

CITY OF NEWTON

IN BOARD OF ALDERMEN

PUBLIC FACILITIES COMMITTEE REPORT

WEDNESDAY, NOVEMBER 18, 2009

Present: Ald. Schnipper (Chairman), Lennon, Salvucci, Gentile, Mansfield, and Lappin

Absent: Ald. Albright and Yates

Also present: Ald. Ciccone, Johnson, and Linsky

City staff: Clint Schuckel (Traffic Engineer), Danielle Bailey (Community Development Block Grant Planner), Thomas Daley (Commissioner of Public Works), Dave Turocy (Deputy Commissioner of Public Works), Susan Burstein (Chief Financial Officer), Karen Griffey (Public Works Director of Administration), and Shawna Sullivan (Committee Clerk)

#368-08 ALD. LINSKY requesting approval of the Board of Aldermen of the design for improvements affecting the area where Walnut Street, Lowell Avenue and Watertown Street intersect including a traffic island, curb extensions and the dead ending of Lowell Avenue. [10/14/08 @ 12:53 PM]

REQUEST FOR TRIAL OF ONE-WAY ON LOWELL AVE. FROM WALNUT ST. TO WATERTOWN ST. APPROVED 3-1-2 (Salvucci opposed, Lappin and Schnipper abstaining

ACTION: B) HELD 6-0 LOWELL AVENUE CLOSURE AT WATERTOWN STREET

NOTE: At the previous Public Facilities Committee meeting of November 4, 2009, the Committee approved the traffic island and curb extensions at the intersection of Lowell Avenue and Walnut Street and held the closing of Lowell Avenue at Watertown Street for further data from the Traffic Engineer. Clint Schuckel, Traffic Engineer, provided the Committee with the police data (attached) for reported crashes from 2005 to present at the intersections of: Watertown and Walnut Streets; Watertown Street, Crafts Street and Lowell Avenue; and Walnut Street and Lowell Avenue. The Chair stated that she had received an e-mail from Ald. Albright, who was unable to attend the meeting, requesting that the item be held in order to conduct a trial of a one-way on Lowell Avenue from Walnut Street to Watertown Street. Ald. Schnipper asked for comments from Ald. Johnson and Ald. Linsky regarding the closure of Lowell Avenue.

Ald. Linsky pointed out that there has been, and continues to be, discussion regarding the turning radius for trucks and buses making a right turn from Walnut Street to Watertown Street traveling in an eastbound direction. He suggested improving the turning radius by moving the left-turn stop line in the westbound lane of Watertown Street a few feet back. If there is a way to improve the intersection, it may raise the level of comfort with the closure of Lowell Avenue. Mr. Schuckel stated that it is possible to move the stop line back but there is no data showing that a turning problem for trucks and buses exists at that location. The movement of the stop line is an inexpensive option to create a wider turning radius and Mr. Schuckel is amenable to moving the stop line.

Ald. Johnson is in favor of the traffic improvements. She feels that it is important to look at the Walnut Street/Lowell Avenue intersection in relation the Lowell Avenue Watertown Street intersection. If Lowell Avenue is reopened as a one-way, it may increase accidents at the

intersection of Walnut Street and Lowell Avenue as vehicles will be crossing over four lanes of traffic to continue on Lowell Avenue. Ald. Ciccone pointed out that vehicles coming out of Lowell Avenue at Walnut Street would still cross all the lanes of traffic to take a right onto Watertown Street. Ald. Ciccone is against the closure of Lowell Avenue and would like Lowell Avenue reopened as a one-way street with no left turn signage and a stop sign.

Ald. Lappin asked the Traffic Engineer for his recommendation. Mr. Schuckel felt that an additional trial allowing cars to access Watertown St from Lowell Ave was unnecessary since it had already been tried and evaluated by Traffic Council, and that there had been sufficient study and community input over multiple years for the Board to render a decision. Traffic Council preferred the full closure and to keep northbound traffic on Walnut Street and turning onto Watertown Street at a right angle at a traffic signal. The video provided to the Committee and related observations clearly show a fire truck and MBTA bus negotiating the northbound right turn with no problems. In addition, a new trial lacks a specific objective, further lengthens the temporary (unsightly) conditions with asphalt curbing and gravel, and provides no remedy for residents living on the north side of Watertown Street between Crafts and Walnut, who expressed concerns about getting out of their driveways. Mr. Schuckel recommended that the committee support the full closure so that a permanent design including granite curbing and concrete sidewalks could be completed over the winter in time to be constructed in the 2010 construction season.

