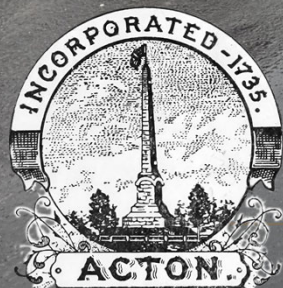


Capital Improvement Plan

FY2027-FY2036



**Town of Acton,
Massachusetts**

November 14, 2025



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On the cover: New Fueling Station at the DPW that is funded through general fund borrowing and agreements with ABRSD and CASE Collaborative.

Below: 17 Woodbury under construction. This project is paid through a Federal Earmark from Congresswoman Trahan and ARPA funding allocated by the Acton Select Board





Executive Summary

The preliminary Town of Acton FY2027 – FY2036 Capital Improvement Plan (CIP) outlines \$115.460 million in needed investments in the community. The CIP is a planning tool to help the Town forecast and prioritize needs in key areas such as infrastructure, sustainability initiatives, complete streets, economic development, and public safety. This plan is an important part of the budget process as it identifies long-term needs and investment priorities to inform the work that goes into developing the annual operating budget. After receiving initial feedback from the Select Board and Finance Committee, the final recommended capital plan for FY2027 will be adjusted to meet the anticipated revenues as part of the Town Manager's Recommended FY2027 Budget.

Due to current fiscal challenges there is uncertainty about the availability of revenues for capital investments. As such, the FY2027 Preliminary Capital Budget is meant to serve as a needs assessment and not a specific capital investment strategy. We will continue to aggressively pursue grants and work with our state and federal partners to leverage outside funding sources. The capital plan for FY2027 will be adjusted to meet the anticipated revenues as part of the budget process with further guidance from the Select Board and Finance Committee.

There are 24 projects shown starting on page 8 and each project has information about financing and brief comments about how the project could be addressed. The Select Board annually sets goals which are used to focus investments in the CIP. Projects responsive to Select Board goals are included in FY2027 preliminary capital budget including:

- Public Works Facility – Final Design
- Complete Streets and Sidewalk Improvement Projects
- The development of a Stormwater Infrastructure capital plan
- Town Hall HVAC and Emergency Power Replacement Project

This CIP should be considered a living document, in particular the later years of the plan. Funding proposals exceed the funding available in the short and long term. Balancing the plan going forward will be difficult without additional revenue. If additional revenues are not available the plan can be modified in the following ways:

- Elimination or deferral of projects
- Usage of stabilization funds to help fund projects
- The incorporation of revenue from outside funding sources such as federal stimulus funds or grants
- Revenue from a voter approved debt exclusion for specific projects or general operational override

The CIP is reflective of the Town's various strategic planning efforts, which in turn are representative of community values and priorities. Facility improvement projects within the CIP are following the guidance of the Town wide Facility and Electrification Study, including the DPW Facility project and Town Hall Electrification and HVAC project.

The largest project proposed for FY27 is the Town Hall HVAC and Emergency Power Replacement proposal. The project replaces the building wide HVAC system, remediates mold and other hazardous material, includes ADA upgrades, and replaces the failed emergency power generator. If you have visited Town Hall you may have experienced the fluctuations in temperatures throughout the year. The system is beyond its useful life and routinely experiences failure. Staff located within the building and residents who visit and attend meetings are routinely exposed to extreme temperatures. The new system will consist of air source heat pumps that will help transition the building towards full electrification. Additionally, once completed visitors and staff will experience regulated temperatures throughout the year. This project will be funded in part by a \$1M grant received in November of 2025.

More details about other strategic planning and goals reflected in the CIP are on the following pages.



Acton Successfully Utilizes Grants to Make Local Investments

Town of Acton staff aggressively pursue grants to offset local investment and accomplish goals of the Select Board and other community priorities. Through October of 2025, the Town of Acton was awarded \$4.842M in competitive grants and state earmarks. This financial support significantly enhances our ability to complete projects and programs in the CIP. These recent awards follow over \$19M awarded during the last 5 years.

This financial support significantly enhances our ability to complete projects and programs in the CIP. The following is the list of the 15 grants received in the last six months with a brief description. Reach out to manager@actonma.gov with any questions about these grants.

\$1.75M FY26 Housing Works Infrastructure Program

For the Middle Fort Pond Brook Wastewater Treatment Facility Equalization Tank Project.

\$1M FY26 Climate Leader Communities Decarbonization Accelerator Program

For the Town Hall HVAC and Emergency Power Replacement Project

\$500,000 FY26 MBTA Communities Catalyst Fund

Central Street Complete Streets Project

\$500,000 FY26 MassDOT Grant

Central Street Complete Streets Project

\$500,000 Department of Energy Resources Green Communities Grant

For Acton Boxborough High School Heat Pump Roof Top Unit Decarbonization Project

\$125,000 FY25 Community Transit Grant Program

To support accessible public transportation through the Acton Transportation Department

\$114,563 FY25 Community Compact IT Grant Program

To assist with the migration of the Town email system to a supported cloud-based email service

\$100,000 2025 Fair Share Supplemental Budget Transportation Earmark

For improvements to the area near 19-21 Maple Street that will include an accessible train platform

\$100,000 FY25 MassDOT Transportation

To fund operations for combined dispatch and local public transportation services

\$57,081 Mass EVIP Public Access Charging Program

For the installation of Electric Vehicle charging stations at two locations: 4 Central Street and 50 Audubon Drive

\$30,000 FY26 State Budget Earmark

To support the childcare subsidy program in Acton

\$25,000 FY26 State Budget Earmark

For the purchase of Firefighter turnout gear

\$25,000 FY26 State Budget Earmark

For the purchase of Fire Radio Equipment replacements

\$9,500 FY25 Firefighter Equipment Grant through Executive Office of Public Safety

For the purchase of firefighter safety equipment

\$5,700 FY25 SAFE Grant and \$2,400 Senior SAFE Grant

To support delivery of fire and life safety education to school-age students from Pre-K to 12th grade and fall and fire prevention education to senior citizens 65 and older.



Presentation of 2025 Fair Share Supplemental Budget Transportation Earmark for Maple Street and MBTA connectivity improvements



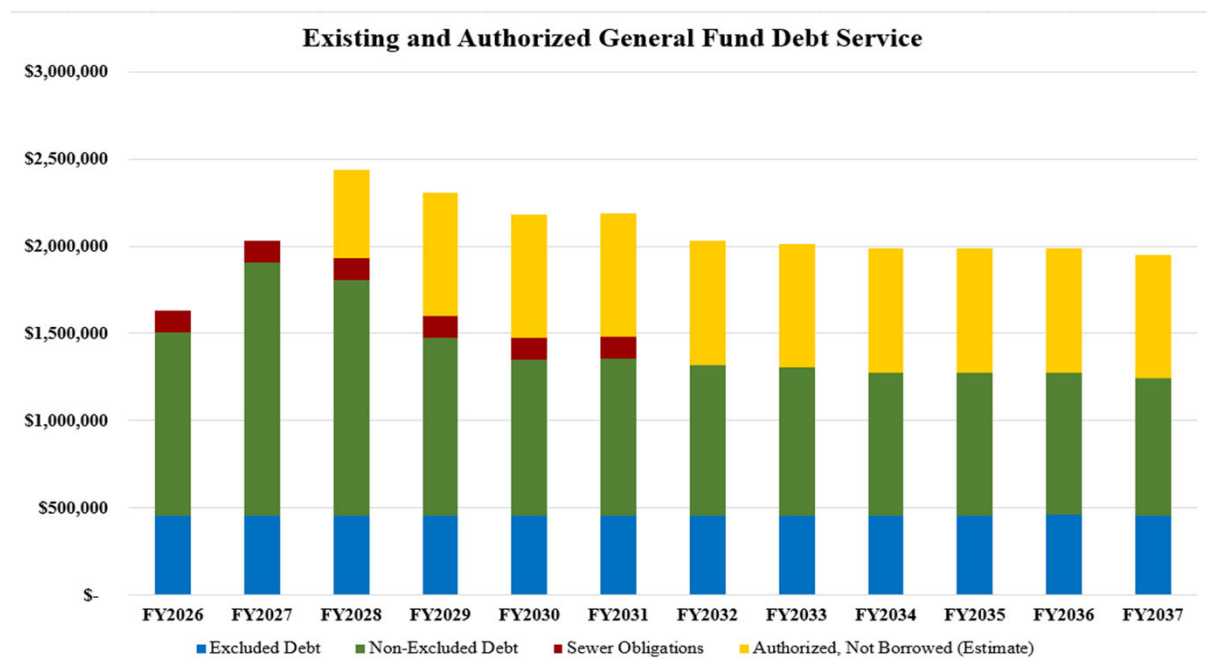
Acton's Capital Planning Process

The Town of Acton is governed by its Town Charter and Town Bylaws, as amended, establishing the Select Board - Town Manager form of government. The legislative body of Acton is an Open Town Meeting comprised of all registered voters. The capital planning process in Acton tracks closely with the development of the operating budget.

The process begins in September, when departments are asked to develop and submit capital project requests. The Town Manager develops the preliminary capital budget and long-term capital improvement plan (CIP), which is presented at a joint meeting of the Select Board and Finance Committee in November. After receiving initial feedback, the capital plan for FY2027 will be adjusted to meet the anticipated revenues as part of the Town Manager's Recommended FY2027 Budget.

The recommended capital budget is then further discussed and refined before it is transmitted to the Finance Committee (along with the recommended operating budget proposal) for review. Additional refinement may be made prior to the closing of the Annual Town Meeting warrant. Town Meeting votes on warrant articles that include the annual capital budget for the ensuing fiscal year but does not vote on the long-term CIP.

The chart below shows existing and authorized but not yet borrowed debt service. This includes excluded debt that required a Town wide ballot vote (North Acton Fire Station) shown as blue; non-excluded debt approved annually at Town Meeting (complete street projects; fire apparatus replacements; Kelley's corner design and improvements; DPW fueling station replacement) shown in green; sewer obligations (WR Grace payment) shown as red; and authorized but not borrowed debt previously approved at Town Meetings shown as yellow. The authorized but not borrowed debt shown below in yellow includes the purchase of Fire apparatus replacements (new ladder truck and new pumper engine), complete streets improvements, bridge and culvert repairs and replacements, and phase 2 of the public safety radio system replacement project.





Long Term Capital Planning

The Town of Acton's ten-year Capital Improvement Plan (CIP) comprises three main components: the FY2027 capital budget plan and the mid- and long-term project plans. The final FY2027 capital budget is actionable and will be considered by Town Meeting and, if approved, expended in the upcoming fiscal years. The CIP itself does not authorize expenditures, but instead serves as a roadmap for future investments and a foundation upon which to build longer-term planning efforts.

While some municipalities produce a one-year capital plan, longer-term plans allow a town to be better prepared for future needs in terms of financing strategies, seeking grant opportunities, timing of synergistic projects, and creating ample opportunity for robust feasibility, planning, and design processes. The Government Finance Officers Association (GFOA) notes that a capital plan should cover "at least three years, preferably five or more." As with any strategic, long-term planning document, this CIP is designed to be flexible, recognizing that the local environment, available resources, priorities, and technologies change over time.

Each year, as part of the annual capital budgeting process, Town leadership and department staff will review the CIP and adjust the scope, cost, and timing of projects as needed. As projects move up to years 2-5, staff will begin design work or engage outside design professionals, begin right-of-way or easement acquisition, and begin procurement preparation, such as completing bid and construction documents. The long-term CIP comprises projects in years 6-10 and are generally conceptual, with rough estimates and timelines. While the long-term CIP can contain planned replacements of major assets with known lifespans, such as a fire pumper truck, it also can include anticipated replacement of assets based on observed trends and expected deterioration, as is often the case with bridges and roadways where annual inspections allow for trend-based projections. Trends in expenditures are also used to project future capital replacement and maintenance needs as well; while a specific need may not yet be identifiable, the Town can realistically assume that a certain amount of funding for building maintenance and fleet replacement will be an annual requirement.



Photos of 17 Woodbury under construction




Strategic Planning and Goals Reflected in the CIP

The CIP is reflective of the Town's various strategic planning efforts, which in turn are representative of community values and priorities. The Select Board annually sets goals which are used to focus investments in the CIP as shown below. The CIP also reflects various strategic plans and policies, including the 2022 Climate Action Plan (CAP) as detailed on the next page, the Acton 2020 Comprehensive Community Plan as outlined below, the 2020 ADA Transition Plan, the 2018 Municipal Vulnerability Preparedness (MVP) assessment, 2014 Complete Streets Policy, Town-wide Facility and Electrification Study, Asset Management Plan, Acton's Open Space and Recreation Plan (OSRP), and Hazard Mitigation Plan (HMP), and other plans.

