

**THESE MINUTES ARE SUBJECT TO APPROVAL BY THE BOARD OF FINANCE**

The Board of Finance held a regular on Monday, February 27, 2017 in the Council Chambers at the Municipal Center, 3 Primrose Street, Newtown, CT. Chairman John Godin called the meeting to order at 7:30pm.

**Present:** James Gaston, John Godin, Sandy Roussas, Aaron Carlson, Kelley Johnson, Mark Boland

**Also Present:** First Selectman Pat Llodra, Finance Director Robert Tait, Director of Public Works Fred Hurley, IT Director Al Miles, BOE Chairman Keith Alexander, Assistant Superintendent Jean Davila, Director of Facilities Gino Fiaella, Chief Viadero, Financial Analyst Tanja Vadas, 14 members of the public and 2 members of

**VOTER COMMENT** – John Vouros, 29 Main Street – Presented points as to what the BOE has developed outside the operational plan to enhance student opportunity without increasing the bottom line to the budget (Attachment A).

**COMMUNICATIONS** – Mr. Godin forwarded e-mails received by the BOF for communications (Attachment B).

**FIRST SELECTMAN REPORT** – None

**FINANCE DIRECTORS REPORT** – None

**UNFINISHED BUSINESS**

*Discussion of Revenue Estimates* – Mr. Tait reviewed the 2017-2018 revenue estimates (Attachment C). Inter governmental revenues are decreased by \$900,000 based and what they think will happen on the state level. Investment income is slowly increasing and that comes from the fund balance.

The mill rate calculation right now is 34.24 which is a 1.92% increase. If the Governors budget would become reality, the mill rate would be 36.47 for real estate and a state capped mill rate on motor vehicle of 32.

*Board of Selectman 2017-2018 Budget* – Questions and Answers were distributed to the board (Attachment C). Director of IT Al Miles presented the IT department budget. He explained that the IT department has continued to grow with services and the environment with infrastructure. They have made improvements on the work order system, the building department's management system for permits, installed new police systems, enhanced the wireless, and parcels on GIS have been caught up another 2 years and will catch up another 2 years over the next 18 months.

There are many cooperative area's between the town and the BOE such as the accounting software, the phone system and they work together on problem management. There are two

separate networks, and on the town side there are a few issues. They are working on a plan where each of the networks can cover for the other when issues arise.

The question was asked as to how the IT department would interact with a purchasing agent and if it would make it easier or harder. Mr. Miles articulated that he would find it an advantage. There are different approaches to lower costs and approaching vendors. There are synergies and group volume; it can bring the town together.

Director of Public Works, Fred Hurley presented the Public Works budget. He explained that it is fairly status quo from last year except for the additional funding for roads.

Winter Maintenance – They have had a good winter this year and currently have a full mixing shed and a full shed of salt. They are anticipating having those in reserve for the start of next winter.

Transfer Station – They will be doing an RFP for the recycling program to find out what it would be to transition to the larger totes. The idea is to try to develop a long term contract where the contractor funds it. There are also funds allocated to redesigning the old dog pound as a recycling center.

Building – the major changes are in energy. Virtual net metering will be coming and that will eventually bring savings and stabilize electrical costs.

Diesel fuel and heating oil costs were just finalized at \$1.89 per gallon which will be about a \$17,000 reduction for equipment fuel.

The amount of staffing and tasks was questioned. There are three people on the books for the Transfer Station. One person spends most of the day patrolling recycling so it does not get contaminated which could be costly to the town. There is another in the office itself providing stickers and the other is monitoring the other side of the transfer station and also a machine operator. There is also a Wheelabrator operator who is not employed by the town. There has been a complaint that they have 3 people sitting in the office. Mr. Hurley explained that you have 2 people in the office to begin with; the person at the cash register, the Wheelabrator employee and when commercial operators come in it can look like there is more.

