Johnson, Director of Engineering and Transportation Peter Ditto, Conservation Administrator Tom Brady, and Transportation Administrator Todd Kirrane, as well as DPW Sr. Civil Engineer Jared Duval.

The Chair called the meeting to order at 7:30 pm.

ANNOUNCEMENTS Three meetings next week with a 7pm start Thursday

MEETING AGENDA

1. **Review and possibly vote on FY20 Operating Budget – Department of Public Works, Water and Sewer Enterprise Fund**

The Capital Subcommittee and the Advisory Committee recognized Andrew and Peter's combined 100 years of service to the Town of Brookline.

Harry Friedman offered an overview of the subcommittee's deliberations on Department of Public Works, Water and Sewer Enterprise Fund FY20 budget, details of which can be found in the subcommittee report.

Key topics reviewed included Major Dollar Changes, Expansion Requests, Recycling, Streets/Complete Streets/Woodland Road, Trees and Historic Street Signs.

Harry elaborated further on the Water and Sewer Enterprise Fund FY 20 Budget. The water division is doing a project with sewers – being relined without having to be dug up. Typically takes one day to reline to prevent roots from invading sewer pipes.

The Commissioner acknowledged that the subcommittee report was clear concise and thorough and appreciated getting it in advance. He introduced the department staff in attendance.

He corrected some of the figures in the report. We allow trash to come in from other towns and be processed at our facility. We receive a benefit for that so actual cost of solid waste removal is \$312/ton.

We are charged \$232/ton for recycled materials. The average processing fee paid last year was \$45/ton so that total is about \$277/ton to get rid of our single stream recycling. Current estimates are about \$310/ton for solid waste disposal and \$304/ton for recycling.

State mandates that we cannot throw everything into the trash stream.

Concerned about negotiating the next contract (in 2020) because we don't know what we are up against.

QUESTIONS & COMMENTS

Q: Solid waste collections went down, single stream went up, and textiles went up? Where did other amounts go? A: So many variables.

The Town used to process 17,000 tons of solid waste a year 10 years ago and now down to about 8,000 tons currently.

Q: Does any other country meet the Chinese standard? A: No. But there are other markets and we do meet their standards.

Q: Is there a difference in the types of recyclables we are getting, paper, glass, etc.? Yes we do audits but we haven't seen a significant change in the makeup.

Comment: An article about recycling if you crush aluminum cans they are treated like paper. Advocated return to multi-screen where people sorted out. Standards seem to continue to change. A: no vendor is set up to do multi-stream anymore.

Comment: Put caps on bottles so they can be shot out of the stream if contaminated.

Comment: People recycle because they want to do something that makes them feel good, so they might as well do it correctly.

Q: National trash standards including composting - where is that effort? A: When we are ready we will push that. Currently done on a small scale – Black Earth, eg. But we need someone to do it on a large scale.

Comment: Surprised that there is no cost disincentive to those who recycle incorrectly – why not have a program – stickers, fines, or no pick up when contaminated with other items. Could justify enforcement given the costs we are incurring.

The Commissioner replied that the department only has 2 or 3 people involved in sanitation enforcement and we do ticket. But we are not picking up recycling, the vendor is and it is his choice.

He has no reason not to pick up the recycling even if contaminated.

Q: What was the impact of PAYT? A: Slight increase in PAYT revenue – increase of about \$200,000.

There was a brief discussion of the issue of people swapping out their containers and changing the sizes, trending toward larger sizes. Appears to be happening with too much frequency and additional expense to the Department so the Department may consider some sort of additional fee.

Bags purchased through a third party vendor so we don't see too many of them. Purple bags need to be purchased, pink bags are free and we see some small revenue from that.

Q: Dual stream recycling? A: We don't have any capacity to do that.

Q: Cambridge composts so what is the difference between their situation and ours? A: You get the bin but you pay a fee to a private hauler like Bootstrap or some other.

Comment: When you first get your bin, you aren't sure of the size so you can swap. But more than once, seems excessive. We actually share bin space in our neighborhood.

Are there some things that go into the waste stream that could have some recyclable value? When are we opening the transfer station for hazardous waste (Beginning of May) – Newton takes much more than we do – book swap, etc. We can get creative.

Q: Is the State offering any relief to communities around this issue? A: No however they have increased inspection to these MERFs.

Q: If we go to pick-up on 4 days a week, how much would we save? A: Just started talking about going to a four day collection and we are going to look at route optimization and explore possibilities if there are any savings. We are asking consultant to look at that.

