

**Department of Public Works
FY 2021 Operating Budget
&
Water and Sewer Enterprise Fund FY 2021 Budget
March 17, 2020**

INTRODUCTION

The Advisory Committee's Capital Subcommittee held a public hearing on the FY21 operating budget for the Department of Public Works, which includes six Public Works sub-programmes (Administration, Engineering/Transportation, Highway, Sanitation, Parks and Open Space, and the Water and Sewer Enterprise Fund), on March 9, 2020, at 7:00 p.m., in Room 308 at Town Hall.

ATTENDEES

In attendance were Deputy Town Administrator Melissa Goff, DPW Commissioner Andrew Pappastergion, Director of Water and Sewer Fred Russell, Director of Parks and Open Space Erin Gallentine, Director of Highways and Sanitation Kevin Johnson, Director of Engineering and Transportation Peter Ditto, and Transportation Administrator Todd Kirrane, as well as DPW Senior Civil Engineer Jared Duval.

Also in attendance were Subcommittee members Harry Friedman, Fred Levitan, John Doggett, and Committee Chairman Carla Benka; Other persons in attendance were Bicycle Advisory Committee member Cynthia Snow, Park and Recreation Commissioners Nancy O'Connor and Antonia Bellalta, Pedestrian Advisory Committee Chairman David Trevvett, as well as Paul Saner TMM 13, Hugh Mattison TMM 5, Jules Milner-Brage TMM12, Tina Kurys, and Susan Helms Daley.

BUDGET SUMMARY

The DPW has one of the largest operating budgets in the town totalling \$23,558,575. (Note: this includes Water and Sewer, but excludes payments to the MWRA.) The DPW provides essential services to Brookline residents and is one of two departments directly responsible for maintaining the capital assets of Brookline. The DPW budget contains six Public Works sub-programmes, including Administration, Engineering/Transportation, Highway, Sanitation, Parks and Open Space, and the Water and Sewer Enterprise Fund.

The DPW assists with the work of the following Boards and Commissions: Transportation Board, Conservation Commission, Park and Recreation Commission, Cemetery Trustees, Tree Planting Committee, and Solid Waste Advisory Committee. A number of these Committees have subcommittees such as the Public Transportation Advisory Committee, Bicycle Advisory Committee, etc.

TOTAL DPW OPERATING BUDGET

| | <u>FY20 Budget</u> | <u>FY21 Budget</u> | <u>Variance</u> | <u>Variance</u> |
|-------------------|--------------------|--------------------|------------------|-----------------|
| SALARIES | \$8,714,295 | \$8,738,183 | \$23,888 | 0.27% |
| SERVICES | \$4,068,061 | \$4,803,009 | \$734,948 | 18.07% |
| SUPPLIES | \$997,750 | \$997,750 | \$0 | 0.00% |
| OTHER | \$53,500 | \$53,500 | \$0 | 0.00% |
| UTILITIES | \$1,075,059 | \$1,111,996 | \$36,937 | 3.44% |
| INTERGOVERNMENTAL | \$20,000 | \$20,000 | \$0 | 0.00% |
| BUDGETED CAPITAL | <u>\$1,086,500</u> | <u>\$1,025,000</u> | <u>-\$61,500</u> | -5.66% |
| Total | \$16,015,165 | \$16,749,438 | \$734,273 | 4.58% |

There is an overall budgetary increase of \$734,273 or 4.58%. Most of this involves the Sanitation Division. This is discussed in greater detail below.

The budgets for the different divisions of the Department are as follows:

ADMINISTRATION

| | <u>FY20 Budget</u> | <u>FY21 Budget</u> | <u>Variance</u> | <u>Variance</u> |
|------------------|--------------------|--------------------|-----------------|-----------------|
| SALARIES | \$811,736 | \$814,545 | \$2,809 | 0.35% |
| SERVICES | \$97,904 | \$97,904 | \$0 | 0.00% |
| SUPPLIES | \$4,500 | \$4,500 | \$0 | 0.00% |
| OTHER | \$22,900 | \$22,900 | \$0 | 0.00% |
| BUDGETED CAPITAL | <u>\$17,955</u> | <u>\$17,955</u> | <u>\$0</u> | <u>0.00%</u> |
| Total | \$954,995 | \$957,804 | \$2,809 | 0.29% |