Contamination of recycling was questioned if it has been improved with monitoring. Mr. Hurley explained that they have someone monitoring the recycling and it has been better. The biggest issues are oil, electronics and waste metal. Contamination in those areas could be costly for the town.

It was questioned if the road improvement plan is reasonable or more of a wish list. Mr. Hurley explained that the roads listed are very long and take 2, 3 and 4 years to accomplish. It will be drainage and or paving. When roads go bad, you don't want an entire area to go bad at the same time.

What is the difference between private and public? Mr. Hurley explained that they have an obligation to get emergency services to every resident in town private or public. There is an ordinance that requires maintenance to make that happen which also equalized taxing. There are two areas that are identified to have active associations and they are Rowledge Pond and Shady Rest. The actual definitions in state statutes would make all of the roads public roadways but that doesn't make them accepted town roads. If we don't maintain these roads and there is a catastrophic issue, the cost to repair would be far worse if it wasn't being maintained.

Could wood grinding at the Transfer Station be eliminated if it was sold? Mr. Hurley explained that the contractor is responsible for grinding and also disposal. They can dispose of it by putting it into a compost or a large scale incinerator. We pay about \$4 per year to process it and we charge \$10 per yard to dispose of it.

There are no dirt roads listed in the road improvement list. It is a better investment for the town to pave dirt roads. There are roads that are historic or scenic that will remain dirt.

It was asked how would he use the services of a purchasing agent and if it would be a benefit. Mr. Hurley answered that they do a massive amount of purchasing. A purchasing agent would give them some continuity. The BOE and the Town's maintenance work together but that doesn't mean it will last forever.

Chief Viedero explained that the major cost that they are experiencing is because of contractual obligations. Moving to a 4 day, 10 hour work day is a contractual issue and generally hasn't work with smaller agencies. Other agencies have tried it and have moved back to 5 days work week.

They will be changing the uniform colors and there will not be an additional cost. There are few towns with gray uniforms, blue is more common and cheaper.

They have a robust in vehicle cameras. It is a tool that is subject to collective bargaining. In 6 to 8 months they will be able to move forward with body cameras.

Would a purchasing agent enhance them? Chief Viedera explained that most of the services they purchase are law enforcement specific and work off state bids when possible. They do have to go out to bid for items as well. Any savings is welcome.

*Board of Education 2017-2018 Budget* - Assistant Superintendent Jean Davila, Financial Analyst Tanja Vadas, BOE Chairman Keith Alexander and Director of Facilities Gino Fiaella answered questions. Mr. Alexander explained that there is an \$18,000 reduction in fuel oil and provided the BOE proposed operation budget with adjustments (Attachment D).

There are some safety issues that were postponed, it was questioned how they are prioritized. Mr. Fiaella explained that health, safety and security are the priority. He meets with the principals of the schools and they determine what is a need and what is a want.

The Grant writer was paid for by a grant for social and emotional; the additional funds requested are expanding it to academics.

There are fund balances in the Lunch Fund and the B&G Custodial Fund. It was questioned if a portion of those funds can be used for a savings to the tax payers.

When asked if a Purchasing Agent would benefit the BOE, both Mr. Fiaella and Ms. Davila responded that it would be an asset for the town. They go out to bid and at times, the bid beats the state bid price.

Mr. Godin asked for members to give their perspective on a Purchasing Agent.

Mr. Boland is not in favor and questions the level of expertise they would have in so many different areas.

Ms. Johnson is undecided but is all for efficiency.

Mr. Gaston is in favor of it. It would be a short term investment for a long term gain.

Mr. Carlson is in favor of it. He suggested that they budget the salary and reduce the expenses in the budget that will be offset by savings.

Ms. Roussas is undecided. Sees the validity, her concern is more of a fiscal one, is this year the right year to add someone to the books.

Mr. Godin explained that a good purchasing agent is their weight in gold. This may not be the year to do it. It is a tax payer friendly position and it is the BOF's decision to add it or wait until next year.