Mr. Schuckel reviewed the police data with the Committee. The accident data includes: information on accidents between January 1, 2005 and October 16, 2007 before any traffic improvements were made; a one-way trial between October 17, 2007 and April 30, 2008; and the complete closure trial from May 1, 2008 to present. The timeframes for the trial periods and pre-improvement period are different, which makes it difficult to make comparisons. However, the data indicates that the improvements including the closure of Lowell Avenue have significantly reduced the number of crashes at the intersections. Mr. Schuckel explained that due to the safety improvements there is a 20% increase in traffic at the intersection of Watertown and Walnut Streets. He believes that the increase has raised concerns with the neighbors but it is the trade-off for the improvements. Mr. Schuckel is working on the timing of the signal. He would like to add traffic sensors to the traffic lights in order to improve the timing of the intersection.

Ald. Gentile inquired how the City could get sensors for the intersection, as the sensors really seem to help with traffic flow. Mr. Schuckel responded that he is working on a priority list for intersections that would benefit from sensors. There is difficulty with funding the sensors but it may be possible to fund sensors from the Parking Meter Receipts Fund should a proposed increase be implemented. Ald. Gentile requested that Mr. Schuckel come up with the top five locations for sensors on traffic lights. Mr. Schuckel added that he would prefer the traffic signals at Crafts and Watertown Streets be located overhead. The traffic signals at this location are the most damaged by vehicles. Ald. Lennon inquired if the sensors are allowable costs through community block grant funding. Ms. Bailey thought that it was possible that they could be part of the funding but will investigate further.

Ald. Schnipper asked if the traffic, or the proposed park, was the driving force for the changes. Ald. Linsky stated that it was both, the park and safety because the park would not be utilized unless it could be accessed safely. Ald. Salvucci voiced his support of the closure of

Lowell Avenue. He does not feel that reopening Lowell Avenue is a safe alternative to the current layout. There would be a conflict with vehicles exiting Lowell Avenue and merging with the traffic on Watertown Street. Mr. Schuckel feels that if a trial of the one-way occurs he would prefer a hard right onto Watertown Street or a signal to define the right of way instead of a merge at the intersection. In addition, Mr. Schuckel believes that a number of vehicles would continue to use their current path of travel instead of utilizing that portion of Lowell Avenue.

Ald. Gentile's preference is to go along with Ald. Albright's suggestion of a one-way trial on Lowell Avenue from Walnut Street to Watertown Street. Ald. Gentile moved a request for a one-way trial, which the Traffic Engineer would design. The Committee voted in favor of the motion and will re-evaluate the closure of Lowell Avenue in six months. Ald. Johnson suggested that the Committee receive a monthly update on accident data at the intersection of Lowell Avenue and Watertown Street.

#111-09 ALD. ALBRIGHT AND MANSFIELD requesting discussion of recent information (made available to the Land Use Committee) from NStar related to double poles, focusing on the 350 double poles waiting only for removal of wires or streetlights by the City of Newton.

ACTION: **HELD 6-0**

NOTE: The item was held without discussion at the request of Ald. Albright, who was unable to attend the meeting.

REFERRED TO PUB. SAFETY & TRANS. AND PUB. FAC. COMMITTEE

#384-09 THOMAS KRAUS appealing approval of Traffic Council Decision TC43-09 voted on November 5, 2009 ALD. SCHNIPPER requesting the installation of a full traffic signal at the intersection of Walnut Street and Trowbridge Avenue before the opening of the new Newton North High School. (Appeal filed on 11/10/09 @8:35 AM)

ACTION: **HELD 6-0**

NOTE: The item was held without discussion for a public hearing on the item on December 9, 2009.

REFERRED TO PUB. SAFETY & TRANS. AND PUB. FAC. COMMITTEE

#385-09 THOMAS KRAUS appealing denial of Traffic Council Decision TC45-09 voted on November 5, 2009 ALD. ALBRIGHT, JOHNSON AND LINSKY requesting a) to create a mid-block pedestrian activated crossing signal (between Trowbridge Avenue and Clyde Street) and 2) to create a delta island at the opening of the NNHS ceremonial drive. 3) To place turn restrictions at the ceremonial entrance; right turn in and out only. (Appeal filed on 11/10/09 @8:35 AM)

ACTION: **HELD 6-0**

NOTE: The item was held without discussion for a public hearing on the item on December 9, 2009.