We find out from the State in mid-June to find out what our stake is from Uber and Lyft and decided at November Town Meeting. Transportation Board will come up with a draft list of projects for these funds.

Q: Condition of Coolidge Corner – any plans for improving the appearance? A: Tree pits had a lot of sucker growth and we clean them Beacon, Washington and Harvard. Difficult environment for trees to survive so we are looking at structural soils with sidewalk replacements to help improve growth. We also get alerts twice a day as to which bins are full – longest time is 12 hours or overnight.

Q: Are we doing anything proactively to eliminate older Norway Maples? A: We are watching them and all of the trees.

We have a detailed inventory of our trees but I don't have it right now. We don't plant any more Norway Maples because they are an invasive species.

Green Dog program and park and picnic events and athletic field permits are handled through Parks and Rec.

A **MOTION** was made and seconded to recommend favorable action on appropriating **\$15,648,096** for the Department of Public Works FY 20 budget.

By a **VOTE** 24 in favor, none opposed with 1 abstention, the Advisory Committee recommends on appropriating **\$15,648,096** for the Department of Public Works FY 20 budget.

A **MOTION** was made and seconded to recommend favorable action on appropriating **\$28,564,475** for the Water and Sewer Enterprise Fund FY 20 budget.

By a **VOTE** 24 in favor, none opposed with no abstentions, the Advisory Committee recommends on appropriating **\$28,564,475** for the Water and Sewer Enterprise Fund FY 20 budget.

2. Review and possibly vote on FY 20 CIP Requests - Department of Public Works, Water and Sewer Enterprise Fund

Carla Benka gave an overview of the CIP requests.

17. TRAFFIC CALMING / SAFETY IMPROVEMENTS Woodland Road Traffic Calming Project
FY 20 CIP funds totaling \$265,000 are now requested to undertake all of the aforementioned improvements, with the exception of the sidewalks, which will be constructed at a later date as part of a different Town program.

The Subcommittee tabled its vote on this item in order to gather more information on the proposed treatment of the Heath/Woodland intersection.

8. BICYCLE ACCESS IMPROVEMENTS

Bicycle Access Improvements are a program of the Transportation Division of the Department of Public Works. They are funded on an annual basis to implement the recommendations of the Green Routes Master Network Plan, developed by the Bicycle Advisory Committee and approved by the Transportation Board.

FY 20 funds totaling \$31,000 are requested for three projects:

1. *Contra-flow Bicycle Lane on Ivy Street, from St. Mary's Street to Carlton Street*

This project will extend the existing contra-flow bicycle lane on Ivy Street, providing a way that allows a cyclist to travel legally from St. Mary's Street to Carlton Street and to connect with the existing north/south bicycle accommodations that run between the BU Bridge via Ivy Street and Essex Street and the Longwood Medical Area via Chapel Street.

Contra-flow bicycle lanes convert a one-way traffic street into a two-way street: one direction for motor vehicles and bikes, and the other for bikes only. The proposed design includes a buffered yellow lane line marking between the motor vehicle and the contra-flow bicycle. Brookline has several contra-flow bicycle lanes, including one on the portion of Ivy Street between Essex and Carlton Streets, which have existed for a number of years without any reported accidents.

2. *Shared Lane Markings on St. Mary's Street from Mountfort Street to Beacon Street*

This project will provide shared lane markings ("sharrows") in both directions on St. Mary's Street between Mountfort and Carlton Streets. Although a lesser form of bicycle accommodation, sharrows on narrow roadways such as St. Mary's Street (27 feet curb to curb) can be used to raise driver awareness of the need to share the road with cyclists, indicate to cyclists the proper location to ride to avoid right side hazards, and provide guidance on network connections.

3. *Shared Lane Markings on Naples Road*

This project provides for the shared lane markings on the portion of the Naples Road that is part of the resolution for the reconstruction of Babcock Street, approved by the Transportation Board and Select Board. The remainder of the project, including intersection realignments, new crosswalks, ADA compliant wheel chair ramps, and miscellaneous signs and markings will be covered under Chapter 90 funds.

A MOTION was made and seconded to recommend \$31,000 for Bicycle Access Improvements. By a VOTE of 23 in favor, 1 opposed and no abstentions the Advisory Committee recommends \$31,000.