It was decided to discuss this further at the next meeting on Thursday, March 2, 2017.

**Voter Comments – None**

**Announcements – None**

Having no further business, the meeting was adjourned at 9:54pm

Respectfully Submitted,  
Arlene Miles, Clerk

# Attachment A

***Thinking out loud.....***this weekend I share with you a few thoughts that could serve as talking points to elected officials on what the BOE has developed outside the operational plan to enhance student opportunity without increasing the bottom line to the budget:

- The Newtown Education Foundation has been organized and now supports classroom innovation and student opportunity with an ongoing grant program;
- The "grant funded" grant writer, to date, has been connected to over \$200,000 (Project Adventure Challenge, Mental Health) of awards to support the district's Social Emotional Learning programs;
- In partnership with EdAdvance the district will have four grant funded counselors who will serve our elementary schools (approximately \$250,00);
- In partnership with the State of CT Newtown Middle School will continue to provide care to students through the Site Based Health Center (approximately \$200,000);
- In partnership with the Newtown Parent Connection a part-time mental health provider is at SH one day a week to continue to support staff needs (\$10,000);
- In partnership with the Avielle Foundation there is after school programming which continues to be available to our RIS students;
- In collaboration with Project Lead the Way (highly capable math/science learners) a comprehensive program has been launched at NHS by re-configuring existing staff;
- By building and fostering relationships with our PTA's we have an invaluable resource for all of our schools with student programming and classroom support;
- In partnership with the SH PTA Foundation approximately \$180,000 of mental health support has been offset in the proposed 20172-2018 plan;
- In partnership with our parent community we have been able to avoid (cost savings) significant fees for legal counsel as we look to resolve all differences with students with an effective and strong communication protocol.
- By developing an aspiring leadership program we have offset the cost for consultant dollars with numerous studies as we have willing and capable helping hands to do the research and study.

Attachment B



Arlene Miles <[arlene.miles@newtown-ct.gov](mailto:arlene.miles@newtown-ct.gov)>

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## Fwd: BoE Budget

1 message

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John Godin <[jgodin1312@gmail.com](mailto:jgodin1312@gmail.com)>  
To: Arlene Miles <[arlene.miles@newtown-ct.gov](mailto:arlene.miles@newtown-ct.gov)>

Mon, Feb 27, 2017 at 7:11 PM

fyi

Begin forwarded message:

**From:** Sherry Chapman <[sherry@chapmancreativegroup.com](mailto:sherry@chapmancreativegroup.com)>

**Subject:** BoE Budget

**Date:** February 27, 2017 at 2:37:29 PM EST

**To:** [okjt@aol.com](mailto:okjt@aol.com), [aaron4newtown@gmail.com](mailto:aaron4newtown@gmail.com), [jgodin1312@gmail.com](mailto:jgodin1312@gmail.com), [sandyrroussasBOF@gmail.com](mailto:sandyrroussasBOF@gmail.com), [kellytjohnson@gmail.com](mailto:kellytjohnson@gmail.com), [markbolandbof@gmail.com](mailto:markbolandbof@gmail.com)

Dear Board of Finance Members,

Before you meet tonight to discussion the proposed BoE Budget, please know we would like you to pass this budget. It is time to invest in education.

Thank you!

Sherry & Christopher Chapman  
4 Knollwood Drive, Newtown, CT 06470



Sherry Chapman

CHAPMAN CREATIVE GROUP  
203-304-9061 | 310-488-4199  
<http://www.ChapmanCreativeGroup.com>



Arlene Miles <arlene.miles@newtown-ct.gov>

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## Fwd: Form submission from: Contact the entire Board of Finance

1 message

John Godin <jgodin1312@gmail.com>

Mon, Feb 27, 2017 at 7:12 PM

To: Arlene Miles <arlene.miles@newtown-ct.gov>

fyi

Begin forwarded message:

**From:** "Lynn Edwards via Newtown CT" <vtstdmailer@vt-s.net>  
**Subject:** Form submission from: Contact the entire Board of Finance  
**Date:** February 27, 2017 at 12:25:35 PM EST  
**To:** jgodin1312@gmail.com  
**Reply-To:** "Lynn Edwards" <lebedwards@charter.net>

Submitted on Monday, February 27, 2017 - 12:25pm  
Submitted by user: Anonymous  
Submitted values are:

Your Name: Lynn Edwards  
Your e-mail address: lebedwards@charter.net  
Subject: transportation  
Message:  
To the members of the Board of Finance,

First, as always, I want to express my thanks to you each for your many hours of service to our Town. I communicate much more effectively with pre-planned comments or letters written with time to reflect, so I ask that you take a few moments to read my comments below. I also noticed that the minutes from that meeting don't include what I intended to be one of the most important parts of my comments, so obviously I didn't make that point clearly or strongly enough.

I want the transportation services for the district to be able to do their job well and safely with reasonable route times, and to balance that with being as cost-effective for the district as possible. I heard discussions during Thursday's meeting questioning why the district needs to continue to serve students who may not ride the bus to school regularly. I want to illuminate for you my family's situation, which I know is not unique to us in town. Last year, my husband started dropping our 2 oldest at NHS and NMS on his way to work, when the health and general life benefits (for them and us) of sleeping an extra 25 minutes to get up at 6:20 instead of 5:55 became too significant to ignore. That time difference for them, although it seems small, has had a huge positive impact on them and their ability to function and learn well during the day. We are fortunate that they can get driven to school so they can sleep later. The important point I wanted to make on Thursday, though, is that there are multiple times during the school year when they can't be driven and must ride the bus to school – this happens whenever my husband is traveling, or if he is already at work (he has a job where he is on call and sometimes leaves in the middle of the night), or whenever there is a planned or weather-related 2-hour delay. We rely

completely on them taking the bus to school on those days. If you are considering recommending fewer buses because most days they are half empty, I suggest that it would be inappropriate to do that without first measuring rider counts on the days when there is a 2-hour delay and in snowy weather. On those days, when I see my boys get on the morning bus to NHS/NMS, it is toward the end of the route, the bus is completely packed, and they often have to walk back and forth in the aisle to find a seat because the bus is so crowded. Some students with parking permits at NHS don't have a car every day; cars break down; and in icy, slippery weather it is safer for them not to drive (they are all relatively new license holders, most of whom have little or no experience driving in snow). The need for bus rides home also depends on after-school sports, meetings and activities, which vary during the year. I would suggest that the maximum rider counts during the year are what need be considered (not the average rider count), along with the numbers of registered riders for each route, when evaluating ridership.

The miles and miles of roads that our buses must travel doesn't necessarily change significantly with enrollment, and therefore the ideal number of buses may not necessarily decrease just because there are fewer riders. Even if fewer buses could be used based on ridership registration numbers alone, this would almost certainly increase bus route times, and I would suggest that the negative effects of doing that may outweigh any cost benefit. The first bus pickup is currently scheduled on Bus 26 at 6:02 am., and students are supposed to be at stops "10 minutes before the time listed on the bus route." As long as we have 3 tiers, which is at least through this next year, longer routes would necessitate earlier pickup times. Earlier pickup times would be even more unhealthy for our older students than the current, very early, times. I also have no doubt that there would be more parents opting to drive children to or from school if pickups get earlier or routes get longer. More parents driving to and from school will mean more traffic getting around the schools and consequent delays for buses getting to their schools and to their next tier routes. Pickup times must also take into consideration what that translates into for wake time for our MS and HS children, and include the minutes it takes them to walk to the bus stop, especially if anyone proposes (as was suggested at your meeting) that those distances be longer so stops could be consolidated. Safety must include safe walking for students between their homes and bus stops. Perhaps there are some well-lit and open streets in town where stops could be consolidated, but Newtown is largely full of streets without safe walking spaces and/or streetlights; it is full of winding, hilly, and wooded roads with extremely limited visibility for drivers who routinely drive over the speed limit; and much of the year the tier one pickups are in the pitch black. I would argue much of Newtown isn't safe for even the older students to safely walk along the side of the road in the dark. It certainly would be hazardous on our road, where the speed limit is 25 on a winding road but drivers routinely travel at 45 around blind corners, and I have almost been hit walking in the daylight.