REFERRED TO PUBLIC FACILITIES AND FINANCE COMMITTEES

#70-09(10) **HIS HONOR THE MAYOR** requesting amendments to the FY10 Water and Sewer budgets be amended by reducing Sewer Bond Maturities by \$300,000; reducing Sewer Bond Interest by \$87,000; increasing Water Bond Maturities by \$300,000 and increasing Water Bond Interest by \$87,000 to transfer the full cost of the water meter replacement debt to the Water Fund and help eliminate the anticipated revenue shortfall in the Sewer Fund in concert with docket nos. 70-09(8) and (9) [11/10/09 @ 5:57 PM]

ACTION: **APPROVED 5-0-1 (Lappin abstaining)**

NOTE: See the note below for the report on this item.

REFERRED TO PUBLIC FACILITIES AND FINANCE COMMITTEES

#70-09(9) **HIS HONOR THE MAYOR** requesting an amendment to the FY10 Water revenue budget to three million one hundred sixty thousand dollars (\$3,160,000) from Water Reserve to offset the reduction in anticipated Water Revenue. [11/10/09 @ 5:57 PM]

ACTION: **APPROVED 5-0-1 (Lappin abstaining)**

NOTE: Docket Items #70-09(9) and #70-09(10) were discussed together as they both relate to the projected deficit in the water/sewer enterprise fund. Commissioner Daley provided the Committee with the attached Mid-Fiscal Year 2010 Rates Presentation and proposed mid-year rate adjustment figures. Commissioner Daley stated that the Public Works Department is requesting a mid-year rate adjustment to the FY'10 water and sewer rates as the projected revenues have not been met due to the abnormally rainy spring and summer. A significant amount of water/sewer fund revenue is generated by outdoor water use and with the large amount of rain, people did not have a need for outdoor water use. A public hearing to discuss the proposed mid-year adjustment to the rates is scheduled for December 7, 2009 at 7 PM in the Aldermanic Chamber. The two docket items above relate to amendments to the water and sewer budgets that will help to address the deficit along with the rate adjustment.

The projected deficit in the sewer fund is \$3,248,888 and the projected deficit in the water fund is \$1,292,469. The Public Works Department is proposing to address the deficit by eliminating a number of capital projects like the Francis Street sewer extension, the design of the Old Farm Road drainage system, the Oakdale Road sewer repair and the Farina Road sewer repair. The Public Works Department will continue with the MWRA water pipe replacement program, the rehabilitation of the Waban Hill Reservoir, the sewer inflow and infiltration removal and the California Street Sewer extension. The deferral of the capital projects creates an additional \$500,000 to address the projected deficit. The department is also accounting for lower than budgeted MWRA rates in the sewer fund and deferring vehicle purchases. In addition, the Public Works Department would like to transfer \$387,000 in meter debt from the sewer fund to the water fund. The proposed changes reduce the deficit total in the sewer fund to \$1,958,228 and in the water fund to \$1,201,772.

The proposed mid-year rate adjustment increases the sewer rate and decreases the water rate. If the proposed rates are implemented, there will be no net charge to the consumer. The

increase in the sewer rate will eliminate the \$1,958,228 deficit in the sewer fund but create a deficit of \$3,160,000 in the water fund. There is an available surplus of \$3,285,139 in the Water Enterprise Reserve Fund. The Department of Public Works is proposing that \$3,160,000 of that money be transferred to the water fund to cover the \$3,160,000 deficit.

Ald. Schnipper was concerned that the use of almost all the Water Enterprise Reserve Fund left no safety net for future problems. The Commissioner responded that the Mayor does not want an increase in the water/sewer rates that results in additional charges to the consumer. Ald. Lappin was very concerned that several capital projects were being deferred. Ald. Lappin is aware that residents have waited a number of years for the deferred projects. She asked if there was any scenario where the projects would be funded. The Comptroller, David Wilkinson, provided Commissioner Daley with three different scenarios regarding rate increases, which are attached. The scenarios include a rate increase that would allow the capital projects to be funded. The Committee reviewed the rate scenarios but determined that the rate adjustments would be addressed at the December 7, 2009 meeting.