19. PARKING METER TECHNOLOGY UPGRADE

In 2013, the Town of Brookline undertook the upgrading of metered public parking spaces to provide customer convenience, ensure a regular turnover of spaces in high demand areas, and improve municipal maintenance and collection operations. This effort included the installation of both Digital Luke multi-space parking meters in public parking lots and over 500 IPS single space, credit-card-accepting parking meters in high-use districts along portions of Beacon Street, Harvard Street, Kent Street, and Brookline Avenue. Replacement of the remaining 1,320 coin-only single head parking meter mechanisms with the IPS credit-card-accepting meters continues. The per-unit price of \$610 per mechanism includes meter mechanism, installation and commissioning, and extended 12-month warranty.

It should be noted that the cost of data storage services for meters increased by \$63,176 in DPW's FY 20 operating budget.

The Capital Subcommittee recommends \$161,040 for this project. (Property Tax / Free Cash)

20. TRANSPORTATION NETWORK COMPANY FUNDS To be voted in November 2019.

21. STREET REHABILITATION - TOWN

In 1992, the Department of Public Works undertook a comprehensive study of its roads (331 streets which add up to 97.6 miles of paved surface) and implemented a pavement management system. The system was designed to bring Town-owned streets to a sufficient level of repair such that the roads could be maintained without undertaking costly full reconstruction. From 1992 to 1997, the Town made some progress in this regard, but funding was inconsistent. Starting in 1997, the Town began allocating \$1 million per year to streets, in addition to utilizing Chapter 90 funding from the State for certain thoroughfares.

Based on the recommendations of the 2007/2008 Override Study Committee, the 2008 Override approved by the voters included \$750,000 for streets and sidewalks, to be increased annually by 2.5%.

A subsequent assessment and report, indexing roadways according to their condition, noted that roadways with a 75 rating could be kept in good repair with maintenance instead of needing more expensive and time-consuming reconstruction. Reconstructing streets costs at least twice as much as performing preventative maintenance.

In 2014, there was a backlog of \$18,492,001, exclusive of curbing, sidewalks, etc.; in 2018 that backlog was approximately \$ 23.5 million, an increase of approximately \$1.2 million over 2016, attributable to inflation and deterioration. In order to maintain the PCI (Pavement Condition Index) that existed in 2014, the Town would have needed to invest approximately \$2 million dollars in street rehabilitation. As of 2018, to maintain a PCI rating of 73, the amount of needed funding was \$4 million. Stantec Consulting Services recommended that the minimal funding for road rehabilitation increase to \$3 million "to keep the network in 'good' condition and backlog relatively sustainable in the future."

Last year, \$1.71 million was requested for Street Rehabilitation funds. The Advisory Committee recommended – and Town Meeting agreed – that an additional \$1.4 million of available dollars from the Parking Meter Fund should be added to the initial request. This year, Parking Meter funds are being reserved for contingency purposes in the Gateway East project, and only \$1.75 million in CIP funds is available for the Street Rehabilitation program. This allocation falls short of the investment needed to maintain a PCI of 73 and keep the backlog relatively sustainable.

It should also be noted that with the Town's adoption of the Complete Streets program, additional costs are imposed on the Street Rehabilitation program. In order not to delay roadway reconstruction projects because of the need to develop, review, and approve Complete Streets concept designs, this past year the Engineering Department retained the services of an on-call consultant to develop concept designs that meet Complete Streets best practices. For FY 2019, the cost of the consultant's services is \$28,300.

Further, there are additional construction costs for streets whose treatments triggers Complete Street design elements. In the case of one street in North Brookline, the increased cost related to bicycle access improvements (essentially pavement markings) added an additional \$14,500 (or 4%) to that project. In another case, the Complete Streets elements were rejected by the Transportation Board, which subsequently issued an exemption to the policy's requirements. If the Complete Streets changes had gone forward, they would have added \$93,636 (or 11%) to the total costs of that project.

Streets scheduled for reconstruction with FY 20 CIP funds include portions of Heath Street, west of Hammond, and a portion of Woodland Road, also west of Hammond Street. Streets on the Mill and Overlay list include portions of Freeman and Smythe Streets, Hamilton Road, and Linden Court. Remaining funds will be used for "Crack Seal and Patch" work on over 25 streets in different parts of the town.

The Capital Subcommittee recommends \$1,750,000 for this project. (Property Tax / Free Cash)

22. STREET REHABILITATION - STATE (No vote required)

The State provides monies under its Chapter 90 program for improvements to certain streets. About 1/3 of Brookline's streets are eligible for 100% State reimbursement. This money supplements the funding appropriated from Town funds for street rehabilitation. Assuming an annual \$300 million statewide appropriation of Chapter 90 funds, the Town anticipates an annual State grant of \$960,605.