HIGHWAY

| | | <u>FY20 Budget</u> | <u>FY21 Budget</u> | <u>Variance</u> | <u>Variance</u> |
|------------------|------------------------|--------------------|--------------------|-----------------|-----------------|
| SALARIES | | \$3,455,605 | \$3,456,592 | \$987 | 0.03% |
| SERVICES | | \$501,685 | \$501,685 | \$0 | 0.00% |
| SUPPLIES | | \$694,322 | \$694,322 | \$0 | 0.00% |
| OTHER | | \$9,000 | \$9,000 | \$0 | 0.00% |
| UTILITIES | | \$715,688 | \$744,781 | \$29,093 | 4.07% |
| BUDGETED CAPITAL | | <u>\$556,756</u> | <u>\$623,055</u> | <u>\$66,299</u> | <u>11.91%</u> |
| Total | | \$5,933,056 | \$6,029,434 | \$96,379 | 1.62% |
| Capital | TRUCKS- BUD | \$169,577 | \$193,500 | \$23,923 | 14.11% |
| Capital | LEASED ROLLING STOCK | \$375,179 | \$429,555 | \$54,376 | 14.49% |
| Capital | BUD-MAINTENANCE EQUIP. | \$12,000 | \$0 | -\$12,000 | -100.00% |

PARKS AND OPEN SPACE

| | | <u>FY20 Budget</u> | <u>FY21 Budget</u> | <u>Variance</u> | <u>Variance</u> |
|-------------------|--|--------------------|--------------------|------------------|-----------------|
| SALARIES | | \$2,520,137 | \$2,530,884 | \$10,747 | 0.43% |
| SERVICES | | \$717,772 | \$766,986 | \$49,214 | 6.86% |
| SUPPLIES | | \$204,958 | \$204,958 | \$0 | 0.00% |
| OTHER | | \$11,600 | \$11,600 | \$0 | 0.00% |
| UTILITIES | | \$344,603 | \$347,216 | \$2,613 | 0.76% |
| INTERGOVERNMENTAL | | \$20,000 | \$20,000 | \$0 | 0.00% |
| BUDGETED CAPITAL | | <u>\$347,494</u> | <u>\$311,547</u> | <u>-\$35,947</u> | <u>-10.34%</u> |
| Total | | \$4,193,190 | \$4,193,190 | \$0 | 0.00% |

ENGINEERING/TRANSPORTATION

| | <u>FY20 Budget</u> | <u>FY21 Budget</u> | <u>Variance</u> | <u>Variance</u> | |
|------------------|--------------------|--------------------|------------------|-----------------|-----------------------------|
| SALARIES | \$1,055,670 | \$1,062,114 | \$6,444 | 0.61% | |
| SERVICES | \$262,844 | \$353,354 | \$90,510 | 34.43% | Storage Rentals up \$81,000 |
| SUPPLIES | \$18,330 | \$18,330 | \$0 | 0.00% | |
| OTHER | \$10,000 | \$10,000 | \$0 | 0.00% | |
| BUDGETED CAPITAL | <u>\$27,500</u> | <u>\$0</u> | <u>-\$27,500</u> | <u>-100.00%</u> | Truck |
| Total | \$1,374,344 | \$1,443,798 | \$69,454 | 5.05% | |

SANITATION

| | | FY20 Budget | FY21 Budget | Variance | Variance |
|------------------|---------------------------|------------------|-----------------|------------------|----------------|
| SALARIES | | \$871,147 | \$874,049 | \$2,902 | 0.33% |
| SERVICES | | \$2,487,856 | \$3,083,080 | \$595,224 | 23.93% |
| SERVICES | D P EQUIP R & M | \$2,700 | \$2,700 | \$0 | 0.00% |
| SERVICES | COMPUTER SOFTWARE R & M | \$4,800 | \$4,800 | \$0 | 0.00% |
| SERVICES | OTHER EQUIP R & M | \$5,250 | \$5,250 | \$0 | 0.00% |
| SERVICES | SOLID WASTE DISPOSAL CT | \$2,434,566 | \$3,029,790 | \$595,224 | 24.45% |
| SERVICES | OFFICE/CLERICAL SERVICES | \$24,000 | \$24,000 | \$0 | 0.00% |
| SERVICES | PROFESSIONAL/TECH SERVICE | \$6,540 | \$6,540 | \$0 | 0.00% |
| SERVICES | POSTAGE | \$10,000 | \$10,000 | \$0 | 0.00% |
| SUPPLIES | | \$75,640 | \$75,640 | \$0 | 0.00% |
| UTILITIES | | \$14,768 | \$20,000 | \$5,232 | 35.43% |
| BUDGETED CAPITAL | | <u>\$136,795</u> | <u>\$72,443</u> | <u>-\$64,352</u> | <u>-47.04%</u> |
| Total | | \$3,586,206 | \$4,125,212 | \$539,006 | 15.03% |