It is imperative to balance acceptable pickup times, acceptable lengths of bus rides, and costs to maintain a transportation system that is safe, is not unhealthy because it's too early, is available to all students when they need it, and gets riders to school on time without bus drivers unnecessarily stressed by traffic, tight route times, and limited transition time between tiers.

Respectfully,  
Lynn Edwards



3 Sand Hill Road  
Sandy Hook



Arlene Miles <[arlene.miles@newtown-ct.gov](mailto:arlene.miles@newtown-ct.gov)>

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## Fwd: BOE Budget

1 message

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John Godin <[jgodin1312@gmail.com](mailto:jgodin1312@gmail.com)>

Mon, Feb 27, 2017 at 7:13 PM

To: Arlene Miles <[arlene.miles@newtown-ct.gov](mailto:arlene.miles@newtown-ct.gov)>

fyi

Begin forwarded message:

**From:** Marci Augustine <[marci.augustine@gmail.com](mailto:marci.augustine@gmail.com)>

**Subject:** BOE Budget

**Date:** February 27, 2017 at 10:06:28 AM EST

**To:** [okjt@aol.com](mailto:okjt@aol.com), [aaron4newtown@gmail.com](mailto:aaron4newtown@gmail.com), [jgodin1312@gmail.com](mailto:jgodin1312@gmail.com), [sandyrroussasBOF@gmail.com](mailto:sandyrroussasBOF@gmail.com), [kellytjohnson@gmail.com](mailto:kellytjohnson@gmail.com), [markbolandbof@gmail.com](mailto:markbolandbof@gmail.com)

Dear Board of Finance Members,

Thank your for your service to Newtown. I write as a concerned parent and citizen knowing that there is tremendous pressure on our budgets, but at the same time realizing that there is tremendous pressure on our school system to provide the appropriate educational services for our children.

Having read through the BOE & Dr. Erardi's budget proposal I cannot imagine a place where we can afford to cut. I urge you to move forward with the BOE budget without any further reductions.

Regards,

Marci Augustine  
11 Stone Gate Dr  
Sandy Hook, CT



Arlene Miles <arlene.miles@newtown-ct.gov>

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## Fwd: BofE budget

1 message

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John Godin <jgodin1312@gmail.com>

Mon, Feb 27, 2017 at 7:13 PM

To: Arlene Miles <arlene.miles@newtown-ct.gov>

fyi

Begin forwarded message:

**From:** "Linda O'Sullivan" <rynda01@gmail.com>

**Subject:** BofE budget

**Date:** February 27, 2017 at 9:37:37 AM EST

**To:** "aaron4newtown@gmail.com" <aaron4newtown@gmail.com>, "jgodin1312@gmail.com" <jgodin1312@gmail.com>, "kelleyjohnson@gmail.com" <kellejohnson@gmail.com>, "markbolandbof@gmail.com" <markbolandbof@gmail.com>, "okjt@aol.com" <okjt@aol.com>, "sandyroussasBOF@gmail.com" <sandyroussasBOF@gmail.com>

Good morning!

I'd like to add my voice to what I hope are many others in urging you to accept the Board of Education budget as proposed. As a parent of a child in the Newtown Public School System whose child is universally accepted as capable of mastering her assignments but is struggling nonetheless, I am humbled by and grateful for the dedication and commitment shown by her teachers, counselors and school administrators in working with her to overcome the hurdles she faces. I would hate to see any child at any level slip through the cracks because the resources just aren't there. Dr. Erardi has shown himself to be an outstanding administrator and I trust his assessment of the needs of our educational community.