23. SIDEWALK REPAIR

Sidewalks that are not reconstructed as part of the street reconstruction program will be reconstructed with funds from DPW's Sidewalk Management Plan. Using the formula recommended by the 2007/2008 Override Study Committee and approved by voters in the 2008 Override, DPW has requested \$328,000 for sidewalk repair in FY 20.

In accordance with DPW policy, concrete rather than asphalt will be used in sidewalk reconstruction, except in cases determined by the Tree Warden in which asphalt will be used near street trees.

The Capital Subcommittee recommends \$328,000 for this project. (Property Tax / Free Cash)

25. FIRE ALARM CALL BOX SYSTEM

The Department of Public Works operates and maintains the Town's Fire Alarm Call Box System that consists of 1) 297 street call boxes along the public way; 2) 203 master station call boxes within buildings, 42 of which are publicly owned; and 3) a network of underground conduit and cable and overhead cable providing both power to the boxes and communication to central dispatch at the Public Safety Building. The system provides notification to Public Safety Dispatch for deployment of fire resources and emergency medical response. The DPW's ability to maintain this aging system has been hampered by inaccurate mapping of conduit and cable locations as well as out-of-date equipment.

In 2015, the DPW and the Fire Department engaged the services of Environmental Partners Group (EPG), Inc. to update the entire system inventory, perform a conditions study, and recommend options for the upgrade or replacement of the system. Information gathered from central dispatch revealed that only 239 "pulls" were recorded over a 10-year period from 130 street boxes, while 167 street boxes had no activity over the same 10-year period. The following options were provided by EPG to upgrade or replace the system:

1. Repair the existing hard-wired system (\$3,800,000)
2. Replace 162 of the 297 street boxes and all 42 public master boxes with solar powered wireless boxes and abandon the hard-wired network (\$2,380,000)
3. Replace all 297 street boxes and all 42 public master boxes with solar powered wireless boxes and abandon the hard-wired network (\$4,100,000)

After the completion of the study, the Fire Department further reviewed system needs further and concluded that only 80 street boxes would be required to provide town-wide coverage. As a result, the DPW has recalculated the project recommendation as follows:

- Replace 42 Master Boxes with wireless boxes (\$295,000)
- Replace 80 Street Boxes with solar powered wireless boxes (\$765,000)
- TRX Legacy dispatch system upgrade (\$65,000)

The Capital Subcommittee recommends \$1,125,000 for this project. (Property Tax / Free Cash)

27. STORMWATER IMPROVEMENTS & PERMIT COMPLIANCE

The Environmental Protection Agency's Stormwater Phase II Rule establishes an MS4 stormwater management program that is intended to improve the Town's waterways by reducing the quantity of pollutants that stormwater picks up and carries into storm sewer systems during storm events. This project includes consulting services required for compliance with EPA's Phase II MS4 Permit and installation of structural lining in existing drain crossings along the MBTA C Line and D Line.

The Capital Subcommittee recommends \$300,000 for this project. (Water & Sewer Enterprise Fund Budget)

28. WATER SYSTEM IMPROVEMENTS

The Water Division's consultant, Weston and Sampson, is expected to complete a 5-7 year plan for improvements to the Town's water system. The primary focus of the plan will be on: 1) distribution system redundancy; 2) fire flow improvement; and 3) identification and replacement of water mains prone to leaks and/or breaks.

The cost of implementing the plan, including design work and construction, for the first year is \$2,000,000. Funding for subsequent years will be included in the FY21-FY 26 CIP.

The Capital Subcommittee recommends \$2,000,000 for this project, (Water & Sewer Enterprise Fund Bond)

29. WATER METER MOBILE TRANSMISSION UNIT (MTU) REPLACEMENT

The Town's water meters and infrastructure were installed in 2006. MTUs transfer meter consumption information to the collectors, and their batteries are nearing the end of their useful life. This program is designed to replace all 10,000+/- MTUs over a four year period. It started last year at which time Town Meeting approved \$265,000 for the first installment of the total \$1,090,000 project cost.