MAJOR DOLLAR CHANGES:

There were two larger-than-average dollar figure changes for the department, although they are of completely different magnitudes.

- **Utilities Up 3.44%**
 Utilities for the overall department have increased \$36,937, or 3.44%. Utilities account for 6.6% of departmental expenses. Other departments have also seen utility increases for FY 21.
- **Services Up 18.07%**
 Services increased \$734,948, or 18.07%. Services account for 28.7% of departmental expenses. This increase was felt most strongly in the Sanitation programme (up \$595,224). Remaining major service increases included \$81,000 related to parking meter conversions, and \$49,000 related to landscaping services. About \$40,000 of that was due to the lease of the Maimonides School, since all school buildings, owned or leased, are charged a portion of the landscaping budget.

SOLID WASTE/RECYCLING

Solid Waste

**CURRENTLY—\$287/TON TO COLLECT AND DISPOSE OF SOLID WASTE
PROJECTED—\$330/TON TO COLLECT AND DISPOSE OF SOLID WASTE, A
15% INCREASE**

| Sanitation Program Cost Breakdown | | | | |
|-------------------------------------------|--------------------|--------------------|------------|--|
| | FY20 | FY21 | Increase | |
| Total Sanitation Program Cost | \$4,187,837 | \$4,796,043 | 15% | |
| Municipal Solid Waste (MSW) | | | | |
| Disposal | \$663,000 | \$1,003,000 | 51% | |
| Tonnage | 8,500 | 8,500 | 0% | |
| Cost per ton | \$78 | \$118 | 51% | |
| Commercial Waste Credit | -\$140,000 | -\$139,200 | -1% | |
| Net Disposal Cost | \$523,000 | \$863,800 | 65% | |
| Net Disposal Cost per ton | \$62 | \$102 | 65% | |
| MSW Curbside Collection | \$1,912,461 | \$1,944,443 | 2% | |
| Collection Cost per ton | \$225 | \$229 | 2% | |
| Net Disposal Cost + MSW Collection | \$2,435,461 | \$2,808,243 | 15% | |
| MSW Cost per ton | \$287 | \$330 | 15% | |
| Special Waste Disposal | \$94,800 | \$94,800 | 0% | |
| Yard Waste Disposal | \$78,950 | \$78,950 | 0% | |

Brookline handles the collection of solid waste in-house. It costs about \$225/ton to collect. Disposal is handled by an outside company. It currently costs \$62 per ton to dispose of solid waste. Thus, the total cost per ton is about \$287.

In FY 2021, collection is predicted to rise just a bit to \$229/ton. However, disposal is expected to increase to \$102/ton, for a total cost of \$330/ton, an increase of 15%. Brookline used to dispose of trash on site. Later, it was shipped to landfills. However, Southbridge, the last of the large Massachusetts landfills, closed in 2018. We now utilise waste-to-energy plants, which are more expensive. There is some reflection of this in the projected disposal costs going forward.

Total tonnage of municipal waste remains at about 8,500 tons per year. Thus the budget increase related to collection and disposal of municipal waste is about \$372,782.