Acton Select Board June 9, 2025 Goals

| Short Term Capital Goals | Long Term Capital Goals |
|---|---|
| Finalize design and secure funding to complete Town Hall HVAC and Emergency Power Replacement Project and related building accessibility improvements | Continue Main Street intersection and complete streets improvements, i.e. Hayward Road, plus Central Street, High Street, Maple Street, Nylander, Railroad and School Streets |
| Bring DPW facility project to Town Meeting. Work with Finance Committee, and other Town Committees to move project forward | Approve the final Stormwater Infrastructure Plan and begin implementation |
| Complete study and begin implementation of Fire/EMS deployment and staffing study, including a capital plan for Fire Stations upgrades or replacement | |
| View the full list of goals at http://www.actonma.gov/sb | |

Acton 2020 Comprehensive Community Plan

| | | | |
|--|--|---|--|
| GOAL 1: Objective 1.1: Strengthen planning tools to manage growth pro-actively. Objective 1.2: Preserve and enhance key centers. Objective 1.3: Preserve rural characteristics and open space. Objective 1.4: Preserve historic buildings and landscapes. Objective 1.5: Foster an understanding and appreciation for what makes Acton unique, including its history. GOAL 2: Objective 2.1: Protect the quality and quantity of Acton's water. Objective 2.2: Reduce waste and the accumulation of toxins. Objective 2.3: Reduce emissions of carbon dioxide and other greenhouse gases. Objective 2.4: Move toward patterns of land use and land protection that support broad biodiversity, soil preservation, and healthy local agriculture. GOAL 3: Objective 3.1: Make walking and biking easier and safer. Objective 3.2: Improve transportation around Town. Objective 3.3: Promote communication among Town government, citizens, schools, and the business community. Objective 3.4: Support and strengthen neighborhoods. GOAL 4: Objective 4.1: Create new gathering spaces and make better use of existing ones. | Preserve and Enhance Town Character Ensure Environmental Sustainability Improve Connections | Objective 4.2: Provide more playgrounds, fields for team sports, parks, and conservation lands. Objective 4.3: Support additional cultural activities. GOAL 5: Objective 5.1: Support residents of all ages. Objective 5.2: Support households of all income levels. Objective 5.3: Embrace cultural diversity. Objective 5.4: Support citizens with disabilities in participating fully in the life of the community. GOAL 6: Objective 6.1: Protect Town-owned open space. Objective 6.2: Support excellence in schools. Objective 6.3: Manage the Town's facilities efficiently. Objective 6.4: Provide high quality services that are responsive to community needs. Objective 6.5: Provide excellent public health and safety services. GOAL 7: Objective 7.1: Promote fiscal responsibility. Objective 7.2: Promote economic development that supports other Acton 2020 planning goals. Objective 7.3: Improve existing commercial areas. Objective 7.4: Support the financial ability of all residents to stay in Acton for a lifetime. | Support Inclusion and Diversity Preserve and Enhance Town-Owned Assets and Services Maintain and Improve the Financial Well-Being of the Town |
|--|--|---|--|

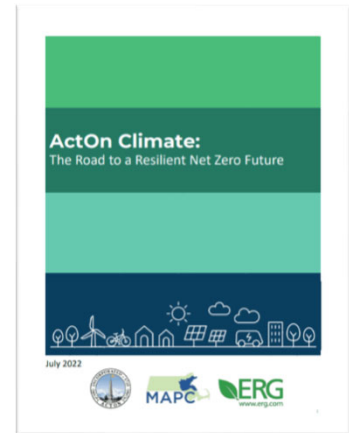
View the Plan: <https://www.actonma.gov/326/Acton-2020-Committee>



Climate Action Plan

The Town of Acton's Climate Action Plan (CAP) provides a detailed and strategic framework for measuring and planning to reduce greenhouse gas emissions while also building community resilience to prepare for climate change impacts. This CAP builds a roadmap for Acton to make informed decisions regarding where and how to achieve the largest and most cost-effective emissions reductions, while also ensuring that the benefits of a sustainable future accrue to all. The CAP will serve as a living document to guide the Town's work towards meeting its net-zero by 2030 goal. Acton's climate action planning process was done in one year and two phases and included more than 20 community engagement activities. Phase I of the planning process (June – December 2021) resulted in the development of the Town's CAP Blueprint. This document outlines the community's climate goals, priorities, and strategies. In January 2022, the Town moved into Phase II to conduct technical analysis on the draft strategies to project potential greenhouse gas (GHG) reductions, associated costs, and benefits. In

conjunction with this community-wide climate planning process, the Town and the Acton-Boxborough Regional School District also collaborated to develop an Electrification Roadmap — an analysis of priorities and next steps for the electrification of seven key existing public municipal and school buildings.



[Read the Climate Action Plan](#)

ACTON'S CLIMATE GOALS:

- **BUILDINGS & HOUSING** Commercial and industrial buildings and homes in Acton are built and retrofitted to be energy efficient, net zero carbon, healthy, affordable, and resilient. Acton actively influences policies at the state and federal level to support rapid and affordable building decarbonization.
- **ENERGY** Acton's electricity is fossil-fuel free, renewable, reliable, and affordable. Acton's residents, businesses, and municipal government use locally owned renewable energy from New England whenever possible.
- **MOBILITY** All community members have access to safe and affordable transportation choices that will result in zero carbon emission, reduce Vehicle Miles Traveled (VMT), and lead to healthier and stronger communities. Acton neighborhoods, commercial, and community centers are interconnected through infrastructure improvements and redesign that allows reliable and multiple modes of transportation. Acton actively influences programs and policies that support zero emission, affordable, accessible, and reliable regional transportation systems.
- **NATURE-BASED SOLUTIONS** Acton's natural resources are protected, managed, connected, and restored to increase carbon sequestration, equity, resilience, and biodiversity. Local land use policy encourages affordable, diverse, transit-oriented and net zero housing while also enhancing nature-based solutions.
- **SOLID WASTE** Acton increases its waste diversion rate through town-wide programs, bylaws, and policies to streamline, prevent, reduce, reuse, compost, and recycle waste.
- **RESILIENCE** Acton prepares for climate impacts, including drought, flooding, more frequent and/or severe storms, extreme heat, biodiversity loss, and local supply disruptions.



FY2027 Preliminary Capital Budget - Borrowing

The FY2027 preliminary capital budget in this document would require additional revenue beyond what is anticipated within the existing tax levy. The tables summarizing the projects proposed for FY2027 by funding source are shown below. The Town Manager Comment is included to provide input into the Select Board's prioritization discussions. After receiving feedback from the Select Board and Finance Committee, the revised FY2027 capital budget will be presented along with the Town Manager's Recommended Operating Budget.

| General Fund Debt Projects | | | Estimated Borrowing Costs | | | |
|--|--------------------|------------------------------|---------------------------|-------|---------------------|--|
| Project Title | FY2027 Request | Town Manager Comment | Term | Rate | Est. Annual payment | |
| Town Hall HVAC and Emergency Power Replacement | \$2,750,000 | high priority, cost shared * | 30 | 4.25% | \$86,875 | |
| Fire Engine 21 Replacement | \$1,710,000 | could be deferred to FY28 | 10 | 4.25% | \$247,675 | |
| Public Works Facility – Final Design | \$900,000 | high priority | 30 | 4.25% | \$54,096 | |
| Complete Street Program | \$900,000 | could be deferred to FY28 | 15 | 4.25% | \$98,250 | |
| Stormwater Management Program Including Bridges & Culverts | \$700,000 | could be deferred to FY28 | 10 | 4.25% | \$99,750 | |
| Sidewalk Program | \$500,000 | could be deferred to FY28 | 15 | 4.25% | \$56,250 | |
| Total GF Debt | \$8,460,000 | | | | | |

* Annual debt service shared with Energy Efficiency Fund, see page 10; project costs reduced by one time \$350K payment from EEF, and \$1m grant from DOER

** Order in FY2027, first debt payment in FY2030



FY2027 Preliminary Capital Budget – Free Cash

The list of below includes capital projects which could possibly be funded through free cash. Free cash, certified by the state each year, represents a municipality's surplus funds available for appropriation. It is calculated as the total of cash and receivables, minus current liabilities, earmarked reserves, and reserves for uncollected taxes. Municipalities often use free cash to fund projects because it is flexible, avoids adding debt, and does not burden taxpayers. This funding source ensures that only genuinely available resources are used, maintaining fiscal responsibility and stability.

| Free Cash Projects | | |
|----------------------|--|----------------|
| | | FY2027 Request |
| PD-1 | Police Fleet – Cruiser Replacement | \$250,000 |
| FAC-4 | Building Envelope and Interior Improvements | \$200,000 |
| IT-CDSR-1 | Core Switching and Routing Enclosure Replacement | \$200,000 |
| LB-1 | Memorial Library Redesign – Conceptual Design | \$95,000 |
| FAC-21 | Replace 2015 F250 Truck – Facilities Department | \$65,000 |
| FAC-1 | Roof Design for Facilities | \$60,000 |
| FD-5 | Portable Radio Replacements- Phase II | \$60,000 |
| FAC-34 | Town Hall Bell Tower Stabilization Design | \$50,000 |
| FAC-18 | Replace Fire Escapes at Three Fire Stations | \$50,000 |
| TM-1 | Conceptual Design for Morrison Farm | \$50,000 |
| PD-3 | PowerDMS Cloud Based Software | \$40,000 |
| CEL-1 | Fireworks for July 4 th | \$40,000 |
| IT-Infrastructure -1 | Switch and Firewall Replacement Program | \$30,000 |
| FD-4 | Fire Hose Replacements | \$25,000 |
| Total Free Cash | | \$1,215,000 |



FY2027 Preliminary Capital Budget - Special Revenue & Enterprise

The Town currently utilizes a number of special revenue, revolving, and enterprise funds to support operations and projects, helping to reduce the tax burden to residents. The following projects are shown as funded through a variety of sources including the proceeds from sale of real property; revolving and enterprise funds; trust fund and the energy efficiency fund.

The Energy Efficiency Fund (EEF) was established through a home rule petition in 2012. This dedicated account is used to provide funds for energy efficiency, energy conservation, or renewable energy projects in town, as well as towards energy savings in town-owned facilities or properties. Funds may be deposited into or expended from this fund with approval from a majority of the Acton Select Board. This fund currently receives revenues from solar PILOT agreements, vehicle charging stations, vehicle sales, and net-metering credits from the Town solar field located at the Transfer Station. For example, a solar project being constructed on the WR Grace property will provide \$131,000 in annual revenue to the EEF over a 20-year period that will start in April of 2026 and this revenue will support the Town Hall electrification project proposed below.

Special Revenue, Enterprise and Revolving Funds Projects

| | | FY2027 Request | Town Manager Comment |
|------------------------------------|--|--------------------|--|
| FD-2 | Ambulance Replacement Program ** | \$855,000 | <i>Enterprise \$161,338 est. first year debt payment</i> |
| FD-3 | Command Vehicle Replacements – Fire Department | \$126,500 | <i>Enterprise</i> |
| CAP-1 | Public Safety Facility HVAC System Replacement- Conceptual Design | \$200,000 | <i>Energy Efficiency Fund</i> |
| REC-4 | NARA Park Signage Replacement | \$20,000 | <i>Revolving</i> |
| Total Special Revenue Funds | | \$1,201,500 | |

* Annual debt service shared with general fund , see page 9

** Order in FY2027, receive new ambulance and make first debt payment in FY2029



FY2027 Preliminary Capital Budget – Project Details

Brief details regarding projects proposed for FY2027 by funding source.

FY2027 General Fund Debt Project Details

SU-1 Town Hall HVAC/Emergency Power Replacement Project - \$2,750,000 (offset by Energy Efficiency Fund)

2025 Select Board Short Term Goal

This funding request of \$2,750,000 is for an HVAC and Emergency Power Replacement Project at Town Hall. The design for this project was funded through the Energy Efficiency Fund and ARPA allocations by the Select Board. Acton was recently designated by the Commonwealth as a Climate Leader Community and awarded a grant of \$1 million to help fund this project through the State's Decarbonization Accelerator Grant. This will reduce the project costs and borrowing needs. We are also proposing utilizing the Energy Efficiency Fund to help stabilize the annual borrowing costs and mitigate interest costs to taxpayers.

The current HVAC system at Town Hall is beyond its useful life and does not adequately provide the building and staff with proper cooling and heating. Due to the age and condition of the system, there has been an increase in maintenance needs and repairs throughout the past few years. The heating systems, the existing HVAC system will be removed and replaced with a new all electric heating HVAC system.

This project is in line with the Climate Emergency Declaration passed at a Special Town Meeting in September 2020, which calls for net zero emissions as quickly as possible, with a target date of 2030. This project is also directly connected to the goals of the Climate Action Plan, which the Select Board voted to support in 2022 and by Town Meeting in 2022, which voted in support of "Mobilizing Acton's Climate Action Plan." More specifically this project aligns with Strategy B3 in the Climate Action Plan, under Buildings & Housing, which calls for the Town to "Lead by example to improve the energy efficiency of the town's municipal buildings and schools and transition that building stock to net-zero emissions." This work aligns with the Select Board Long-Term Goal #6 from 2023, which calls to "Continue progress on the climate action plan implementation." More recently, the Select Board identified advancing this project to Town Meeting in their 2025 Short-Term Goals. The project recently completed the design development phase resulting in construction plans that can be viewed [HERE](#).



*Mold growth on piping
in ceilings*



*Current mechanical room that will be
reconfigured to hold ASHP mechanical systems*



FY2027 Preliminary Capital Budget – Project Details

Brief details regarding projects proposed for FY2027 by funding source.

FY2027 General Fund Debt Project Details

FD-1 Fire Engine Replacement - \$1,710,000

This funding request is for the replacement of the current 2010 Pierce Arrow Pumper (Engine 21) that has 111,502 miles of usage. In accordance with the Department's apparatus replacement program, engines are scheduled for 10 years of frontline service followed by 5 years in reserve service, for a total of 15 years of operational service. Engine 21 has reached the end of that planned cycle.

Acton Fire operates three (3) primary Fire Engines ("Pumpers"). Currently there are two (2) Reserve Engines that are available to be placed into service when a Primary Engine is out for periodic maintenance or is out of service for repairs. Reserve Engines are also placed into service during large scale or multiple emergencies when an "All Call" is placed for off-duty members to return to the stations and staff the Reserve Engines. The Reserve Engines are being placed into service more and more often, as Primary Engines experience increasing mechanical issues and needed repairs. Reserve Engines require frequent maintenance and repairs as well. Over \$24K was spent on repairs to Engine 21 between FY24 and FY25, and continued repairs are anticipated the longer Engine 21 remains in service. The build time for an Engine is currently over 3 years. To ensure we are able to replace this engine prior to failure, the Fire Department requests funding a replacement in FY27 to allow the three-year build period to begin.