The Capital Subcommittee recommends \$265,000 for this project. (Water & Sewer Enterprise Fund Budget)

31. 44 NETHERLANDS ROAD – IMPROVEMENTS

The replacement of the crushed floor drain and concrete floor of the Water Division building was originally estimated at \$150,000, and funds were approved at the 2018 Town Meeting for the project. Subsequently, the Building Department engaged a consultant, Desman Design Management, to undertake a conditions assessment of the floor; delamination (horizontal cracking) of cast-in-place concrete likely due to the corrosion of the embedded steel was discovered. The assessment also

revealed that the drainage system within the garage does not function as designed. The recommended removal and replacement of the top 4” of the concrete slab, replacement of some of the reinforcing bars, and replacement of trench drains and area drains will require additional funds.

The Capital Subcommittee recommends \$455,000 for this project. (Water & Sewer Enterprise Fund Budget)

36. LARZ ANDERSON PARK

Comprising over 65 acres, Larz Anderson Park, listed on the National and State Registers of Historic Places, is the largest park in Brookline and the flagship park of the Town. Within its borders are not only architecturally significant buildings but also athletic fields, play equipment, picnic areas, walking paths, an ice rink, significant trees, a lagoon, sweeping slopes and magnificent views of the City of Boston.

If approved, FY20 CIP funds would be added to earlier allocations to undertake the full depth reclamation/reconstruction of the roadway that winds through the park as well as construction of associated handicapped accessible paths, parking, safety improvements, upgraded lighting, overall pathway improvements, and restoration of the stairs that are currently in poor and deteriorating condition.

This project is expected to go out to bid next winter. The roadway through the park will be closed for the approximately three months of construction.

The Capital Subcommittee recommends \$600,000 for this project. (General Fund Bond)

39. ROBINSON PLAYGROUND

The Margaret E. Robinson Playground is a 2.38-acre park located at Cypress and Franklin Streets in a densely populated neighborhood. It was built on the site of the car barn lot for the Boston Elevated Railway Company in the 1890s. Current playground facilities include a youth baseball/softball field, paved basketball court, multi-use court play area, playground equipment, picnic area, and water play. The Playground is a participant in the Green Dog Program.

Renovation plans include new playground equipment for older and younger children; water play, new irrigation and field renovation; basketball and multi-use court improvements; pathway and drainage improvements; and fence replacement. The \$100,000 in FY20 is for the design of the improvements. Construction costs are currently projected to be \$1.15 million.

The Capital Subcommittee recommends \$100,000 for this project. (Property Tax / Free Cash)

45. PARKS AND PLAYGROUNDS REHABILITATION & UPGRADE

This annual, town-wide program directs CIP funds to the repair and replacement of unsafe and deteriorating playground, fence, and field facilities or components. Items funded under this program include fences, backstops, retaining walls, picnic furniture, turf restoration, bench replacements, play structures, safety surfacing, and drainage improvements.

Although needs shift from year to year, in general, the allocations are as follows:

- 95K-115K – Fence Repair & Replacement - Rails, poles, fabric, fixtures, backstops and gates. This is a 3-year contract that we rely on to complete work year round.
- 100K-125K – Field Renovation/Repair – Laser Grading and Cutting out Infields, Soil Classification and Amendments, Special Aeration/Overseeding/Field Treatments, Irrigation upgrades, Synthetic Turf Infill replenishment and repair.
- 70K-100K – Playground Repair & Replacement – Replacement of panels, slides, play components, safety

surfacing, access, swings, ADA accommodations, etc.

- 30K+ - Park Furniture, Trash Receptacles, Signage, Drainage, Walls, Recycling, Bike Racks, Pavement/Concrete repair, etc.

The Capital Subcommittee recommends \$310,000 for this program. (Property Tax / Free Cash)

46. TOWN/SCHOOL GROUNDS REHAB

Town and School grounds require on-going structural improvements and repair. CIP funds are used to support a range of undertakings on Town or School grounds, including the installation of plantings, regrading, reseeding, tree work, construction of new retaining walls or concrete or asphalt walkways, purchase of trash receptacles and bike racks, drainage improvements, retaining walls, and repairs to such exterior features as stairs, treads, railings, and benches. These funds are not used for the replacement of areas over building structures or directly connected to buildings, such as entrance stairways or ramps, which are under the Building Department's jurisdiction.

The Capital Subcommittee recommends \$160,000 for this program. (Property Tax / Free Cash)

47. TENNIS COURTS/BASKETBALL COURTS

The Town maintains over 19 basketball courts and 36 hard-surface tennis courts. Over time, the court surfaces begin to deteriorate, crack, and weather. In order to maintain the integrity, safety, and playability of the courts, the Town needs to plan for not only the phased reconstruction/renovation/resurfacing of the courts but also for lighting and drainage improvements. In FY 20 funds will be used for five courts at the Baker School. Any remaining funds will be used for improvements to the courts at the Coolidge Corner School, which was not included in the recent expansion and renovation of the school.