Ald. Gentile moved approval of the items. Normally he would not be inclined to use most of the Water Enterprise Reserve Fund. However, there was a significant increase to the water/sewer rates this year and Ald. Gentile is not comfortable asking residents for more money if the reserves have not been exhausted. The Committee voted in favor of the motion by a vote of five in favor and one abstention. Ald. Lappin abstained, as she would like further information regarding the capital projects.

#127-09 IRA KRONITZ requesting that the Board of Alderman rescind Board Order #289-03(4) dated November 20, 2006, relating to roadway modification plans for curb-line geometry changes to calm traffic at the intersection of Daniel and Jackson Streets. [04/28/09 3:48]

ACTION: **HELD 6-0**

NOTE: See the note below for the report on this item.

#289-03(6) JOHN S. MAYPOLE proposing a Resolution to the Commissioner of Public Works to install curb-line geometry at the intersection of Daniel and Jackson Streets as originally designed by the Traffic Engineer and approved by the Board of Aldermen on November 20, 2006.

ACTION: **HELD 6-0**

NOTE: Although the Jackson and Daniel Streets neighborhood has reached an agreement regarding the reconfiguration of the Jackson and Daniel Street intersection, there is still a question of funding the reconfiguration. Ald. Mansfield suggested holding the item until questions regarding the funding of the reconfiguration have been answered. Therefore, the Committee held the item for additional information.

#385-07 ALD. SCHNIPPER AND GENTILE updating the Public Facilities Committee on the progress of the Newton North High School Project. [11/21/07 @ 10:23 AM]

ACTION: HELD 6-0

NOTE: The project is moving forward and the new building construction is on schedule. The contractor has begun testing on the current high school to determine how to take the building down. There are still questions regarding how much asbestos is contained in the building and a plan and estimate cannot be formulated without the results of the testing.

Respectfully submitted,

Sydra Schnipper, Chairman

Item # 368-08: Walnut/Watertown/Lowell Design Improvements
Public Facilities Committee Meeting November 18, 2009
Police Data for Reported Crashes 2005 to present
 Compiled by Engineering Division of Newton DPW

Intersection		Before 1/1/05 to 10/16/07	One-Way Trial* 10/17/07 to 4/30/08	Closure Trial* 5/1/08 to present	District 4 Average
Watertown/Walnut	Crashes	10	2	3	0.78
	Crash rate	0.52	0.57	0.23	
	Crashes per year	3.48	4.37	2	
	Daily volume	17,500	19,250	21,000	
Watertown/Crafts/Lowell	Crashes	35	3	9	0.78
	Crash rate	1.43	0.74	0.74	
	Crashes per year	12.17	6.55	6	
	Daily volume	22,400	22,400	22,400	
Walnut/Lowell	Crashes	20	2	1	0.58
	Crash rate	1.33	0.8	0.13	
	Crashes per year	6.96	4.37	0.67	
	Daily volume	13,700	13,700	13,700	

*Due to the random and infrequent distribution of crashes, time periods of 3 to 5 years are preferred when making before/after crash history statistical comparisons.

NOTES:**Reported crashes:**

Newton Police document crashes where there is an estimated \$1,000 or more in property damage or an injury/fatality. Crashes that do not meet this threshold are not documented by the Police, and therefore, are not in the above numbers.

Crash rate:

The number of crashes per million vehicles entering the intersection. The "District 4" column reports the average rates calculated for signalized and unsignalized intersections located in MassDOT District 4 (metro Boston north & west).

Crash Info:

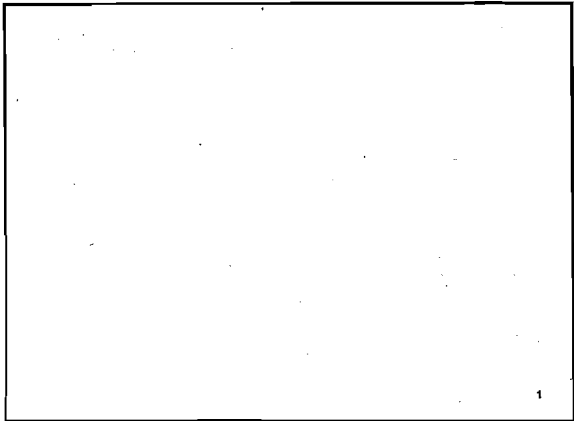
During the 6-month period during Trial 1, the partial closure of Lowell Ave., there were two known crashes that occurred that specifically involved cars turning right from Lowell Ave onto Watertown St. Since the full closure, an 18-month period, there have been approximately 9 crashes at Watertown/Crafts/Lowell.