FY2027 Preliminary Capital Budget – Project Details

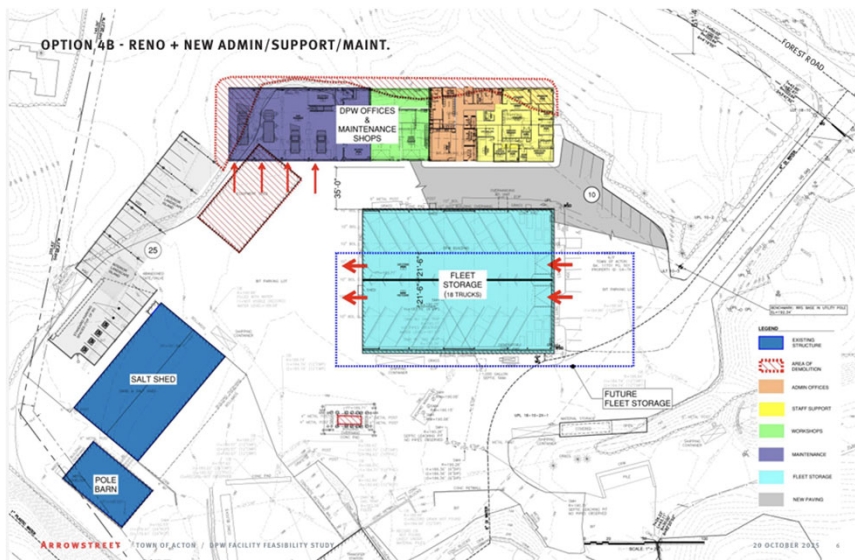
Brief details regarding projects proposed for FY2027 by funding source.

FY2027 General Fund Debt Project Details

DPW-12 – Public Works Facility – Final Design - \$900,000

2025 Select Board Short Term Goal

Continuing an effort supported by Town Meeting in May of 2025, this funding request moves final design efforts forward for a new Public Works Facility. The existing DPW facility is more than 50 years old and no longer meets current operation, safety, environmental or equipment storage needs. Since 2021, the Town has undertaken a comprehensive feasibility and design evaluation process supported by Town Meeting at different sessions. More recently, Town Meeting approved an appropriation of \$150,000 to further study needs and design efforts to date with the goal of identifying an alternative, cost effective design for funding consideration. The Town procured the services of Arrowstreet Consultants who conducted a full review of efforts to date which can be view [HERE](#). The result was a proposal of 5 different design options which were presented to the DPW Building Committee, Finance Committee and Select Board. The preferred option is 4B, shown below. This option repurposes the existing facility for fleet storage and constructs a modern, right sized building for operations, maintenance, staff facilities, and administration. This phased approach balances long term service needs with affordability and support the Town's sustainability and resiliency goals. Advancing this phase now helps control costs in a high-inflation construction environment and keeps the project eligible for future grant and funding opportunities.



Design option 4B that was identified by the DPW Building Committee and Select Board as the preferred option.



October 2025 Peer Review Report completed by Arrowstreet Consultants



FY2027 Preliminary Capital Budget – Project Details

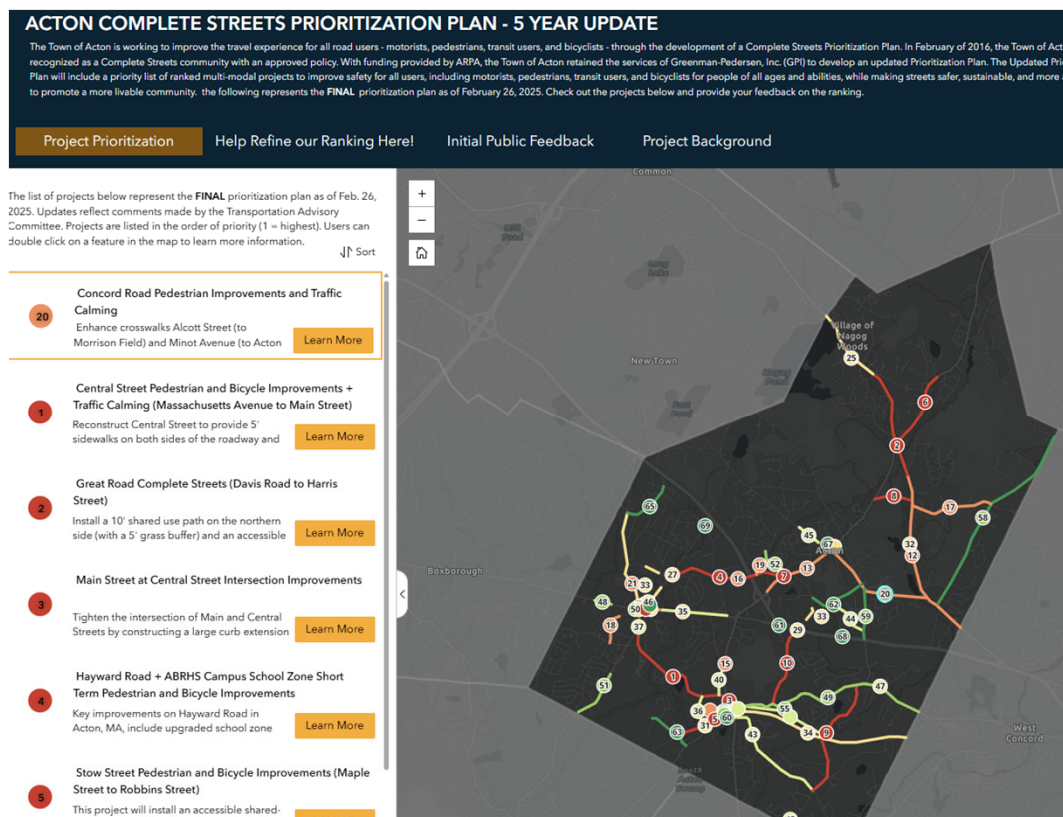
Brief details regarding projects proposed for FY2027 by funding source.

FY2027 General Fund Debt Project Details

DPW-15 - Complete Street Program - \$900,000

2025 Select Board Short Term Goal

This funding request advances the Town’s ongoing commitment to building safer, more accessible, and equitable transportation corridors for all users including pedestrians, bicyclists, transit riders, and drivers. Acton’s Complete Streets efforts focus on enhancing mobility, reducing crash risks, improving walkability and bike connectivity, and supporting access to schools, parks, commercial areas, and regional transit assets including the Bruce Freeman Rail Trail and MBTA services. Recently, the Town completed a 5-year Complete Streets Prioritization plan update that guides annual Capital Improvement Project requests. The 5-year update can be viewed [HERE](#). Projects that will be funded through this appropriation include improvements to Stow Street Corridor (Jones Field to Town Line); Powder Mill Road (Canoe launch to Concord line); Main Street corridor (Great Rd to Bruce Freeman Rail Trail); and Great Road corridor (Harris St to Davis Rd). This project continues Acton’s long-term strategy to improve safety, accessibility, and sustainable transportation options throughout the community.



Acton’s updated 5-year complete streets prioritization plan



FY2027 Preliminary Capital Budget – Project Details

Brief details regarding projects proposed for FY2027 by funding source.

FY2027 General Fund Debt Project Details

DPW-23 – Bridge/Culvert Design and Construction - \$700,000

2025 Select Board Short Term Goal

This funding request supports the replacement and improvement of priority bridges and culverts to maintain safe and reliable transportation routes, reduce flooding, and strengthen Acton's climate resilience. Many structures are aging or undersized, and recent storm events have highlighted the need for proactive upgrades to prevent roadway closures, emergency repairs, and water-quality impacts. This work advances the Town's Stormwater Asset Management Plan and supports compliance with federal MS4 stormwater permit requirements and compliance with the United States Environmental Protection Agency's National Pollutant Discharge Elimination System (NPDES) Permit.

Current priority projects include: Main Street-North Acton over Nashoba Brook; Charter Road drainage improvements; Main/School/River Streets Great Hill area stormwater upgrades; and Main Street Culvert Replacement (near #820).

These investments reduce flood risk, protect water quality, and support safe travel for residents, emergency services, and school transportation. The Town will pursue state and federal funding opportunities to maximize local dollars and accelerate delivery of critical stormwater and roadway improvements.



Stormwater
Drainage System
Asset
Management
Plan (AMP),
August, 2023

*Example of a
Culvert under a
public way*



Photo 3-1: CLV-36A – Zoom camera video snapshot showing deterioration in a culvert



*Parker Street
Bridge
(A-02-010)*



FY2027 Preliminary Capital Budget – Project Details

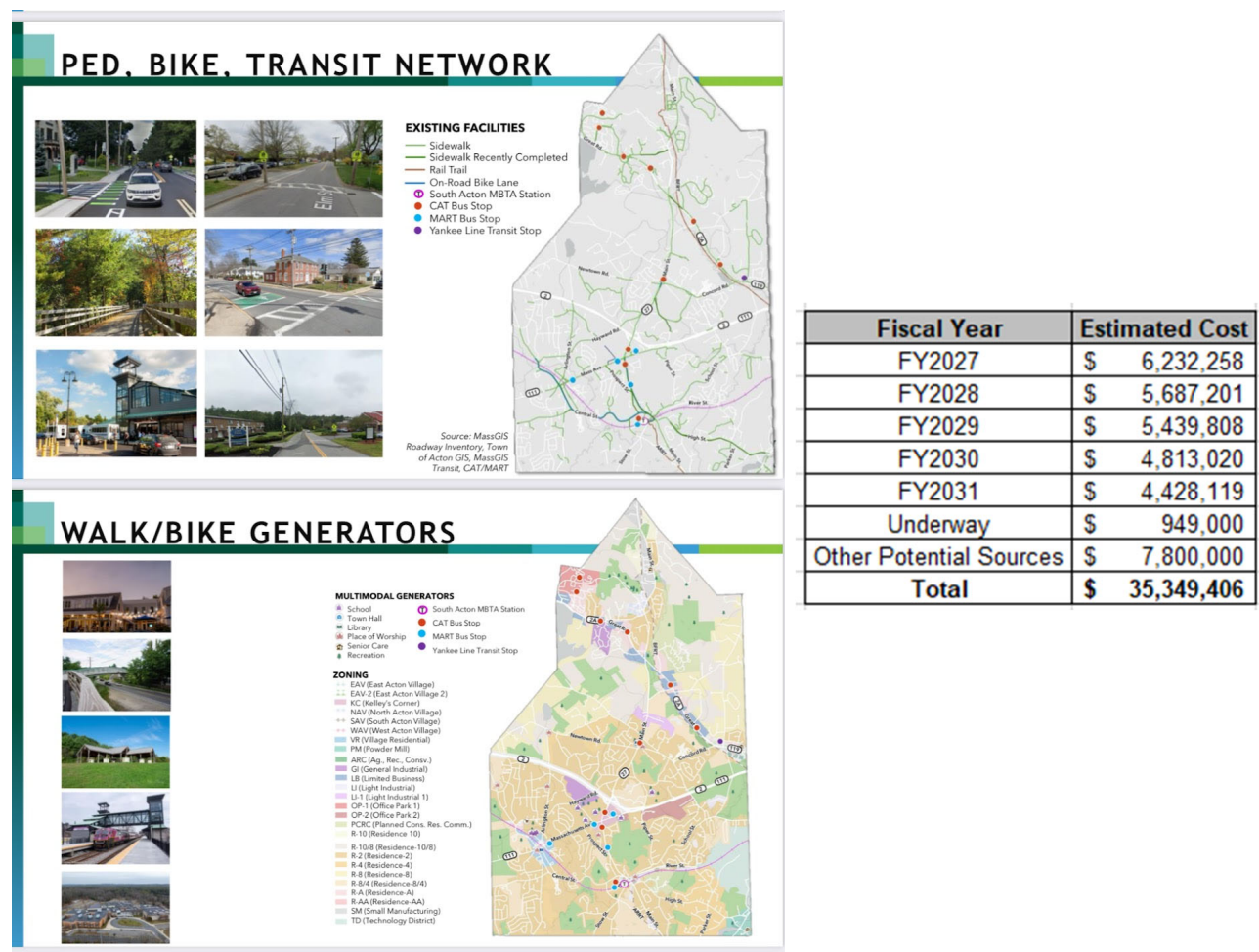
Brief details regarding projects proposed for FY2027 by funding source.

FY2027 General Fund Debt Project Details

DPW-16 –Sidewalk Program - \$500,000

This funding request is for the continued sidewalk construction and improvements throughout the Town. These projects have a long lead time and rely on extensive planning, design, approval from abutting property owners, and proper funding. As a result, there is currently a backlog of sidewalks that have been prioritized for these improvements. The priority projects funded through this request include sidewalk installations along a portion of River Street (School to Vanderbilt); Stow Street (Maple to Fort Pond Brook) and Main Street at #820. Slides from a recent public hearing are shown below. The FY27 request is a portion of the estimated more than \$35M investment needed to complete the priority sidewalk segments and complete streets improvements. Additional information may be found at:

<https://actonma.gov/582/Complete-Streets-Program>.





FY2027 Preliminary Capital Budget – Project Details

Brief details regarding projects proposed for FY2027 by funding source.

FY2027 Free Cash Project Details

PD-2 Police Fleet – Cruiser Replacement – \$250,000

Funding in the amount of \$250,000 for the purchase of four new hybrid police cruisers. As of FY2024, all cruisers have been successfully transitioned to hybrid vehicles.

FAC-4 Facility Improvements - \$200,000

Funding in the amount of \$200,000 for improvements and maintenance associated with Town public facilities. This includes projects identified within the Acton Town Wide Facility & Electrification Study (found here – [Town-Wide Facility and Electrification Study](#)). Additionally, improvement projects will be included that are focused on maintaining our Town facilities.