The Capital Subcommittee recommends \$200,000 for this program. (Property Tax / Free Cash)

48. COMFORT STATIONS

The Larz Anderson comfort station and service area are in need of accessibility, structural and ventilation improvements. Its public restroom facilities are in need of structural upgrades, new doors, landings and facilities to better accommodate all ages and abilities. The project includes ventilation and flooring improvements, doors, fixtures and lighting. This project will also upgrade the service doors and area for the maintenance and office areas of the building as well as the façade. The office area will be renovated to better serve staff and park visitors.

This program anticipates fixture, drainage, ventilation, and access improvements to comfort stations system-wide with future funding.

The Capital Subcommittee recommends \$350,000 for this program. (Property Tax / Free Cash)

49. TREE REMOVAL AND REPLACEMENT / URBAN FORESTRY MANAGEMENT

The tree removal and replacement program represents the Town's effort to balance street tree removals with plantings. It is critical to remove trees that have matured or have been impacted by storm damage or disease before they become public safety hazards. New tree plantings are also critical since they directly impact the tree-lined character of the community, improve storm water quality,

provide oxygen, and reduce heat impact in the summer. Both the planting and watering of new trees are in-house operations, resulting in cost savings and better quality control.

Approximately 200 trees per year are removed, while 350-450 replacement trees are purchased each year. Last November 226 trees representing 35 different species were purchased to be planted on the Town's streets in the Spring.

There are other uses for the funds within this CIP allocation, including the removal of trees identified as safety hazards or concerns in the Town's four conservation areas and in its parks as well as structural and safety pruning of trees in the parks. In addition, funds may be used for new trees, planted in anticipation of the ultimate loss of existing mature trees.

This line item also includes funding for Urban Forestry Management in the Town's parks and open spaces. Storm damage, disease, and old age continue to reduce tree canopies. The funds are utilized to address such needs as tree removal, crown thinning, soil amendments, woodland canopy gap management, removal of invasive species, pest management, health and structural pruning, and planting. Such measures have been developed with the goals of supporting resistance to disease and pests and countering the rapid decline of trees left unmanaged in an urban environment. Work in this regard continues to be undertaken in collaboration with the Olmsted Tree Society of the Emerald Necklace Conservancy.

The Capital Subcommittee recommends \$235,000 for this program (Property Tax/Free Cash)

Q: Can parking meter funds be put back into the streets program/rehab? A: We can access about \$92,000 but don't know about the rest. [Later corrected to \$228,000 in additional funding of which \$94,810 will be reserved for the Gateway East Project.]

Q: Is storm drain item the relining of pipes? A: No, storm drain improvements are to reduce phosphorous entering the water stream and required by the State and some federal agencies.

Bicycle accommodations – did a one year required study of the pilot and reinforced what we suspected that back up would happen at Marion Street but not beyond.

Q: How many bicycles versus drivers in this town? A: Town Bicycle Commission does morning and afternoon counts. There may be hundreds of bikes and thousands of drivers.

We try to provide access and safety for all users of the roadways – bicyclists, motorists and pedestrians.

Q: Meter data storage increase? A: Due to usage and technology, unit cost has stayed the same.

Q: Does the data provide us with any information we can use? A: Looked at data to consider a meter rate increase, using it to look at a parking benefits district, also some desire by Transportation Board to do congestion pricing.

Use it to enhance our revenues so what is the return on our investment so if you can come up with analysis, that might be helpful. To show we are recouping that cost would be beneficial.

Encourage the Transportation Board to push forward the work they are thinking about raising prices at peak times when there is a demand for spaces.

Q: How many meters are being replaced? A: Approximately 300. Smart meters are needed to realize the parking benefits district.

Q: Impact money received from NETA can we use it to pay for smart meters in that area? A: Couldn't really address that.

A **MOTION** was made and seconded to recommend favorable action on the remaining CIP items listed above. By a **VOTE** of 24 in favor, none opposed and no abstentions, the Advisory Committee recommends favorable action.

A **MOTION** was made and seconded to adjourn; there being no further business, the meeting adjourned at 9:37 p.m.

Documents Distributed at Meeting

- Capital Subcommittee Report on Department of Public Works FY 20 Budget and Water and Sewer Enterprise Fund
- Capital Subcommittee Report on Department of Public Works FY 20 CIP Requests