Traffic Volumes:

The full closure of Lowell Ave. has rerouted approximately 3,500 vehicles per day onto the block of Watertown Street between Walnut and a point just west of Crafts Street. Re-opening Lowell Ave. to one-way eastbound traffic (Trial 1) will not have a significant benefit to residents on the north side of Watertown Street between Walnut and Crafts because it will not reduce westbound Watertown St traffic. DPW will examine changes to signal timing and operations to maximize traffic flow.

Summary:

The full closure reduced crashes by a factor of 2 at the signalized intersections. Crashes at Lowell/Walnut have been reduced by a factor of 10 since the full closure.





**City of Newton
Water and Sewer Enterprise Fund**

**MID-FISCAL YEAR 2010
RATES PRESENTATION**

November 18, 2009



2

Why are we here tonight?

The Water Enterprise Reserve Fund has an available surplus balance of:

\$3,285,139

3

HOWEVER!

In June of this past year it began to rain....



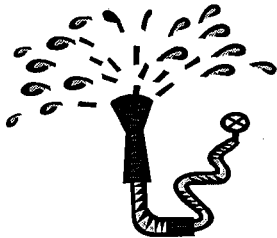
4

And rain....
And rain....

The sixth wettest July since 1891 !

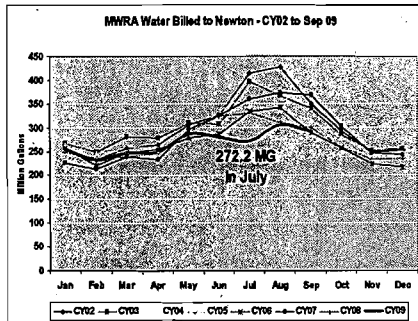
5

**What doesn't happen
when it rains?**



6

So what's the volumes?



'02-'09
Jun - Sept. Avg.

-16.1%

'08-'09
Jun - Sept. Avg.

-9.2%

7

So what's the dollars?

	Sewer	Water
Original budget:	\$25,819,677	\$16,705,828
Revised Proj. Rev.:	<u>\$23,819,677</u>	<u>\$15,705,828</u>
Proj. Deficit:	(\$2,000,000)	(\$1,000,000)
FY'09 sewer deficit:	(\$790,660)	
Rev. Consumption	(\$458,228)	(\$292,469)
FY'07-'09 median use		
Jan. - June		
Sub-total:	<u>(\$3,248,888)</u>	<u>(\$1,292,469)</u>

8

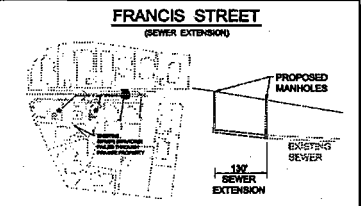
So what's our plan?

	Sewer	Water
Sub-total:	<u>(\$3,248,888)</u>	<u>(\$1,292,469)</u>
Anticipated Turnbacks:		
le: MWRA charges (\$260k)		
Uniforms, Salaries		
Chemicals, etc.:	\$303,660	\$390,697
Transfer Meter Debt:	\$387,000	(\$387,000)
Defer vehicles:	\$100,000	\$87,000
Defer Capital Projects:		

9

Projects Such As...

→ \$135K for Francis St. sewer extension



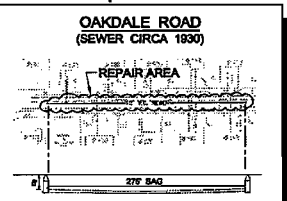
FRANCIS STREET
(SEWER EXTENSION)

- COMMON SEWER CURRENTLY RUNS THROUGH PRIVATE PROPERTY AND HAS HISTORICALLY FAILED ON OCCASION
- NEITHER PROPERTY OWNERS NOR CITY OWNS EASEMENT RIGHTS, THEREFORE ACCESS TO SEWER IS RESTRICTED.
- SEWER EXTENSION IN FRANCIS ST. TO SERVE TWO HOUSES WHICH ARE NOT CURRENTLY CONNECTED TO FRANCIS ST. SEWER.