Recycling

CURRENTLY—\$316/TON OF RECYCLABLE GOODS

PROJECTED—\$363/TON OF RECYCLABLE GOODS, A 15% INCREASE

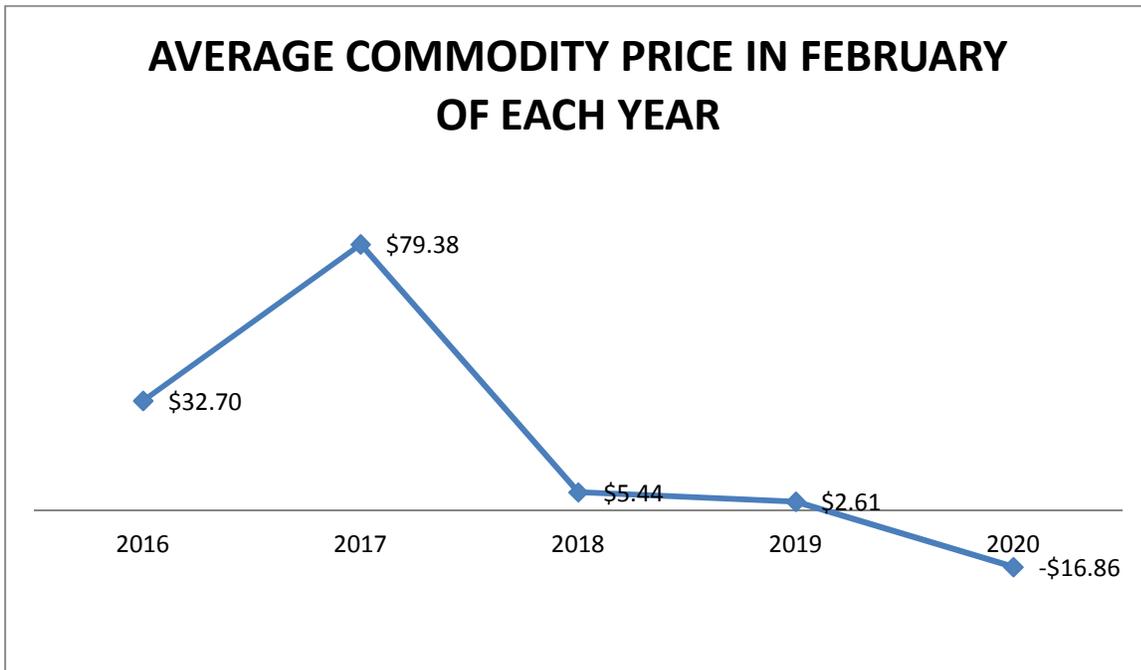
| Single Stream Recycling (SSR) | | | | |
|-------------------------------|-------------|-------------|-----|--|
| Collection | \$1,228,626 | \$1,379,050 | 12% | |
| Tonnage | 5,000 | 5,000 | 0% | |
| Collection Cost per ton | \$246 | \$276 | 12% | |
| SSR Processing | \$350,000 | \$435,000 | 24% | |
| Processing Cost per ton | \$70 | \$87 | 24% | |
| SSR Total Cost | \$1,578,626 | \$1,814,050 | 15% | |
| SST Total Cost per Ton | \$316 | \$363 | 15% | |

Brookline, like other communities, continues to suffer from the lack of a strong market for recyclable goods. China, the former market leader, continues to demand contamination rates that simply cannot be met.

Brookline’s contamination rates are under 5%. Newton averages 9% to 11%, while Boston’s is much higher. However, China will only accept a rate of .5%.

For recycling, under the current contract we pay both a flat fee per ton for collection, and a variable fee per ton for disposal/processing. We currently pay \$246/ton as a flat fee. This is projected to increase to \$276/ton, a 12% increase.

The variable fee per ton depends on the average monthly commodity price Casella Waste Systems, our hauler, can get. If the average price they get for recyclables is \$75/ton, the variable fee is \$0/ton. If they get \$65/ton, we pay a variable fee of \$10/ton. If they get \$85/ton, we actually get back 70% of the overage, or \$7/ton.



In 2017, we got money back. The commodity market then collapsed, causing us to pay more for processing/disposal each month. Our current processing costs are \$70/ton, projected to rise to \$87/ton.

Thus, the current recycling cost per ton is \$246 (fixed) + \$70 (variable) for a total of \$316/per ton. This is expected to rise to \$363/ton, a 15% increase.