IT-CDSR-1 Core Switching and Routing Enclosure Replacement - \$200,000

Funding in the amount of \$200,000 for replacement of core switching and routing enclosures. The core switching and routing enclosure in the AML Data Center will reach vendor end-of-support in April. It is recommended to plan for replacement with a comparable solution. This enclosure is a critical component of the Town's network, serving as the backbone that connects all municipal buildings and facilities.

LB-1 Memorial Library Redesign – Conceptual Design - \$95,000

The Conceptual Design request of \$95,000 for the Acton Memorial Library is essential to guide the upcoming building redesign and renovation efforts. This funding will enable architects and library planners to develop detailed conceptual layouts, cost estimates, and phased implementation options that address accessibility, functionality, and long-term community needs. Investing in conceptual design ensures that future capital improvements are strategically aligned with the Library's mission, sustainability goals, and the Town's overall facilities planning process.

FAC-21 Replace 2015 F250 Truck – Facilities Department - \$65,000

This vehicle is heavily used throughout the season for a wide range of uses, including moving of equipment and staff as well as plowing municipal lots and streets. Recently this vehicle experienced catastrophic failure of its lift gate, requiring removal and greatly limiting its capabilities. Additional deterioration is limiting its ability to support plowing options.

FD-4 Fire Department Radio Replacement Phase I- \$60,000

Funding in the amount of \$60,000 for Phase I of Fire Department radio replacement program. To ensure proper communication occurs at all times amongst responding Firefighters, the Department plans on routine replacements. This project will be the first phase in the replacement.



FY2027 Preliminary Capital Budget – Project Details

Brief details regarding projects proposed for FY2027 by funding source.

FY2027 Free Cash Project Details

FAC-1 Roof Design for Facilities - \$60,000

Funding in the amount of \$60,000 for engineering and design for the replacement of town roofs. The Facilities team has identified 6 buildings whose roofs have reached the end of their expected life and are in need of replacement. This request will allow the Town to continue the process of design replacements, developing cost estimates and bid packages for future funding requests.



*Image of current
Bathhouse Roof at
NARA Park*

FAC-34 Town Hall Bell Tower Stabilization Design - \$50,000

During a site visit to conduct an existing conditions study, Structure North indicated the current bell tower is in poor structural condition and recommended shutting the system down until repairs can be made. This request will begin design efforts to repair the structure and return it to full operations. A future renovation request is anticipated in an upcoming fiscal year.



*Image of bell
at Town Hall
from 1859*

FAC-18 Replace Fire Escapes at Three Fire Stations - \$50,000

Funding in the amount of \$50,000 for replacement of aging and deteriorated fire escapes at three stations. These fire escapes are original to the building and rapidly deteriorating. Each station (South, West, and North) are over 65 years of age and in need of exterior repairs. This request will help move those efforts forward and ensure fire safety for each building.

TM-1 Conceptual Design for Morrison Farm - \$50,000

This funding request for conceptual design will allow the Town to begin planning for long-term reuse of the Morrison Farm House and Barn. Both sit vacant and are in need to renovations to ensure they last into the future and preserved for generations to come.



*Exterior photo of
Morrison Farm
House*



FY2027 Preliminary Capital Budget – Project Details

Brief details regarding projects proposed for FY2027 by funding source.

FY2027 Free Cash Project Details

PD-3 Power DMS Cloud Based Software - \$40,000

This funding request for \$40,000 will support implementation and ongoing use of PowerDMS to streamline operations, enhance public trust, and improve community/police relations. PowerDMS is a cloud based software platform that centralizes key police function including policy management, accreditation, training, internal affairs, incident reporting, officer wellness, scheduling and community engagement. This unified system improves efficiency, ensures compliance and strengthens accountability, risk management and officer wellness.

CEL-1 Fireworks for 4th of July Celebration - \$40,000

This request is for the funding of the fireworks celebration on July 4th at NARA. The 2025 celebration was very well attended with an estimated 10,000 plus visiting NARA to watch the concert and fireworks. The Town intends on continuing this very popular event and will utilize these funds to support the program.



IT-Infrastructure-1 Switch and Firewall Replacement Program - \$30,000

Replacing aging network switches and firewalls is critical to maintaining the Town's cybersecurity, reliability, and connectivity across all municipal facilities. These upgrades will strengthen data protection, support modern software and communication systems, and ensure the Town's network remains secure and resilient against evolving threats.

FD-4 Fire Hose Replacements - \$25,000

To remain compliant for NFPA standards, the Department must routinely replace aging fire hose's. These require annual service testing and removal of hose that fails pressure testing or reaches the end of its service life. As one of the most critical pieces of firefighting equipment, timely hose replacement ensures reliable water delivery, protects firefighter safety, and maintains operational readiness during emergency response and mutual aid deployments.

REC-4 NARA Park Signage Replacement Program - \$20,000

This funding request is to replace the aging and temporary wayfinding signage at NARA Park. NARA Park greets 10's of thousands of visitors annually to enjoy the various amenities it has to offer. The current wayfinding signage was originally meant to be temporary and is not adequate for the level of visitors experienced today. This request would allow the Town to modernize and standardized signage at NARA Park, creating a welcoming environment for all visitors.





FY2027 Preliminary Capital Budget – Project Details

Brief details regarding projects proposed for FY2027 by funding source.

FY2027 Special Revenue, Revolving and Enterprise Funds Projects

FD-2 Ambulance Replacement Program - \$855,000 (order in FY27; first payment in FY29)

Rescue 34, a 2017 ambulance currently serving in a primary response role beyond its planned lifecycle, has exceeded industry standard service expectations and is experiencing increased maintenance needs, reliability concerns, and prolonged out-of-service periods. Continued reliance on this aging apparatus poses operational and safety risks. With a two to three year procurement lead time and escalating vehicle costs, timely replacement as part of the FY27 CIP is essential to maintain reliable EMS service.



CAP-1 Public Safety Facility HVAC System Replacement – Conceptual Design - \$200,000

Built in 2005, the Public Safety Facility (PSF) is beginning to experience failure of its building wide HVAC system. As part of the Town-wide Electrification and Facility Study, the PSF has been identified as a facility for future HVAC improvements through electrification of building systems. This request would fund conceptual design, which is the first step in that process.

FD-3 Fire Department Command Vehicle - \$126,500

Fire Department Command Vehicles are in heavy use on a regular basis. Older vehicles are placed into more ancillary use by members for transportation to outside training events, continued schooling, and the Recruit Academy. As the command vehicles rotate through the system, one is always available as a backup Command Vehicle if the primary is out of service or in major or multiple emergencies.



Command vehicle C31



FY2027 – FY2036 CIP: Ten-Year Plan - Funding Needed By Source

General Fund Debt Projects

| Project # | Project Title | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | FY2033 | FY2034 | FY2035 | FY2036 | Total |
|-----------|--|---------------------|--------------------|---------------------|----------------------|--------------------|---------------------|---------------------|---------------------|---------------------|--------------------|----------------------|
| SU-1 | Town Hall HVAC and Emergency Power Replacement | \$ 3,750,000 | | | | | | | | | | \$ 3,750,000 |
| CAP-1 | Electrification of Public Safety Facility | | \$ 300,000 | \$ 3,600,000 | | | | | | | | \$ 3,900,000 |
| CAP-3 | Memorial Library HVAC Replacement | | | \$ 250,000 | \$ 300,000 | | \$ 2,111,311 | | | | | \$ 2,661,311 |
| FAC-38 | Building Improvements Memorial Library | | \$ 500,000 | \$ 300,000 | \$ 300,000 | \$ 300,000 | \$ 300,000 | \$ 300,000 | \$ 300,000 | \$ 300,000 | \$ 300,000 | \$ 2,900,000 |
| LB-1 | Memorial Library Redesign | | \$ 200,000 | | \$ 500,000 | | | | | | | \$ 700,000 |
| LB-3 | Memorial Library Renovations | | | | | | \$ 4,000,000 | | | | | \$ 4,000,000 |
| FD-1 | Fire Engine 21 Replacement | \$ 1,710,000 | | | | | | | | | | \$ 1,710,000 |
| FD-6 | Brush Truck 25 Replacement | | \$ 275,000 | | | | | | | | | \$ 275,000 |
| DPW-23 | Stormwater Management Program (including Bridges & Culverts) | \$ 700,000 | \$ 850,000 | \$ 900,000 | \$ 950,000 | \$ 1,000,000 | \$ 1,050,000 | \$ 1,100,000 | \$ 1,175,000 | \$ 1,250,000 | \$ 1,276,000 | \$ 10,251,000 |
| DPW-16 | Complete Street & Sidewalk Program | \$ 500,000 | \$ 750,000 | \$ 3,500,000 | \$ 3,750,000 | \$ 3,750,000 | \$ 750,000 | | \$ 750,000 | | \$ 750,000 | \$ 14,500,000 |
| DPW-15 | Complete Street Program | \$ 900,000 | | \$ 750,000 | \$ 1,000,000 | \$ 1,000,000 | \$ 1,250,000 | \$ 1,250,000 | \$ 1,250,000 | \$ 1,500,000 | \$ 1,500,000 | \$ 10,400,000 |
| DPW-12 | Public Works Facility - Final Design and Construction | \$ 900,000 | | \$ 15,000,000 | \$ 15,000,000 | | | | | | | \$ 30,900,000 |
| DPW-15 | Intersection - Hayward & Main - Construction | | \$ 1,900,000 | | \$ 2,014,000 | | | | | | | \$ 3,914,000 |
| DPW-11 | Town Hall/Library - Parking Lot Redesign/Construction | | \$ 1,200,000 | | | | | | | | | \$ 1,200,000 |
| DPW-2 | Transfer Station and Recycling Facility - Facility Redesign / Reconstruction | | | | \$ 800,000 | | | \$ 4,000,000 | | | | \$ 4,800,000 |
| DPW-3 | Capital Replacement - Transfer Station | | \$ 200,000 | \$ 350,000 | \$ 225,000 | \$ 118,000 | | | | | | \$ 893,000 |
| DPW-3 | Maple St - St #19-21 - Site Redevelopment | | \$ 1,822,000 | | | | | | | | | \$ 1,822,000 |
| | Subtotal | \$ 8,460,000 | \$7,997,000 | \$24,650,000 | \$ 24,839,000 | \$6,168,000 | \$ 9,461,311 | \$ 6,650,000 | \$ 3,475,000 | \$ 3,050,000 | \$3,826,000 | \$ 98,576,311 |

Free Cash Projects

| Project # | Project Title | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | FY2033 | FY2034 | FY2035 | FY2036 | Total |
|---------------------|--|---------------------|---------------------|---------------------|-------------------|---------------------|-------------------|---------------------|---------------------|-------------------|-------------------|----------------------|
| FAC-1 | Roof Design for Facilities | \$ 60,000 | \$ 60,000 | \$ 30,000 | \$ 30,000 | | | | | | | \$ 180,000 |
| FAC-4 | Public Facilities-Building Improvements Building Envelope and Interior Improvements. | \$ 200,000 | \$ 200,000 | \$ 200,000 | \$ 200,000 | \$ 200,000 | \$ 200,000 | \$ 200,000 | \$ 200,000 | \$ 200,000 | \$ 200,000 | \$ 2,000,000 |
| FAC-18 | Replace Fire Escapes Three Fire Stations | \$ 50,000 | | | | | | | | | | \$ 50,000 |
| FAC-21 | Replace 2015 F250 Truck - Facilities Division | \$ 65,000 | | | | | | | | | | \$ 65,000 |
| FAC-34 | Town Hall Bell Tower Stabilization Design | \$ 50,000 | | | | | | | | | | \$ 50,000 |
| FAC-37 | Repairs and Paint Exterior of Facilities (Town Hall and Red House) | | \$ 200,000 | | \$ 55,000 | | | | | | | \$ 255,000 |
| LB-2 | Shelving Replacements | | | \$ 300,000 | | \$ 300,000 | | \$ 300,000 | | | | \$ 900,000 |
| PD-1 | Police Fleet - Cruisers | | \$ 250,000 | \$ 250,000 | \$ 250,000 | \$ 250,000 | \$ 250,000 | \$ 250,000 | \$ 250,000 | \$ 250,000 | \$ 250,000 | \$ 2,250,000 |
| PD-3 | PowerDMS cloud based software | \$ 40,000 | | | | | | | | | | \$ 40,000 |
| IT-CDSR-1 | Core Switching and Routing Enclosure Replacement | \$ 200,000 | | | | | | | | | | \$ 200,000 |
| IT-UPS-1 | Core Facilities UPS Backup Systems Replacement | | | \$ 200,000 | | | | | | | | \$ 200,000 |
| IT-Fiber-1 | Municipal Fiber Expansion Project | | \$ 150,000 | \$ 20,000 | \$ 20,000 | \$ 20,000 | \$ 20,000 | \$ 20,000 | \$ 20,000 | \$ 20,000 | \$ 20,000 | \$ 310,000 |
| IT-Infrastructure-1 | Smith and Firewall Replacement Program | \$ 30,000 | \$ 30,000 | \$ 30,000 | \$ 30,000 | \$ 30,000 | | | | | | \$ 150,000 |
| FD-4 | Fire Hose Replacement | \$ 25,000 | | | | | | | | | | \$ 25,000 |
| FD-5 | Portable Radios Phase II | \$ 60,000 | | | | | | | | | | \$ 60,000 |
| PD-1 | Police Fleet - Cruisers | \$ 250,000 | | | | | | | | | | \$ 250,000 |
| LB-1 | Memorial Library Redesign | \$ 95,000 | | | | | | | | | | \$ 95,000 |
| IT-CDSR-1 | Core Switching and Routing Enclosure Replacement | \$ 200,000 | | | | | | | | | | \$ 200,000 |
| TM-1 | Conceptual Design for Morrison Farm | \$ 50,000 | | | | | | | | | | \$ 50,000 |
| CAP 1 | Electrification of Public Safety Facility | \$ 200,000 | | | | | | | | | | \$ 200,000 |
| REC-4 | NARA Park Signage Replacement Program | \$ 20,000 | | | | | | | | | | \$ 20,000 |
| DPW-6 | Transfer Station - Reduced Fee Program (Citizen Petition) | | \$ 10,000 | | \$ 10,000 | | \$ 10,000 | | \$ 10,000 | | \$ 10,000 | \$ 50,000 |
| DPW-7 | Banner Program | | | \$ 10,000 | | | | | | | | \$ 10,000 |
| DPW-5 | Vegetation Management Program | | | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 20,000 | \$ 20,000 | \$ 20,000 | \$ 25,000 | \$ 25,000 | \$ 155,000 |
| DPW-19 | Stormwater Management Program - EPA MS4 General Permit | | | \$ 75,000 | \$ 75,000 | \$ 75,000 | \$ 125,000 | \$ 125,000 | \$ 125,000 | \$ 175,000 | \$ 175,000 | \$ 950,000 |
| DPW-30 | DPW - Portable Radio System | | | \$ 100,000 | | | | | | | | \$ 100,000 |
| DPW-31 | Street Light Program | | | \$ 75,000 | | | | | \$ 100,000 | | | \$ 175,000 |
| DPW-32 | Roadway Pavement Condition Evaluation | | | | | | | | | \$ 40,000 | | \$ 40,000 |
| DPW-20 | Asset Management Program - Public Infrastructure | | | \$ 25,000 | | \$ 25,000 | | \$ 25,000 | \$ 50,000 | \$ 50,000 | \$ 50,000 | \$ 225,000 |
| DPW-21 | Dam Management Program | | | \$ 7,500 | \$ 10,000 | \$ 10,000 | \$ 15,000 | \$ 25,000 | \$ 50,000 | \$ 50,000 | \$ 50,000 | \$ 217,500 |
| DPW-3 | Capital Replacement - Transfer Station | | | | | | \$ 80,000 | \$ 28,000 | \$ 25,000 | \$ 25,000 | \$ 25,000 | \$ 183,000 |
| DPW-4 | Commuter Parking Program - Maintenance & Improvements | | \$ 105,000 | \$ 105,000 | \$ 110,000 | \$ 110,000 | \$ 110,000 | \$ 115,000 | \$ 115,000 | \$ 115,000 | \$ 120,000 | \$ 1,005,000 |
| DPW-11 | Electronic Message Board - Town Sign | | \$ 50,000 | | | | | | | | | \$ 50,000 |
| CEL-1 | Fireworks for July 4th | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 400,000 |
| | Subtotal | \$ 1,635,000 | \$ 1,095,000 | \$ 1,482,500 | \$ 845,000 | \$ 1,075,000 | \$ 870,000 | \$ 1,148,000 | \$ 1,005,000 | \$ 990,000 | \$ 965,000 | \$ 11,110,500 |