10

Projects Such As...

→ \$125K for Oakdale sewer repair



OAKDALE ROAD
(SEWER CIRCA 1930)

REPAIR AREA

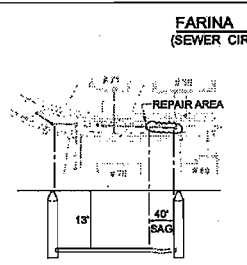
27' SAG

- MUST REPAIR SAG IN SEWER TO MAINTAIN SERVICE
- OUTDATED CLAY PIPE TO BE REPLACED WITH MODERN PVC PIPE IN FAILED AREA
- LONG RUN REQUIRES EXTENSIVE SEWER BY-PASS SYSTEM

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Projects Such As...

→ \$125K for Farina sewer repair



FARINA ROAD
(SEWER CIRCA 1956)

REPAIR AREA

15' 40' SAG

- MUST REPAIR SAG IN SEWER TO MAINTAIN SERVICE
- DEPTH AND UTILITY CONFLICTS MAKE EXCAVATION DIFFICULT
- OUTDATED CLAY PIPE TO BE REPLACED WITH MODERN PVC PIPE IN FAILED AREA

Projects Such As...

→ \$115K for Old Farm Road design

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But We Are Still Doing....

Meter Transmission Unit (MTU) Data Collector Unit (DCU) Network Control Computer Utility Company

But We Are Still Doing....

- \$259K for FY10 MWRA water pipeline replacement program (10 year interest free loan)

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But We Are Still Doing....

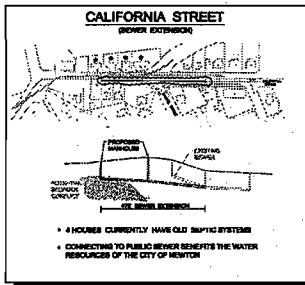
- Rehabilitation of Waban Hill Reservoir (1890)



16

But We Are Still Doing....

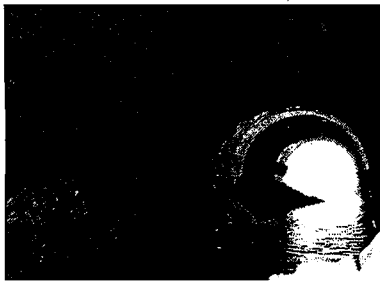
\$135K for California St.



17

But We Are Still Doing....

Sewer I/I Removal, Etc., Etc., Etc.



18

So what's our plan?

	Sewer	Water
Sub-total:	(\$3,248,888)	(\$1,292,469)
Anticipated Turnbacks:		
ie: MWRA charges (\$260k)		
Uniforms, Salaries		
Chemicals, etc.:	\$303,660	\$390,697
Transfer Meter Debt:	\$387,000	(\$387,000)
Defer vehicles:	\$100,000	\$87,000
Defer Capital Projects:	\$500,000	
Net Totals:	(\$1,958,228)	(\$1,201,772)

So now adjust the rates!

	Sewer	Water
Net Totals:	(\$1,958,228)	(\$1,201,772)
Transfer Sewer Def.:	\$1,958,228	(\$1,958,228)
Final Totals:	0	(\$3,160,000)

So Back to the Beginning

The Water Enterprise Reserve Fund has an available surplus balance of:

\$3,285,139

Our projected new deficit is:

\$3,160,000

The Advantages of Our Rec.:

- 1) No net increase to the consumer
- 2) Fully funds the '09 Sewer deficit
- 3) Reacts in a timely manner to this issue
- 4) Maintains core operations and capital spending

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The Devil's in the details...