Contract Situation

The current contract for disposing of municipal solid waste is a 5-year contract that expires at the end of June 2020. The current contract for recycling is a 6-year contract that also expires at the end of June 2020. We are trying to get a 5-year extension for both. Control is lost if we go out to bid on either, and the department is especially fearful on the recycling contract that we could end up in a worse situation.

EXPANSION REQUESTS

The Department requested \$1,020,926 in Expansion Requests. Of these, four of the 11 expansion requests, representing \$684,734, were granted. The granted requests are as follows:

- Casella Waste Systems Contract (\$595,224)—this covers municipal waste and recycling, and the town is contractually required to cover it. However, the town has a proposal to partially cover it, described further on in this report.
- Increased Parking Meter Services Related to Parking Meter Replacements (\$81,000)—this is part and parcel of the CIP project replacing old parking meters with IPS meters.
- Producing Parking Permits (\$4,000)
- Synchro Modelling Software (\$4,410)

The expansion requests which were not granted are as follows. NOTE: The Capital Subcommittee did not discuss the expansion requests, and is thus not making a recommendation as to which might join a list of suggested items to be funded.

- Increased Funding for Forestry Services (\$102,000)
- Sustainable Transportation Engineer (\$82,000)—help with safe routes, Complete Streets, etc. Called for under warrant article 31. There is some hope that TNC funds might fund this.
- Increased Painting for Pedestrian/Bicycle Markings (\$75,000)—called for under warrant article 7. There is a chance that TNC funds might fund this.
- School Portion of Gardener Pay Raise to \$18/Hour (\$27,163)
- Seasonal Pay for Gardeners from \$14 to \$18/Hour, and Park Rangers from \$15 to \$20/Hour to Better Compete in the Labour Market (\$26,455)
- Over Time Increase for Forestry Crew to Respond to Emergency/Storm Response (\$15,000)
- Position Upgrades (\$8,574)—Scale Operator from LN3 to LN5.

PLANS TO MEET THESE INCREASED EXPENSES

Refuse Fee Increases

After Proposition 2½ was approved in the early 1980s, a separate fee was instituted for collection of residential trash. The fee was originally meant to cover 75% of the sanitation costs, with the property tax making up the remaining 25%.

In FY20, the fees covered 71% of the sanitation budget. With no increase in fees, in FY21, the fees would cover approximately 62%, assuming no change in volume.

Approximately 50% of town residents use the town trash services.

In order to restore the fee to the 75% level, the following refuse fee increases are being proposed.

| CART PRICING | | FY 20 Current Rates | | FY 21 Proposed Rates | | |
|----------------------|------------|------------------------|----------------------|-------------------------|------------|---------------------------|
| Cart Size Gallons | # of Carts | Fee to Resident | Revenue Generated | Fee to Resident | % Increase | Est. Revenue Generated |
| 35 | 5,923 | \$190 | \$1,125,370 | \$230 | 21.05% | \$1,362,290 |
| 65 | 4,540 | \$252 | \$1,144,080 | \$304 | 20.63% | \$1,380,160 |
| 95 | 2,243 | \$312 | \$699,816 | \$376 | 20.51% | \$843,368 |
| Bags Only | 57 | \$156 | \$8,892 | \$192 | 23.08% | \$10,944 |
| | 12,763 | | \$2,978,158 | | | \$3,596,762 |

| Overflow Bag Pricing (Roll of 5 Bags) | | |
|---------------------------------------|------------------------|-------------------------|
| | FY 20 Current Rates | FY 21 Proposed Rates |
| | \$15 | \$18.50 23.33% |

Cart Swap Service Charge
 Currently 320 cart swaps per year
 Limit swaps to 1/year, in June (for active accounts), and charge \$40
 to cover cleaning, disinfecting, and repair costs.
 New property owners may swap carts initially at no charge

The proposed increases require the approval of the Board of Selectmen.