FY2027 – FY2036 CIP: Ten-Year Plan - Funding Needed By Source

Enterprise, Trust, Proceeds, and Other Fund Projects

| Project # | Project Title | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | FY2033 | FY2034 | FY2035 | FY2036 | Total |
|-----------|---|------------------------------|-------------------|---------------------|-------------------|------------------------------|-------------------|---------------------|------------------------------|-------------------|---------------------|---------------------|
| FAC-12 | Design/Construct HVAC Upgrade - Cemetery Office | | | | | | \$ 35,000 | | \$ 300,000 | | | \$ 335,000 |
| CAP-1 | Public Safety Facility HVAC Replacement Design | \$ 200,000 | | | | | | | | | | |
| FD-2 | Ambulance Replacement Program | PURCHASE (FY29 Borrow) | | \$ 855,000 | | PURCHASE (FY33 Borrow) | | \$ 931,700 | PURCHASE (FY36 Borrow) | | \$ 1,100,000 | \$ 2,886,700 |
| FD-3 | Command Vehicle Replacement | \$ 126,500 | \$ 150,000 | \$ 160,000 | \$ 175,000 | \$ 190,000 | \$ 200,000 | \$ 210,000 | \$ 220,000 | \$ 230,000 | | \$ 1,661,500 |
| REC-17 | Playground Replacement Program | | | | \$ 150,000 | | \$ 100,000 | | \$ 100,000 | | \$ 100,000 | \$ 450,000 |
| REC-10 | Recreation Message Board at NARA | | | | \$ 50,000 | | | | | | | \$ 50,000 |
| REC-5 | ADA Compliant Pathways and Access at Amphitheater | | | \$ 50,000 | | | | | | | | \$ 50,000 |
| CEM-21 | Cemetery Master Plan Update | | | | \$ 80,000 | | | | | | | \$ 80,000 |
| CEM-2 | Capital Program - Backhoe | | | \$ 110,000 | | | | | | | | \$ 110,000 |
| | Subtotal | \$ 326,500 | \$ 150,000 | \$ 1,175,000 | \$ 455,000 | \$ 190,000 | \$ 335,000 | \$ 1,141,700 | \$ 620,000 | \$ 230,000 | \$ 1,200,000 | \$ 5,623,200 |

Total Investment Needed

| | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | FY2033 | FY2034 | FY2035 | FY2036 | Total |
|-------------------------|----------------------|---------------------|----------------------|----------------------|---------------------|----------------------|---------------------|---------------------|---------------------|---------------------|-----------------------|
| Total Investment | \$ 10,571,500 | \$ 9,242,000 | \$ 27,307,500 | \$ 26,139,000 | \$ 7,433,000 | \$ 10,666,311 | \$ 8,939,700 | \$ 5,100,000 | \$ 4,270,000 | \$ 5,991,000 | \$ 115,460,011 |



Photo to left: World War I Monument refurbished in early 2025.
Top photo: Newly constructed Isaac Davis display case and mural. Both completed as part of preparations for the 250th celebration.



Capital Investments funded through Debt Exclusions

The Town of Acton has both excluded (also known as exempt) debt and non-excluded debt. Typically, debt exclusions have been used for major building construction projects, as can be seen in the table below. At this time, the FY2027 – FY2036 CIP includes a request for an FY2028 debt exclusion for the DPW Facility Construction project.

With excluded debt from earlier projects retiring in 2025, there is an opportunity for the Board to consider funding new excluded debt to complete major infrastructure investments that are difficult to fund within the tax levy.

| Voter Date | Description | Department | Vote |
|------------|--|------------------------|----------|
| 12/17/2019 | Town's Share of New Elementary School and Early Childhood Program (Boardwalk Campus) | School | Approved |
| 12/17/2019 | New Fire Station | Public Safety | Approved |
| 12/17/2019 | New Minuteman High School | School | Approved |
| 11/05/2002 | Public Safety Building | Public Safety | Approved |
| 11/20/2000 | Construct Addition and Remodel Regional School | School | Approved |
| 12/08/1998 | Construct and Equip New Twin School | School | Approved |
| 12/08/1998 | Repair and Reconst. Acton-Box.Reg.School | School | Approved |
| 05/13/1997 | Acquire Land for General Operating Exp. | General Operating | Approved |
| 05/13/1997 | Repair and Equip Selected Town Schools | School | Approved |
| 05/7/1996 | Land-Construct Library | Culture and Recreation | Approved |
| 05/07/1996 | Const. Park and Multi Recreation Area | Culture and Recreation | Approved |
| 04/01/1987 | Schools/Con, Doug, Gates, Merr., Mcc. | School | Approved |
| 11/01/1986 | Town Hall Repairs | General Government | Approved |
| 02/01/1986 | Regional School/Jr and High | School | Approved |
| 04/01/1983 | Schools/Regional Jr and High | School | Approved |



Appendix A: Capital Assets in Acton

The Town of Acton has built infrastructure to provide important services to residents such as roads, libraries, full-time police and fire departments, and regional school systems that rank among the top ten in the Commonwealth. These systems remain in place today and must be maintained along with the Town's vehicles and other equipment to ensure that the Town can continue to provide valuable services to its residents. Infrastructure components for which the Town of Acton is responsible for include facilities, parks, roadways, sidewalks, trails, bridges, sewer system, stormwater system, and vehicles. An overview of these assets is provided in the following pages.

Facilities

The Town of Acton occupies and manages a series of buildings and building complexes that serve a multitude of purposes from Town Hall to the Memorial Library to the Human Services Facility. Each of these facilities must be maintained on a regular basis to ensure the safety of workers and the general public. Buildings and the major components therein, such as the HVAC system, roof, flooring, electrical, plumbing, and elevators, have certain lifespans and so major upgrades and/or replacements are necessary in order to maintain the functionality of these facilities.



NARA Amphitheater hosting Into the Floyd Concert, July 2025



Acton Town Facilities

| Name | Address | Year Built/ Renovated | Approx. SF |
|------------------------------|--------------------------|--------------------------|---------------|
| Asa Parlin House | 17 Woodbury Lane | 1780/1976/ 2025 | 871 |
| Center Fire | 3 Concord Road | 1960 | 4,678 |
| Civil Defense | 3 School Street | 1940 | 2,628 |
| DPW Building | 14 Forest Road | 1971 | 19,200 |
| Kennedy Service Building | 104 Concord Road Rear | 1967/2018 | 2,640 |
| Woodlawn Cemetery Chapel | 74 Concord Road | 1940 | 2,872 |
| Woodlawn Hearse House | 87 Concord Road | 1862 | 300 |
| Memorial Library | 486 Main Street | 1889/1997 | 48,259 |
| Morrison House | 116 Concord Road | 1932 | 2,973 |
| Morrison Barn | 116 Concord Road | ? | 1,500 |
| Red House (Town Hall Annex) | 468 Main Street | 1915 | 5,404 |
| NARA Park Amphitheater | 25 Ledge Rock Way | 1999 | 2,000 |
| NARA Park Bathhouse | 25 Ledge Rock Way | 1999 | 5,758 |
| NARA Park Picnic Pavilion | 25 Ledge Rock Way | 2014 | 3,415 |
| NARA Park Sports Pavilion | 25 Ledge Road Way | 1992/ 2021 | 4,480 |
| Public Safety Facility | 371 Main Street | 2005 | 21,858 |
| DPW Salt Shed (new) | 14 Forest Road | 2012 | 10,124 |
| DPW Salt Shed (old) | 14 Forest | 1985 | 5,000 |
| Recreation | 50 Audubon Drive | 1993 | 6,704 |
| South Fire | 54 School Street | 1961 | 5,848 |
| Town Hall | 472 Main Street | 1864/1988 | 24,144 |
| Transfer Station | 14 Forest Road | 1985 | 5,525 |
| West Acton Citizens' Library | 21 Windsor Avenue | 1815 | 2,008 |
| West Fire | 256 Central Street | 1958 | 5,162 |
| Windsor Building | 18 Windsor Avenue | 1903 | 3,988 |
| North Acton Fire Station | 68 Harris Street | 2022 | 11,800 |



Town Hall



Woodlawn Chapel



Fire Station 4



School Facilities

Acton shares a regional school district with neighboring Boxborough, forming a comprehensive preK-12 school system. The Acton-Boxborough Regional School District serves 5,055 students and is comprised of nine schools: Acton-Boxborough Regional High School, R.J. Grey Junior High School, six elementary schools, and the Carol Huebner Early Childhood Program. Administrative offices are located at 15 Charter Road in Acton. The ABRSD is responsible for capital planning for the district, and Acton is responsible for paying its share of capital costs. In addition to the buildings, the athletic fields, parking lots, and roads on the school sites and school vehicles and equipment must be maintained.

| Facility | Grades | Address | 2024-25* Enrollment |
|---|--------|--------------------------------------|---------------------|
| Acton-Boxborough Regional HS | 9-12 | 36 Charter Road | 1,622 |
| R.J. Grey Junior HS | 7-8 | 16 Charter Road | 824 |
| Luther Conant Elementary | K-6 | 80 Taylor Road | 410 |
| Boardwalk Campus (Gates, Douglas and Preschool) | PK-6 | 71, 73, 75 Spruce Street | 904 |
| McCarthy-Towne Elementary | K-6 | 11 Charter Road | 431 |
| Merriam Elementary | K-6 | 11 Charter Road | 395 |
| Blanchard Memorial Elementary | PK-6 | 493 Massachusetts Avenue, Boxborough | 469 |

*Enrollment numbers for 2024-2025 as reported by [DESE](#). 2025-2026 enrollment not available as of publication date

In addition, Acton is a member of the Minuteman Regional Vocational School District and is responsible for its share of the capital costs of projects for the district.