23



**Questions
or
Comments?**

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Proposed FY10 Water and Sewer Mid-Year Adjustment

FY 2010 WATER SEWER RATES - Status Quo Jan - Jun

HCF	Consumption	Water Rate	Sewer Rate	Water Revenue	Sewer Revenue	Total Est. Revenue
0 - 20	837,449	\$4.35	\$6.81	\$3,642,903	\$5,703,028	\$9,345,931
21 - 70	363,421	\$5.22	\$8.17	\$1,897,058	\$2,969,150	\$4,866,207
> 70	379,222	\$6.26	\$9.80	\$2,373,930	\$3,716,376	\$6,090,305
Total	1,580,092			7,913,890	12,388,553	20,302,443

Supplemental FY 2010 Water/Sewer Revenue Needs Jan - Jun

	Water	Sewer	Total
FY10 Budget	7,913,890	12,388,553	20,302,443
Coverage of Projected Sewer Shortfall (1)	(1,500,000)	0	(1,500,000)
Increased Sewer Revenue (2)	0	1,500,000	1,500,000
Revised Water/Sewer Use Consumption Projection Shortfall (3)	(458,228)	458,228	0
Subtotal	5,955,662	14,346,781	20,302,443
Net Total Revenue Needed	\$5,955,662	\$14,346,781	\$20,302,443
Percentage Increase from FY 2010	-24.7%	15.8%	0.0%

HCF	Consumption	Water Rate	Sewer Rate	Water Revenue	Sewer Revenue	Total Est. Revenue
0 - 20	837,449	\$3.27	\$7.89	2,739,296	6,606,635	9,345,931
21 - 70	363,421	\$3.93	\$9.47	1,428,245	3,441,597	4,869,841
> 70	379,222	\$4.72	\$11.36	1,789,928	4,307,962	6,097,890
	1,580,092	(\$1.08)	\$1.08	\$5,957,468	\$14,356,194	\$20,313,662
			Surplus/(Deficit)	\$1,806	\$9,413	\$11,219

(1) Includes \$700K for projected net YE sewer shortfall and \$800K for FY09 YE sewer deficit

(2) Sewer rates are being increased to cover the shortfall cited under footnote #1

(3) Based on updated Jan-Jun water use projection

Scenario #1

\$2M gross Sewer deficit; \$800K to cover FY09 Sewer deficit; No shift from water to sewer; \$1M Water deficit raised via rates; Adjust for median FY07-09 water use

Proposed FY10 Water and Sewer Mid-Year Adjustment

FY 2010 WATER SEWER RATES - Status Quo Jan - Jun

HCF	Consumption	Water Rate	Sewer Rate	Water Revenue	Sewer Revenue	Total Est. Revenue
0 - 20	837,449	\$4.35	\$6.81	\$3,642,903	\$5,703,028	\$9,345,931
21 - 70	363,421	\$5.22	\$8.17	\$1,897,058	\$2,969,150	\$4,866,207
> 70	379,222	\$6.26	\$9.80	\$2,373,930	\$3,716,376	\$6,090,305
Total	1,580,092			7,913,890	12,388,553	20,302,443

Supplemental FY 2010 Water/Sewer Revenue Needs Jan - Jun

	Water	Sewer	Total
FY10 Budget	7,913,890	12,388,553	20,302,443
FY09 Sewer Deficit	0	800,000	800,000
Increased Water and Sewer Revenue	1,000,000	2,000,000	3,000,000
Revised Water/Sewer Use Consumption Projection Shortfall	292,469	458,228	750,697
<i>Subtotal</i>	<u>9,206,359</u>	<u>15,646,781</u>	<u>24,853,140</u>
Net Total Revenue Needed	\$9,206,359	\$15,646,781	\$24,853,140
Percentage Increase from FY 2010	16.3%	26.3%	22.4%

HCF	Consumption	Water Rate	Sewer Rate	Water Revenue	Sewer Revenue	Total Est. Revenue
0 - 20	837,449	\$5.06	\$8.60	4,240,004	7,202,061	11,442,066
21 - 70	363,421	\$6.08	\$10.32	2,209,600	3,750,505	5,960,104
> 70	379,222	\$7.30	\$12.38	2,768,321	4,694,768	7,463,089
	1,580,092	\$0.71	\$1.79	\$9,217,925	\$15,647,334	\$24,865,259
			Surplus/(Deficit)	\$11,565	\$554	\$12,119

Scenario #2

\$1.6M Sewer deficit (includes water meter debt shift); \$800K to cover FY09 Sewer deficit; shift sewer deficits to water; \$1.3M Water deficit (includes water meter debt shift) absorbed in water reserve; Adjust for median FY07-09 water use