Parking Meter and Permit Increases

Meters:

| Type of Meter | Current Hourly Rate | Year Estab. | Proposed Rate | % Increase |
|--------------------|---------------------|-------------|---------------|------------|
| Regular hour space | \$1.25 | 2016 | \$1.50 | 20% |
| 13-hour spaces | \$0.75 | 2016 | \$1.00 | 33% |
| LMA meters | \$2.00 | 2016 | \$2.50 | 25% |

1,637 Single-space Meters

30 Multi-space Meters

491 spaces in 13 lots

Payment Methods

Quarters

Credit Cards

Passport & ParkBoston Apps

Projected Additional Revenue--\$750,000/year

Neighbouring Towns

Boston (2019) range of \$2 to \$3.75/hour

Cambridge (2017) range of \$1 to \$1.50/hour

Somerville (2019) increase by \$.25/hour

Newton (2019) variable with max. rate of \$3.75/hour

Parking Permit System:

4 Programmes

Commercial Daytime On-street Permit

Current Fee (2008): \$500/year Proposed: \$600 (20% increase)

523 permits issued in FY2019

Projected additional revenue; \$51,000 annually

Commercial Daytime Lot Permit (Centre, West, John street lots)

Current Fee (2008): \$78/month Proposed: \$100 (28% increase)

700 permits issued in FY2019

Projected additional revenue; \$18,000 annually

Tradesmen Daytime On-street Temporary Parking Permit

Current Fee (2008): Free Proposed: \$1/day)

1,199 permits issued in FY2019 for a total of 40,000 days

Projected additional revenue; \$40,000 annually

Note: Select Board pushing for a higher fee, perhaps \$5/day

Resident Daytime Permit

Current Fee (2007): \$25/year Proposed: \$30 (20% increase)

2,643 permits issued in FY2019

Projected additional revenue; \$13,000 annually

Note: Permit charges are limited by law to covering administrative costs of programmes.

Meter/Permit Approval Process

- Staff meetings with business community (Feb. and March 2020)
- Transportation Board public hearing (April 13, 2020)
- Transportation Board vote (April 20, 2020)
- Select Board hearing (early May 2020)
- Select Board vote (mid-May 2020 in order for DPW to send out permit invoices in mid-May)
- Effective date of July 1, 2020

OTHER ISSUES RAISED DURING THE SUBCOMMITTEE HEARING

Accessible Pedestrian Signals (APSs)

At various Brookline street crossings, there are signals to ask for a “Walk” sign. The more sophisticated of these devices are known as Accessible Pedestrian Signals (APSs). This is defined as an integrated device that communicates information about the “WALK” and “DON'T WALK” intervals at signalized intersections in non-visual formats (i.e., audible tones and vibrotactile surfaces) to pedestrians who are blind or have low vision.

If the APS is either malfunctioning, or acting per specification but missing the aural signals, this can pose a special danger to blind persons. This was raised at the Subcommittee hearing by two members of the blind community, as well as a member of the town’s Pedestrian Advisory Committee, which issued a report on this, *Brookline’s Pedestrian Walk Signals: Are They Working?*, in October of 2019.

While the report noted a number of inconsistencies in the ways various types of walk signals worked, the findings related to those living with visual impairments were the focus of what the Subcommittee discussed. For someone who is blind, it is important that the APS have the following working parts:

1. A constantly beeping “locator tone” that allows the blind person to find the signal request button. Note: the locator tone can also have implications for nearby residents if the tone is loud enough for them to hear.
2. A button to request a walk signal.
3. A voice that announces “Wait,” once the button is pressed, but before it is safe to walk.
4. A raised arrow, on or near the button, which aligns with the crosswalk, so the person knows in which direction to walk.
5. An LED light that indicates the walk request has been made.
6. A component, such as the button itself, that vibrates when it is safe to walk.
7. An audible tone or voice indicating it is safe to cross the street. At an intersection, this may need to indicate which street has the walk signal.

The report found that:

- APS devices were most common on Beacon Street. However, away from Beacon, most intersections lack APS devices. One example is Harvard

and Kent, in Brookline Village. There is a visual “Walk” signal, but no aural signs that it is safe to cross the streets.

- There is no programme aimed at installing APS equipment. A person can request an installation, and when signals at an intersection are upgraded, an APS may be installed. Pavement reconstruction does not automatically trigger an upgrade.
- Maintenance is complaint-driven. Most sighted residents are unaware of what a properly functioning APS device does, so they are unlikely to spot and report a malfunction.

The report noted that of the 55 intersections it surveyed, only 26 (48%) had full or partial APS devices, and of those 26, 21 were on Beacon Street.