Paul P. Gates Elementary School (at Boardwalk Campus)



Parks & Open Space

Acton is a major regional center for active and passive recreation. These points serve not only residents but frequently visitors from other parts of Massachusetts and out-of-state as well. With this extensive inventory of resources, the Town has committed to enhancing the outdoor activity economy. NARA Park, built initially in 1999, is an exceptional example of expanding open space opportunities for Town residents. The Town is in the process of updating its Open Space and Recreation Plan (OSRP). To view current OSRP go to <http://www.actonma.gov/osrp>



NARA Camp attendees fishing at the new NARA Boardwalk

Open Space Facilities Owned/Managed by Acton www.actonrec.com

| Name | Amenities | Address |
|---|--|--------------------------|
| Camp Acton | Wooded campsites | 362 Pope Road |
| Concord Road Field ** | Soccer field, multiuse | 104 Concord Road |
| Elm Street Fields | Playground, tennis courts, softball diamond, small soccer field, lighting, basketball courts, pickleball courts | 19 Elm Street |
| Gardner Field | Playground, field area | 530 Massachusetts Avenue |
| Goward Playground | Playground, basketball hoop | 486 Main Street |
| Great Hill/Little Great Hill | Soccer fields, conservation area | 54 School Street |
| Hart Field | Baseball/softball diamond | 80 Taylor Road |
| Herbert Farm Community Garden | Organic garden | 88 Prospect Street |
| Ice House Pond | Fishing, picnic area, parking lot access to BFRT | 120 Concord Road |
| Joseph Lalli Miracle Field | Fenced universally accessible baseball field | 75 Quarry Road |
| Jones Field | Playground, multi-use field, volleyball courts | 54 Martin Street |
| MacPherson Field | Baseball diamond | 80 Taylor Road |
| Morrison Farm Community Gardens | Organic garden | 116 Concord Road |
| NARA Park (Nathaniel Allen Recreation Area) | Playground, bathhouse, pond, beach, walking trail, softball field, picnic pavilion, soccer fields, picnic tents, beach volleyball courts, amphitheater, sports plaza, access to BFRT | 25 Ledge Rock Way |
| North Acton Community Gardens | Organic garden | 845 Main Street |
| Robbins Mill Recreation Area | Multi-purpose field, basketball court, playground, picnic shelter | 61 Canterbury Hill Road |
| School Street Fields | Cricket pitches, multi-use fields | 343-347 School Street |
| T.J. O'Grady Memorial Skate Park | Skate park for skateboarding, rollerblading | 66 Hayward Road |
| Veterans Field | Baseball diamonds, playground | 655 Main Street |

** Facility is under the control of the Cemetery Department (edited December 11, 2023)



Roads, Bridges, & Infrastructure

There are approximately 146.1 miles of roadway in the Town, the vast majority of which are Town-owned. There are nearly 114.18 miles of Town-accepted streets, 19.1 miles of private streets, and 10.6 miles of State roadway maintained by the Massachusetts Department of Transportation (MassDOT). Acton exists at the junction of MA Routes 2 and 111 (also known as Massachusetts Avenue). Other State numbered roadways that pass within Town borders include MA Routes 2A, 27, and 62, which runs through the southeasterly portion of Acton. Roads are typically classified into three categories:

- **Local streets** comprise approximately 67% of the roads in Acton. These roads provide access to residential properties and generally have lower speed limits.
- **Collector roads** make up about 14% of the Town's road network. These roads primarily collect traffic from local streets and funnel it to arterial streets and vice versa.
- **Arterial roadways** comprise around 19% of roads in the Town. These roads are designed for mobility, carrying traffic at greater speeds over longer distance than other roads. These streets are typically numbered. These roadways may be maintained by the State and function as part of a regional highway system.*



Roads degrade over time through use and as a result of water infiltration, which can cause damage through freeze/thaw cycles common here in New England. Therefore, capital reinvestment as well as ongoing maintenance are necessary.

Acton is home to Barkers Pond, Ice House Pond, Fort Pond Brook Reservoir, portions of the Assabet River and Lake Nagog, and other waterways and railroad tracks that fall within Town boundaries. As a result, there are many arches and culverts in the Town, as evidenced by MassDOT's bridge inventory.** The State is responsible for inspecting these culverts, but the Town is responsible for repairs and replacement. There are also many smaller municipally-owned culverts in the Town.



Photos above: re-painting crosswalks on Kingman Road and the reconfiguration of the Prospect Street and Main Street Intersection

*MassDOT Road Inventory, <https://gis.massdot.state.ma.us/roadinventory/?page=Year-End-Metrics>

**MassDOT Open Data Portal, <https://geo-massdot.opendata.arcgis.com/datasets/bridges>



Sewer System

Sewer services are available to approximately 10% of Acton's residents. Approximately 80% of the Town makes use of septic systems and another 10% have discharged water treated privately. The Town's sewer system serves the areas of South Acton, Kelley's Corner, and the high school campus areas. A conditional feature of state approval for the construction of this limited sewer system was a requirement to develop a plan to integrate future areas into the system. Since 2002, the Town has owned and operated a public sewer system which currently serves South Acton, Kelley's Corner and the Acton-Boxborough School Campus.

Existing Sewer District

- ➔ Total Parcels in Sewered Area = 797 Parcels
- ➔ Total Connected = 524 Parcels
- ➔ Total Not Connected = 273 Parcels (34.6%)
 - >> 58.6% are residential and 41.4% are commercial



South Acton Waste Water Treatment Facility located on Adams Street



Learn more about Acton's Wastewater System by reviewing the material from the most recent Sewer Commissioners Workshop on September 27, 2023 at the following link:

<https://doc.actonma.gov/dsweb/Get/Document-88577/2023.09%20Acton%20Sewer%20Workshop%20-%20reduced.pdf>



Stormwater System

In order to protect the water quality in the region and comply with Federal EPA and Massachusetts Department of Environmental Protection (MassDEP) regulations, the Town has developed a stormwater management program. Part of this program is to ensure that well-maintained infrastructure collect and channel runoff appropriately. While the Town is only responsible for maintaining infrastructure on public property, there is also stormwater infrastructure on private property throughout the Town.

Acton's physical stormwater infrastructure consists of curbing, gutters, storm drains, catch basins, pipes, manholes, culverts, outfalls, reservoirs, and other components that function together to collect and convey storm water to larger bodies of water. Historically, Acton was the first community in the region to build water-bound macadam highways, which helped to both shed and absorb rainwater before more sophisticated methods were developed.



<http://actonma.gov/stormwater>

Stormwater Asset Management Plan

The Town contracted Woodard & Curran Inc. (Woodard & Curran) to develop a Stormwater Drainage System Asset Management Plan (AMP) including a culvert condition assessment, storm drain infrastructure assessment, detention basin assessment, and a climate impact assessment. This AMP includes a prioritization of each infrastructure type with recommendations to combat aging infrastructure and climate change vulnerabilities. In addition to identifying future projects to address climate change concerns in Town, this AMP considers ongoing work related to the Town's Municipal Separate Storm Sewer System (MS4) Permit compliance program and align the Capital Improvement Plan (CIP) with compliance obligations and future water quality needs.

In addition to completing assessment of the existing infrastructure and developing regulatory strategies to improve the Town's resiliency, this AMP includes an opinion on probable cost (OPC) for projects identified through the development of this Plan. These projects are intended to mitigate impacts resulting from climate change, maintain existing storm drain infrastructure, and improve the condition of deteriorating infrastructure throughout the Town.



ACTON ASSET
MANAGEMENT
PLAN
Summary Report

40 Shattuck Road | Suite 110
Andover, Massachusetts 01810
800.476.4362

woodardcurran.com

0230364.08
Town of Acton,
MA
August 2023



Acton Bridges

| Bridge ID | Street Name | Crossing | Ownership | Additional Notes | Year Built |
|-----------|--------------------------|-----------------|-----------|------------------------|------------|
| A-02-001 | Powder Mill Road | Assabet River | State | by High Street | 1928 |
| A-02-004 | Main Street | railroad tracks | State | South Acton Bridge | 1937 |
| A-02-006 | Mass Ave | Fort Pond Brook | State | by Knowlton Drive | 1938 |
| A-02-007 | Lawsbrook Road | Fort Pond Brook | Town | | 1928 |
| A-02-008 | River Street | Fort Pond Brook | Town | at Carriage Drive | 1937 |
| A-02-009 | Brook Street | Nashoba Brook | Town | | 1938 |
| A-02-010 | Parker Street | Fort Pond Brook | Town | | 2018 |
| A-02-011 | Wetherbee Street | Nashoba Brook | Town | | 1997 |
| A-02-012 | Main Street | | | by High Street | 1924 |
| A-02-013 | Great Road | Nashoba Brook | State | between Davis & Main | 1965 |
| A-02-014 | Main Street | Fort Pond Brook | State | by High Street | |
| A-02-015 | Main Street | Butter Brook | Town | at North Street | 1999 |
| A-02-016 | Main Street | Nashoba Brook | Town | at South Street | 1970 |
| A-02-017 | Carlisle Road | Nashoba Brook | Town | at Main Street | 1950 |
| A-02-018 | Concord Road | Nashoba Brook | Town | | 1994 |
| A-02-020 | River Street | Fort Pond Brook | Town | at Merriam Lane | 1981 |
| A-02-021 | River Street | Fort Pond Brook | Town | at Vanderbilt Road | 1981 |
| A-02-022 | Stow Street | Fort Pond Brook | Town | | 1924 |
| A-02-023 | Martin Street | Fort Pond Brook | Town | | 1955 |
| A-02-024 | Central Street | Fort Pond Brook | Town | at Mount Hope Cemetery | |
| A-02-025 | Central Street | Fort Pond Brook | Town | at Elm Street | 1997 |
| A-02-026 | Arlington Street | Fort Pond Brook | Town | at West Road | 1850 |
| A-02-029 | Mass Ave | Route 2 EB | State | at Route 2 | |
| A-02-035 | Arlington Street | Route 2 | State | | |
| A-02-036 | Hayward Road | Route 2 | State | | |
| A-02-037 | Main Street | Route 2 | State | | 1970 |
| A-02-041 | Concord Road | Nashoba Brook | Town | | 1994 |
| A-05-036 | Powder Mill Road | Assabet River | State | | 1953 |
| C-19-037 | Bruce Freeman Rail Trail | | | | |
| C-19-039 | Bruce Freeman Rail Trail | | | | |
| C-19-040 | Bruce Freeman Rail Trail | | | | |
| A-02-034 | Assabet River Rail Trail | | | | |
| A-02-042 | Assabet River Rail Trail | | | | |
| M-10-012 | Assabet River Rail Trail | | | | |

*Parker Street
Bridge
(A-02-010)*





Acton Dams

The following information about dams is in Acton from the [Town of Acton Hazard Mitigation Plan](#)

Robbins Mill Pond Dam The Robbins Mill Pond Dam impounds the Nashoba Brook at Wheeler Lane in the Nashoba Brook Conservation Area. The town rebuilt this dam in 1990 by replacing an earthen dam with a new dam in 1990. This is identified as a low hazard dam. It has been inspected by Tighe and Bond and a management plan is in place. DCR calls this the Bellows Farm Mill dam and classifies it as a low hazard dam.

Pencil Factory Dam This dam is located on the Nashoba Brook. This dam is breached, while beaver activity is possible, it is not considered to be at risk for flooding.

Brook Street Dam This is a small private stone dam located on Nashoba Brook.

Ice House Pond Dam Also called the Allen Dam, this is a privately-owned stone dam on Nashoba Brook at Ice House Pond. The dam was rebuilt by the town in 1995 and now allows periodic drawdowns. If the dam were to breach, downstream impacts would be of concern. A new culvert has improved the functioning of the dam. The town draws down water in advance of storms. DCR refers to this as Allen dam and classifies it as a low hazard dam.

Erickson's Grain Mill Dam This dam, located on Fort Pond Brook, is privately owned, but is important for maintaining the water body as a scenic and recreational resource. It is made of stone masonry and is in poor condition. There are concerns about the downstream impacts if this dam is breached. There is downstream development and the commuter rail is also nearby. An assessment of potential downstream impacts would be warranted for this site. DCR classifies this as a significant hazard dam.

Assabet River Dam This dam (also known as the Powder Mill Dam, or Old High Street Dam) is located on the Assabet River at Old High Street. It is privately-owned by the Acton Hydro Company. It has a hydro-electric component, is a wood crib dam, has a manual intake and sluice gates, and is partially dismantled. There are concerns about downstream impacts if the dam is breached. Downstream are a number of commercial uses, including at least two sites that may contain hazardous materials. However, work has been done to repair the dam. An Emergency Action Plan was prepared for the dam in 2004 that includes list of downstream properties to be evacuated. Routine measures include daily inspections by the owner, monitoring weather conditions, monitoring flow rates via upstream USGS gaging station, staffed 24-hours during extreme flood conditions, and an annual detailed inspection by the owner. DCR classifies this as a significant hazard dam.

Nagog Pond Dam This dam is located on Nagog Brook. The dam appears to be in good condition and has not caused any concerns. DCR classifies this as a significant hazard dam.

Grassy Pond Brook Dam This dam is cement with a 24-foot opening on a brook segment between Freedom Farm Road and Arlington Street.

Source: <https://www.acton-ma.gov/DocumentCenter/View/5023/2018-Hazard-Mitigation-Plan-DRAFT-5-30-18>



Vehicles & Equipment

Town staff use an array of vehicles and equipment to complete their tasks on a daily basis. There are approximately 196 vehicles other insured equipment owned by the Town.

The Department of Public Works has the most at 98 vehicles, ranging from trailers and pickup trucks to street sweepers and loaders. Many other smaller, handheld pieces of equipment (e.g. asphalt compactors, shovels, and other grounds maintenance tools) are used daily by public works staff in the execution of their duties. The public safety departments also utilize a significant inventory of vehicles and equipment, including a motorcycle, police cruisers, pickup trucks, fire engines, and fire ladder trucks. Police and Fire also have other small equipment and tools needed for their mission, such as trailers. Acton-Boxborough Regional School District also owns its bus fleet, transit vans, and several sedans/SUVs.