Proposed FY10 Water and Sewer Mid-Year Adjustment

FY 2010 WATER SEWER RATES - Status Quo Jan - Jun

HCF	Consumption	Water Rate	Sewer Rate	Water Revenue	Sewer Revenue	Total Est. Revenue
0 - 20	837,449	\$4.35	\$6.81	\$3,642,903	\$5,703,028	\$9,345,931
21 - 70	363,421	\$5.22	\$8.17	\$1,897,058	\$2,969,150	\$4,866,207
> 70	379,222	\$6.26	\$9.80	\$2,373,930	\$3,716,376	\$6,090,305
Total	1,580,092			7,913,890	12,388,553	20,302,443

Supplemental FY 2010 Water/Sewer Revenue Needs Jan - Jun

	Water	Sewer	Total
FY10 Budget	7,913,890	12,388,553	20,302,443
FY09 Sewer Deficit	0	800,000	800,000
Increased Sewer Revenue	0	1,500,000	1,500,000
Revised Water/Sewer Use Consumption Projection Shortfall	0	458,228	458,228
Subtotal	7,913,890	15,146,781	23,060,671
Net Total Revenue Needed	\$7,913,890	\$15,146,781	\$23,060,671
Percentage Increase from FY 2010	0.0%	22.3%	13.6%

HCF	Consumption	Water Rate	Sewer Rate	Water Revenue	Sewer Revenue	Total Est. Revenue
0 - 20	837,449	\$4.35	\$8.32	3,642,903	6,969,333	10,612,236
21 - 70	363,421	\$5.22	\$9.99	1,897,058	3,630,576	5,527,633
> 70	379,222	\$6.26	\$11.99	2,373,930	4,546,872	6,920,802
	1,580,092	\$0.00	\$1.51			
				\$7,913,890	\$15,146,781	\$23,060,671
			Surplus/(Deficit)	\$0	\$0	\$0

Scenario #3

\$1.3M Sewer deficit, reflects projected spending but holds capital harmless; \$800K to cover FY09 Sewer deficit; shift sewer deficits to water; \$1.0M Water deficit, reflects projected spending but holds capital harmless; \$1.0 M water deficit absorbed in reserve; Adjust for median FY07-09 water use

Proposed FY10 Water and Sewer Mid-Year Adjustment

FY 2010 WATER SEWER RATES - Status Quo Jan - Jun

HCF	Consumption	Water Rate	Sewer Rate	Water Revenue	Sewer Revenue	Total Est. Revenue
0 - 20	837,449	\$4.35	\$6.81	\$3,642,903	\$5,703,028	\$9,345,931
21 - 70	363,421	\$5.22	\$8.17	\$1,897,058	\$2,969,150	\$4,866,207
> 70	379,222	\$6.26	\$9.80	\$2,373,930	\$3,716,376	\$6,090,305
Total	1,580,092			7,913,890	12,388,553	20,302,443

Supplemental FY 2010 Water/Sewer Revenue Needs Jan - Jun

	Water	Sewer	Total
FY10 Budget	7,913,890	12,388,553	20,302,443
Coverage of Projected Sewer Shortfall (Hold Capital Harmless)	(1,500,000)	0	(1,500,000)
Increased Water and Sewer Revenue	0	1,500,000	1,500,000
Restore Capital	100,000	600,000	700,000
Revised Water/Sewer Use Consumption Projection Shortfall	(458,228)	458,228	0
<i>Subtotal</i>	6,055,662	14,946,781	21,002,443
Net Total Revenue Needed	\$6,055,662	\$14,946,781	\$21,002,443
Percentage Increase from FY 2010	-23.5%	20.6%	3.4%

HCF	Consumption	Water Rate	Sewer Rate	Water Revenue	Sewer Revenue	Total Est. Revenue
0 - 20	837,449	\$3.33	\$8.21	2,789,543	6,877,550	9,667,093
21 - 70	363,421	\$4.00	\$9.86	1,453,684	3,583,331	5,037,015
> 70	379,222	\$4.80	\$11.83	1,820,266	4,486,196	6,306,462
	1,580,092	(\$1.02)	\$1.40	\$6,063,492	\$14,947,077	\$21,010,569
			Surplus/(Deficit)	\$7,830	\$296	\$8,126