There is currently nothing in the CIP regarding upgrading the Walk Signal System. (The Town had applied for a grant for upgrades, but the grant was not awarded.) The report had gone to the Transportation Board, which requested a priority list.

The DPW said that as things that are broken are reported to them, they do and will fix them. The longer-range issue appears to be upgrades, which will require CIP funding.

Historic Street Name Signs

Last year, Mr. Friedman noted that another year had passed without the historic cast aluminium street name signs being put back on Beacon Street. When the Beacon Street project was done several years ago, the Town had agreed, in its contract with MassDOT, to put these signs back up. The Commissioner stated they would go back up soon.

Mr. Friedman was happy to note that the signs have returned to Beacon Street.

Personnel Changes

After a combined 102 years of service to the Town (51 for each), Commissioner Andy Pappastergion, and Director of Engineering and the Town’s Fence Viewer, Peter Ditto have officially retired. Both have continued to work on a contractual basis for the Town. The Subcommittee thanks them for all their hard work, and wishes them the best in retirement.



RECOMMENDATION

The Subcommittee, by a vote of 4-0-0, recommended \$16,749,438 for the FY21 DPW budget.

Water and Sewer Enterprise Fund - FY21 March 2020

The Water and Sewer Division is responsible for the operation and maintenance of the town's water, sanitary sewer, and storm water collection systems which include 135 miles of water mains, 10,770 service connections, 1500 Hydrants, 2,000 valves, 111 miles of sewer mains, and 117 miles of surface water drains and 3,296 catch basins. An Enterprise Fund established by Town Meeting in 2001, finances the Water and Sewer operations and fully reimburses the General Fund for expenses incurred, including OPEBs. Since FY09, the cost of debt service is no longer reimbursed to the General Fund but is budgeted within the Fund itself.

WATER AND SEWER

| | | <u>FY20 Budget</u> | <u>FY21 Budget</u> | <u>Variance</u> | <u>Variance</u> |
|-------------------------|-------------------------|--------------------|--------------------|-----------------|-----------------|
| SALARIES | | \$2,776,505 | \$2,839,650 | \$63,145 | 2.27% |
| SERVICES | | \$353,798 | \$365,398 | \$11,600 | 3.28% |
| SUPPLIES | | \$123,020 | \$147,020 | \$24,000 | 19.51% |
| OTHER | | \$293,397 | \$299,897 | \$6,500 | 2.22% |
| UTILITIES | | \$102,061 | \$102,061 | \$0 | 0.00% |
| INTERGOVERNMENTAL | | \$20,653,997 | \$21,272,997 | \$619,000 | 3.00% |
| INTERGOVERNMENTAL | MWRA WATER CHARGES | \$7,284,294 | \$7,502,794 | \$218,500 | 3.00% |
| INTERGOVERNMENTAL | MWRA SEWER CHARGES | \$13,349,703 | \$13,750,203 | \$400,500 | 3.00% |
| INTERGOVERNMENTAL | DEP ASSESSMENT | \$20,000 | \$20,000 | \$0 | 0.00% |
| BUDGETED CAPITAL | | \$630,330 | \$444,300 | -\$186,030 | -29.51% |
| DEBT SERVICE | | \$1,313,347 | \$1,667,140 | \$353,793 | 26.94% |
| DEBT SERVICE | PRINCIPAL-MAT DEBT | \$1,206,128 | \$1,386,290 | \$180,162 | 14.94% |
| DEBT SERVICE | INTEREST-LONG TERM DEBT | \$107,219 | \$280,850 | \$173,631 | 161.94% |
| INTERFUND TRANSFERS OUT | | \$3,038,020 | \$2,429,747 | -\$608,273 | -20.02% |
| Total | | \$29,284,475 | \$29,568,210 | \$283,735 | 0.97% |

The FY21 budget shows an increase of \$283,735 or .97%. The largest parts of the budget are the rates paid to the MWRA. The final rates are not set by the MWRA until June. Past experience has been that they will be a bit lower than the estimates above, but there is no guarantee of this.

The Subcommittee, by a vote of 4-0, recommended approval of \$29,568,210 for the FY21 Water and Sewer Enterprise Fund budget.