Acton Insured Vehicles & Equipment

| Department | Year | Manufacture & Model |
|-------------|------|---------------------------|
| BUILDING | 2012 | FORD - ESCAPE |
| BUILDING | 2015 | FORD - EXPLORER |
| CEMETERY | 1997 | KARAVAN - UTILITY TRAILER |
| CEMETERY | 1997 | ATWOOD - TRAILER |
| CEMETERY | 2005 | GIANT VAC - TRAILER |
| CEMETERY | 2008 | BIG TEX - UTILITY TRAILER |
| CEMETERY | 2008 | JOHN DEERE - TRACTOR |
| CEMETERY | 2011 | JOHN DEERE - BACKHOE |
| CEMETERY | 2012 | FORD - F350 PICKUP |
| CEMETERY | 2016 | FORD - SUPER DUTY |
| CEMETERY | 2017 | FORD - F350 |
| CEMETERY | 2022 | SURT - ST8216 |
| CIV DEF | 1952 | JEEP - WILLY |
| CIV DEF | 2004 | WELLS CARGO - TRAILER |
| CIV DEF | 2004 | INGER - LIGHTSOURCE |
| CIV DEF | 2004 | INGER - LIGHTSOURCE |
| CIV DEF | 2009 | FORD - F350 PICKUP |
| DPW | 2024 | F150 LIGHTNING |
| DPW | 2022 | FORD - F550 |
| DPW | 2022 | BANDIT - 15XP |
| DPW | 2022 | FORD E-TRANSIT |
| DPW | 2022 | HOMEMADE TRAILER |
| DPW | 2022 | HOMEMADE TRAILER |
| DPW | 2023 | FREIGHTLINER - M2 |
| EMERG. MGMT | 1983 | RELCO - UTILITY TRAILER |
| EMERG. MGMT | 2012 | CROSS - UTILITY TRAILER |
| ENGINEERING | 2023 | F150 LIGHTNING |
| FIRE | 1936 | SEAGRAVES - PUMPER |
| FIRE | 1936 | SEAGRAVES - PUMPER |
| FIRE | 1953 | CABLE - TRAILER |
| FIRE | 1966 | HOMEMADE - TRAILER |
| FIRE | 1980 | BOAT - TRAILER |
| FIRE | 1996 | CULKINS - BOAT TRAILER |
| FIRE | 2004 | FERRARA - TRUCK/PUMPER |

| Department | Year | Manufacture & Model |
|------------|------|----------------------------------|
| FIRE | 2006 | FORD - AERIAL TRUCK |
| FIRE | 2008 | FORD - F550 TRUCK |
| FIRE | 2009 | PIERCE - ARROW LADDER TRUCK |
| FIRE | 2009 | CARRY ON - TRAILER |
| FIRE | 2010 | PIERCE - ARROW FIRE TRUCK |
| FIRE | 2015 | CHEVROLET - TAHOE |
| FIRE | 2015 | CHEVROLET - SILVERADO |
| FIRE | 2015 | INTERNATIONAL - AMBULANCE |
| FIRE | 2017 | CHEVROLET - TAHOE |
| FIRE | 2017 | INTERNATIONAL - 4300 |
| FIRE | 2017 | SEAGRAVE - FIRE |
| FIRE | 2017 | CARRE - TRAILER |
| FIRE | 2018 | CHEVROLET - TAHOE |
| FIRE | 2018 | CHEVROLET - SUBURBAN |
| FIRE | 2018 | SEAGRAVE - TB50CA |
| FIRE | 2018 | GRAVELY - JSV |
| FIRE | 2018 | SEAGRAVES - MARAUDER |
| FIRE | 2019 | CAR-MATE - UTILITY TRAILER |
| FIRE | 2021 | FORD - F150 |
| FIRE | 2022 | INTERNATIONAL - EHD |
| HEALTH | 2025 | CHEVY EQUINOX EV FWD 2LT |
| HEALTH | 2005 | SEWER - JETTER |
| HEALTH | 2008 | HAUL - UTILITY TRAILER |
| HEALTH | 2011 | FORD - ESCAPE |
| HEALTH | 2016 | FORD - F150 |
| HIGHWAY | 1973 | CENTERVILLE - TAG A LONG TRAILER |
| HIGHWAY | 1984 | ROGERS - TRAILER |
| HIGHWAY | 1987 | MACK - TRUCK |
| HIGHWAY | 1988 | INGERSOLL RAND - COMPRESSOR |
| HIGHWAY | 1990 | MACK - TRUCK |
| HIGHWAY | 1995 | MACK - DUMP TRUCK |
| HIGHWAY | 1996 | READ - CV90D |
| HIGHWAY | 1997 | HUDSON - TRAILER |



Acton Insured Vehicles & Equipment

| Department | Year | Manufacture & Model |
|------------|------|-----------------------------------|
| HIGHWAY | 1999 | MACK - DUMP TRUCK |
| HIGHWAY | 2000 | SOMERSET - TRAILER |
| HIGHWAY | 2001 | JOHN DEERE - TRACTOR |
| HIGHWAY | 2004 | CONTRAIL - UTILITY TRAILER |
| HIGHWAY | 2004 | BOBCAT - SKID STEER LOADER |
| HIGHWAY | 2004 | ELGIN - PELICAN SWEEPER |
| HIGHWAY | 2005 | MACK - TRACTOR |
| HIGHWAY | 2005 | BIG TEX - TRAILER |
| HIGHWAY | 2006 | ALLMAND - NL PRO TRAILER |
| HIGHWAY | 2006 | ALLMAND - NL PRO TRAILER |
| HIGHWAY | 2006 | ALLMAND - NL PRO TRAILER |
| HIGHWAY | 2006 | ALLMAND - NL PRO TRAILER |
| HIGHWAY | 2007 | MCCLOSKEY - SCREENER SEMI TRAILER |
| HIGHWAY | 2008 | FORD - F350 PICKUP |
| HIGHWAY | 2008 | J&J - DUMP TRAILER |
| HIGHWAY | 2008 | BANDIT - RECYCLER |
| HIGHWAY | 2008 | CAT - WHEEL LOADER |
| HIGHWAY | 2008 | CAT - WHEEL LOADER |
| HIGHWAY | 2008 | KALMAR - VF81 |
| HIGHWAY | 2008 | CHARLTON - BRUSH CHIPPER TRAILER |
| HIGHWAY | 2009 | CAT - EXCAVATOR |
| HIGHWAY | 1999 | MACK - DUMP TRUCK |
| HIGHWAY | 2000 | SOMERSET - TRAILER |
| HIGHWAY | 2001 | JOHN DEERE - TRACTOR |
| HIGHWAY | 2004 | CONTRAIL - UTILITY TRAILER |
| HIGHWAY | 2004 | BOBCAT - SKID STEER LOADER |
| HIGHWAY | 2009 | GIANT - VAC TRAILER |
| HIGHWAY | 2010 | FORD - F350 TRUCK |
| HIGHWAY | 2010 | JOHN DEERE - TRACTOR |
| HIGHWAY | 2011 | MACK - DUMP TRUCK |
| HIGHWAY | 2011 | MACK - DUMP TRUCK |
| HIGHWAY | 2011 | CARMATE - TRAILER |
| HIGHWAY | 2011 | STECO - SEMI TRAILER |
| HIGHWAY | 2012 | FORD - F550 TRUCK |
| HIGHWAY | 2012 | FORD - F250 PICKUP |
| HIGHWAY | 2012 | WACKER NEUSON - TOWABLE GENERATOR |
| HIGHWAY | 2012 | BOBCAT - LOADER |
| HIGHWAY | 2013 | MACK - TRACTOR |
| HIGHWAY | 2013 | MACK - TRACTOR |

| Department | Year | Manufacture & Model |
|-------------|------|-------------------------------|
| HIGHWAY | 2014 | VERMAC - MESSAGE TRAILER |
| HIGHWAY | 2014 | VERMAC - MESSAGE TRAILER |
| HIGHWAY | 2014 | WACKER - LOADER |
| HIGHWAY | 2014 | BIG TEX - TRAILER |
| HIGHWAY | 2014 | BIG TEX - TRAILER |
| HIGHWAY | 2015 | MACK - DUMP TRUCK |
| HIGHWAY | 2015 | WACKER - LOADER |
| HIGHWAY | 2016 | MACK - DUMP |
| HIGHWAY | 2016 | JOHN DEERE - LOADER |
| HIGHWAY | 2016 | BOBCAT - LOADER |
| HIGHWAY | 2016 | VER-MAC - PCMS 320 TRAILER |
| HIGHWAY | 2016 | VERMAC - PCMS320 TRAILER |
| HIGHWAY | 2016 | VERMAC - TRAILER |
| HIGHWAY | 2016 | FORD - F550 |
| HIGHWAY | 2017 | FORD - F550 |
| HIGHWAY | 2019 | SURE-TRAC - UTILITY TRAILER |
| HIGHWAY | 2019 | MACK - GR64F |
| HIGHWAY | 2019 | FORD - F350 PU |
| HIGHWAY | 2019 | FORD - F550 |
| HIGHWAY | 2020 | MACK - GR42F9 |
| HIGHWAY | 2021 | MACK - GRANITE |
| HIGHWAY | 2022 | CATERPILLAR LOADER - 938M |
| INFO TECH | 2014 | FORD - EXPLORER |
| INFO TECH | 2018 | FORD - EXPLORER |
| INFO TECH | 2022 | NISSAN - LEAF PLUS (ELECTRIC) |
| MUNIC PROP | 2015 | FORD - F250 PICKUP |
| MUNIC PROP | 2021 | FORD - F250 |
| NATURAL RES | 2013 | CHANGZ - TRAILER |
| NATURAL RES | 2015 | FORD - F150 PICKUP |
| NATURAL RES | 2020 | FORD - F350 |
| HIGHWAY | 2014 | VERMAC - MESSAGE TRAILER |
| HIGHWAY | 2014 | VERMAC - MESSAGE TRAILER |
| HIGHWAY | 2014 | WACKER - LOADER |
| HIGHWAY | 2014 | BIG TEX - TRAILER |
| HIGHWAY | 2014 | BIG TEX - TRAILER |
| HIGHWAY | 2015 | MACK - DUMP TRUCK |
| HIGHWAY | 2015 | WACKER - LOADER |
| HIGHWAY | 2016 | MACK - DUMP |
| HIGHWAY | 2016 | JOHN DEERE - LOADER |



Acton Insured Vehicles & Equipment

| Department | Year | Manufacture & Model |
|-------------|------|--|
| NATURAL RES | 2020 | FORD - F450 |
| FACILITIES | 2025 | CHEVY BLAZER |
| POLICE | 2005 | B&W - SPEED TRAILER |
| POLICE | 2014 | FORD - EXPLORER |
| POLICE | 2016 | FORD - EXPLORER |
| POLICE | 2016 | UTIL - TRAILER |
| POLICE | 2023 | F150 LIGHTNING |
| POLICE | 2017 | FORD - EXPLORER |
| POLICE | 2023 | K8A FORD POLICE INTERCEP. UTIL. HYBRID |
| POLICE | 2018 | FORD - EXPLORER |
| POLICE | 2018 | FORD - EXPLORER |
| POLICE | 2018 | FORD - EXPLORER |
| POLICE | 2019 | ZERO - MOTORCYCLE |
| POLICE | 2019 | FORD - FUSION |
| POLICE | 2019 | FORD - EXPLORER |
| POLICE | 2019 | FORD - EXPLORER |
| POLICE | 2020 | FORD - EXPLORER |
| POLICE | 2020 | FORD - EXPLORER |
| POLICE | 2020 | FORD - EXPLORER |
| NATURAL RES | 2020 | FORD - F450 |
| IT | 2015 | FORD - EXPLORER |
| POLICE | 2005 | B&W - SPEED TRAILER |
| POLICE | 2014 | FORD - EXPLORER |
| POLICE | 2016 | FORD - EXPLORER |
| POLICE | 2016 | UTIL - TRAILER |

| Department | Year | Manufacture & Model |
|------------|------|----------------------------|
| POLICE | 2020 | FORD - EXPLORER |
| POLICE | 2020 | FORD - EXPLORER |
| POLICE | 2020 | FORD - EXPLORER |
| POLICE | 2021 | FORD - EXPLORER |
| POLICE | 2021 | FORD - EXPLORER |
| POLICE | 2021 | FORD - EXPLORER |
| POLICE | 2021 | FORD - EXPLORER |
| POLICE | 2021 | FORD - EXPLORER |
| POLICE | 2021 | FORD - EXPLORER |
| POLICE | 2021 | FORD - MUSTANG MACH-E |
| POLICE | 2021 | FORD - EXPLORER |
| RECREATION | 2024 | CHEVY BLAZER |
| TOWN HALL | 2019 | FORD - FUSION |
| TOWN HALL | 2021 | FORD - EXPLORER |
| TRANSPORT | 2018 | E-SERIES VAN - WORLD TRANS |
| TRANSPORT | 2018 | E SERIES VAN - WORLD TRANS |
| TRANSPORT | 2019 | FORD - ECONOLINE E450 |
| TRANSPORT | 2019 | FORD - ECONOLINE E450 |
| TRANSPORT | 2019 | FORD - ECONOLINE E450 |
| POLICE | 2020 | FORD - EXPLORER |
| POLICE | 2020 | FORD - EXPLORER |
| POLICE | 2020 | FORD - EXPLORER |
| POLICE | 2021 | FORD - EXPLORER |
| POLICE | 2021 | FORD - EXPLORER |
| POLICE | 2021 | FORD - EXPLORER |
| POLICE | 2021 | FORD - EXPLORER |
| POLICE | 2023 | FORD - EXPLORER |

Hybrid vs. Internal Combustion Vehicle

1 Hybrid

Gallons saved:
1,252

Fuel cost saved:*
\$3,154.33

CO2 emissions saved:
11.1 MTCO2e

*compared to average cost of fueling depot for
FY25

13 Hybrids

Total gallons saved:
16,272

Total fuel cost saved:
\$41,006.24

Total CO2 emissions saved:
145 MTCO2e



With 13 out of its 13 patrol marked vehicles as hybrid, the Police Department has continued to help the Town of Acton in its efforts to reduce greenhouse gas consumption. In the last year, the fleet saved 16,272 gallons of gas, which is equivalent to greenhouse gas emissions from 34 gasoline powered passenger vehicles driven for one year; and is equivalent to the carbon sequestered by 2,392 trees



Appendix B: Possible Funding Sources

There are many ways to finance municipal capital improvement projects. Some of the most common methods are:

Local Resources

- **Municipal Indebtedness:** The most commonly used method of financing large capital projects is general obligation bonds (also known as “GO Bonds”). They are issued for a period of time ranging from 5 to 30 years, during which time principal and interest payments are made. Making payments over time has the advantage of allowing the capital expenditures to be amortized over the life of the project. Funding sources used to pay back the debt can include:
 - **Bonds funded within the tax limits of Proposition 2 ½:** Debt service for these bonds must be paid within the tax levy limitations of Proposition 2 ½. Funds used for this debt must be carefully planned in order to not negatively impact the annual operating budget.
 - **Bonds funded outside the tax limits of Proposition 2½:** Debt service for these bonds is paid by increasing local property taxes in an amount needed to pay the annual debt service. Known as a Debt Exclusion or Exempt Debt, this type of funding requires approval by 2/3 vote of the local appropriating authority (Town Meeting) and approval by a majority of voters participating in a ballot vote. Prior to the vote, the impact on the tax rate must be determined so voters can understand the financial implications.*
- **Capital Outlay / Pay as You Go:** Pay as You Go capital projects are funded with current revenues (typically tax levy or free cash) and unexpended balances in previously approved projects. The entire cost is paid off within one year so no borrowing takes place. A project funded with current revenues will cost less than if it were funded by general obligation bonds because there are no interest costs. However, funds to be used for this purpose must also be carefully planned in order to not negatively impact the annual operating budget. For this reason, Pay as You Go capital projects are typically lower in value than projects funded by borrowing.
 - **Free Cash:** Represents the remaining, unrestricted funds from operations of the previous fiscal year, including unexpended free cash from the previous year, actual receipts in excess of revenue estimated on the tax recapitulation sheet, and unspent amounts in budget line items. Unpaid property taxes and certain deficits reduce the amount that can be certified as free cash. The calculation of free cash is based on the June 30 balance sheet, which is submitted by the community's auditor, accountant, or comptroller. Free cash is not available for appropriation until certified by the State Director of Accounts.
- **Capital Outlay / Expenditure Exclusion:** Expenditure Exclusion projects are comparable to Pay as You Go, above, except taxes are raised outside the limits of Proposition 2 ½ and are added to the tax levy only during the year in which the project is being funded. As with a Debt Exclusion, Expenditure Exclusion funding requires approval by 2/3 vote of the local appropriating authority (Town Meeting) and approval by a majority of voters participating in a ballot vote. Prior to the vote, the impact on the tax rate must be determined so voters can understand the financial implications. Capital outlay expenditures may be authorized for any municipal purpose for which the town would be authorized to borrow money.

*A debt exclusion is different from a property tax override in that a debt exclusion is only in place until the incurred debt has been paid off. An override becomes a permanent part of the levy limit base.



- **Capital Stabilization Fund:** Local officials can set aside money in a stabilization fund – outside of the General Fund - to pay for all or a portion of future capital projects. A majority vote of Town Meeting is required to appropriate money into the fund and a 2/3 vote to appropriate money out of this fund.
- **Sale of Surplus Real Property:** Pursuant to Massachusetts General Laws, when real estate is sold, the proceeds must first be used to pay any debt incurred in the purchase of the property. If no debt is outstanding, the funds “may be used for any purpose or purposes for which the town, city, or district is authorized to incur debt for a period of five years or more...except that the proceeds of a sale in excess of five hundred dollars of any park land by a town, city, or district shall be used only by said town, city, or district for acquisition of land for park purposes or for capital improvements to park land” (MGL Chapter 44, Section 63).
- **Special Purpose Funds:** Communities also have established numerous “Special Purpose Accounts” for which the use is restricted for a specific purpose, including investment in department facilities and equipment. There are numerous state statutes that govern the establishment and use of these separate accounts. Examples include ambulance funds, recreation funds, the sale of cemetery lots, and off-street parking fees accounts.

Federal, State, and Private Grants and Loans

Other revenue sources may include grants or loans from federal, state, or private sources. For example, federal money is used for bridge and roadway projects listed on the State Transportation Improvement Plan. Private funds are sometimes available from “Friends of...” groups for local libraries or councils on aging. However, the Commonwealth provides the most opportunities for funding through various programs.

Key State funding sources for the Town of Acton include:

- **Massachusetts Chapter 90 Roadway Funds:** Each year, the Massachusetts Department of Transportation (MassDOT) allocates funds to cities and towns for roadway construction, maintenance, or improvement. Funds may also be used for other work incidental to roadway work, such as the construction of a garage to house related vehicles or the purchase of related vehicles, equipment, and tools. Chapter 90 is a 100% reimbursable program. Funding is accomplished through the issuance of transportation bonds and apportioned to municipalities based on three factors: 1) accepted road miles, 2) population, and 3) total employment within the municipal borders. Road miles is the most heavily weighted factor at 58.33%; the others are each weighted at 20.83%.
- **Massachusetts School Building Authority (MSBA):** The MSBA provides funding for school repair and construction via a series of programs. In the School Building Program, projects must be accepted into the process in response to the submission of a Statement of Interest (SOI) which identifies a facility problem to be solved. Subsequently, the community must appropriate funding for schematic design and later for construction before the MSBA will commit to its share of the project. If accepted, the MSBA determines the amount of reimbursement it will offer based upon community need, with a minimum base rate of 31%. The percent of reimbursement can then be increased based upon three factors: community income, community property wealth, and community poverty. Through the Accelerated Repair Program, the MSBA will fund roof, window, and boiler projects with an expected 18-month completion date. Funding can be provided for multiple projects in a single district in a year. The Major Repairs Program includes roofs, windows, and boilers, but can also include other significant building renovations. Districts are limited to one project per year under the Major Repair Program, but work can be more substantial than under the Accelerated Repair Program.



- **State Revolving Fund (SRF) Loan Program:** The State Revolving Fund (SRF) offers affordable loan options to cities and towns to improve water supply infrastructure and drinking water safety; and to help them to comply with federal and state water quality requirements that deal with wastewater treatment plants and collection systems, while addressing issues such as watershed management priorities, stormwater management, and green infrastructure. Additionally, the SRF supplies financial assistance to address communities with septic system problems.
- **MassDOT Transportation Improvement Program (TIP):** MassDOT along with other State agencies and in collaboration with the regional Metropolitan Planning Organizations (MPOs) develops the TIP in order to address each region's highway and transit needs and allocate available Federal highway and transit financial resources. Acton is a member of the Boston Region MPO, and important capital projects positively impacting the Town have been successfully funded through the TIP process.
- **MassWorks Infrastructure Program:** This is a competitive grant program through the Executive Office of Housing and Economic Development that provides capital funds for municipalities and other eligible public entities to complete public infrastructure projects that support and accelerate economic and housing development throughout the Commonwealth and/or address roadway safety concerns.
- **Municipal Vulnerability Preparedness (MVP) Program:** This program from the Executive Office of Energy and Environmental Affairs (EEA) supports municipalities as they plan for and implement climate resiliency projects. Grants are available to assess vulnerabilities and create action plans. Once that step is complete, municipalities can seek additional grant money annually for implementation of capital and other projects.
- **Community Compact IT grant program:** Through the Community Compact Cabinet, this program offers grants of up to \$200,000 for "one-time capital needs such as technology infrastructure, upgrades and/or purchases of equipment or software. Incidental or one-time costs related to the capital purchase such as planning, design, installation, implementation and initial training are eligible."*
- **Green Communities Division grants:** The Department of Energy Resources provides grants through its Green Communities Division intended to reduce energy use through clean energy projects, including vehicle/equipment, building, and school facilities projects. For example, projects may include HVAC upgrades, solar, energy audits, idle reduction technology, lighting retrofits, window/door weatherization, hybrid/electric vehicles, and vehicle charging stations, to name a few.
- **American Rescue Plan Act Funds:** The Town of Acton received \$7,072,733 in funds from the American Rescue Plan Act (ARPA) to address the impacts of the COVID-19 pandemic. Acton has successfully utilized several previous funding programs to support local families and businesses and to provide resources to our public health officials and first responders. Previously \$2.1M in CARES funds were allocated to programs such as contact tracing, emergency rental assistance, food security support, technology and infrastructure needs in town and school buildings, and virtual working and learning tools. The Board reviewed a draft list of investment priorities from an initial needs assessment and launched a community engagement process to solicit feedback from the public. After receiving this feedback the Board voted to approve an ARPA investment plan on October 18, 2021 and it was later amended on January 10, 2022. Additional community engagement occurred in September 2022. Several public meetings and listening sessions were held over two years. A revised ARPA investment plan was approved by the Select Board on October 3, 2022 which allocated all of the remaining funds. More information is available at <http://www.actonma.gov/arpa>



Appendix C:

2024 American Rescue Plan Act (ARPA) Investment Plan

| Investment | Initial Allocation Oct. 2021 and Jan. 2022 | Second Allocation Oct. 2022 | Re-allocations Apr, Aug, Sep, 2024 | Total Approved Allocations as of September 2024 | Proposed December 2, 2024 Re-allocations | Final Allocations as of December 2024 |
|---|--|--|------------------------------------|---|--|---------------------------------------|
| R1 ABRSD - Acton Boxborough Regional School District Requests | \$1,500,000 | \$500,000 | | \$2,000,000 | | \$2,000,000 |
| R2 Financial consulting and audit services to ensure compliance (P43) | \$20,000 | | | \$20,000 | | \$20,000 |
| R3 AHA - McManus Manor contribution | | \$250,000 | | \$250,000 | | \$250,000 |
| R4 AHA - Rehabilitate and make energy efficiency improvements to affordable housing units (P32) | \$100,000 | | | \$100,000 | | \$100,000 |
| R5 AWD - Water Main Construction Kelley's Corner | | \$235,000 | | \$235,000 | | \$235,000 |
| R6 AWD - Design for Acton Water District PFAS mitigation measures for the North Acton WTP (P44) | \$450,000 | | | \$450,000 | | \$450,000 |
| R7 Projects that will address air quality in public facilities by improve HVAC systems (P22) | \$500,000 | \$82,733 | -\$12,500 | \$570,233 | -\$171,880 | \$398,353 |
| R8 Rehabilitation of the historic Asa Parlin House and surrounding grounds for reuse as community programming and meeting space (P2) | \$400,000 | | | \$400,000 | \$202,280 | \$602,280 |
| R9 NARA accessibility improvements (P5) | | | | \$0 | | \$0 |
| R10 Senior Center Café | | \$75,000 | -\$40,000 | \$35,000 | | \$35,000 |
| R11 Town Hall outdoor meeting space to facilitate outdoor customer service interactions and staff meetings (P30) | | | | \$0 | | \$0 |
| R12 Gardner Field Improvements and related streetscape improvements in West Acton (P15) | \$400,000 | | | \$400,000 | | \$400,000 |
| R13 Design a community recreation amenity as part of a cohesive design for the Main Street property (P16) | \$45,000 | | | \$45,000 | -\$25,400 | \$19,600 |
| R14 Pilot program - universal access to public recreational facilities and programs (P41) | \$25,000 | | -\$17,497 | \$7,503 | | \$7,503 |
| R15 DPW Building Design and Permitting for Fuel Depot for Town and Schools | | \$250,000 | | \$250,000 | | \$250,000 |
| R16 Rental Advocacy pilot program | | \$30,000 | | \$30,000 | | \$30,000 |
| R17 Emergency rental assistance program (P35) | \$150,000 | | | \$150,000 | | \$150,000 |
| R18 Childcare subsidy programs (P38) | \$40,000 | \$40,000 | | \$80,000 | | \$80,000 |
| R19 Sewer main extension to the Acton Housing Authority site at 364 Main Street (P9) | | | \$175,000 | \$175,000 | | \$175,000 |
| R20 South Acton Wastewater Treatment System | | \$500,000 | -\$175,000 | \$325,000 | | \$325,000 |
| R21 Hayward Road and Main Street Intersection Traffic Signal | | | | \$0 | | \$0 |
| R22 Study and initial design for improving waste water infrastructure to support businesses in the Great Road commercial district (P11) | \$100,000 | | | \$100,000 | | \$100,000 |
| R23 Culvert Replacement, Jenks Conservation Land | | | | \$0 | | \$0 |
| R24 Update the existing Complete Street Plan to improve infrastructure for pedestrians, bicyclists, and motorists | | \$10,000 | | \$10,000 | | \$10,000 |
| R25 Library and Town Hall Parking Lot Reconstruction | | | | \$0 | | \$0 |
| R26 Stormwater Management & Climate Change Readiness Measures (P10) | \$500,000 | -\$350,000 | \$69,997 | \$219,997 | | \$219,997 |
| R27 NAGOG - Improvements to the Nagog Treatment Waste Water Treatment System (P45) | \$150,000 | \$150,000 | | \$300,000 | | \$300,000 |
| R28 Covid Mitigation Measures for items not covered by FEMA or other programs (P25) | \$50,000 | -\$30,000 | -\$20,000 | \$0 | | \$0 |
| R29 Replace revenue to deliver services (P1, P46) | \$400,000 | | | \$400,000 | | \$400,000 |
| R30 Sustainability initiatives to advance efforts towards achieving net zero carbon emissions (P7) | \$100,000 | \$200,000 | | \$300,000 | -\$52,000 | \$248,000 |
| R31 Programs for residents and businesses to implement energy efficiency upgrades and reduce carbon emissions | \$30,000 | | | \$30,000 | | \$30,000 |
| R32 Online permitting system to improve services and transparency (P14) | \$150,000 | | | \$150,000 | | \$150,000 |
| R33 Transportation Programs (second CAT bus) / Extend Tax Pilot program/* | | \$20,000 | \$20,000 | \$40,000 | \$30,000 | \$70,000 |
| Acton Community Dog Park Construction | | | | | \$17,000 | \$17,000 |
| Total ARPA Funding Available: \$7,072,733 | Total Initial Allocation \$5,110,000 | Total Second Allocation \$1,962,733 | | Total \$7,072,733 | net reallocated \$0 | Total \$7,072,733 |