Thank you.

Linda O'Sullivan  
10 Farmery Lane  
Sandy Hook

# 2017-18 REVENUE ESTIMATES

REVENUE TYPE / ACCOUNT	2014 - 2015 ACTUAL	2015 - 2016 ACTUAL	2016 - 2017 ADOPTED BUDGET	2016 - 2017 AMENDED BUDGET	2016 - 2017 ESTIMATED ACTUAL	2017 - 2018 REVENUE ESTIMATES A	Increase / (Decrease) A - B	Percent Change
<b>PROPERTY TAXES</b>								
CURRENT YEAR TAXES	99,143,397	99,215,491	100,571,352	100,946,991	100,946,991	103,907,313	2,960,322	2.9%
PRIOR YEAR TAXES	485,296	608,925	475,000	475,000	475,000	475,000	-	0.0%
INTEREST AND LIEN FEES	423,482	441,109	475,000	475,000	475,000	450,000	(25,000)	-5.3%
SUPPLEMENTAL MOTOR VEHICLE TAXES	898,411	912,243	875,000	875,000	900,000	900,000	25,000	2.9%
TELECOMM. PROPERTY TAX	62,986	58,499	65,000	65,000	65,000	65,000	-	0.0%
	101,013,572	101,236,267	102,461,352	102,836,991	102,861,991	105,797,313	2,960,322	2.9%
<b>INTERGOVERNMENTAL</b>								
ELD. TAX RELIEF - CIRCUIT BR.	149,044	151,508	142,796	142,796	142,796	71,000	(71,796)	-50.3%
IN LIEU OF TAX-ST OWNED PROP	946,060	717,919	738,994	733,247	733,247	586,000	(147,247)	-20.1%
VETERANS ADD'L EXEM	15,993	18,949	18,949	18,949	18,949	19,000	51	0.3%
TOTALLY DISABLED	1,931	1,948	1,947	1,947	1,947	1,947	-	0.0%
TOWN AID FOR ROADS	469,220	469,996	469,996	469,996	469,996	376,000	(93,996)	-20.0%
MASHANTUCKET PEQUOT	952,649	967,137	913,492	911,124	911,124	729,000	(182,124)	-20.0%
CT SCHOOL BUILDING GRANTS	555,937	533,605	92,421	92,421	92,421	89,474	(2,947)	-3.2%
MISCELLANEOUS STATE / FEDERAL GRANTS	342,033	144,916	385,300	50,000	50,000	50,000	-	0.0%
LOCIP GRANTS	206,062	207,668	207,668	207,668	207,668	165,000	(42,668)	-20.5%
GRANTS FOR MUNICIPAL PROJECTS	221,366	235,371	235,371	235,371	235,371	235,000	(371)	-0.2%
MUNICIPAL REVENUE SHARING (ADD'L SALES TAX)	-	-	824,747	572,949	572,949	570,000	(2,949)	-0.5%
EDUCATION COST SHARING GRANT	4,398,056	4,787,409	4,757,982	5,080,129	4,900,129	4,720,000	(360,129)	-7.1%
PUBLIC SCHOOL TRANSPORT	79,452	84,121	82,318	-	-	-	-	-
NON-PUB SCHOOL TRANSPORT	28,718	15,086	20,255	-	-	-	-	-
HEALTH SERVICES - ST. ROSE	23,609	22,148	24,841	24,841	24,841	22,170	(2,671)	-10.8%
	8,390,130	8,357,781	8,917,077	8,541,438	8,361,438	7,634,591	(906,847)	-10.6%

# 2017-18 REVENUE ESTIMATES

REVENUE TYPE / ACCOUNT	2014 - 2015 ACTUAL	2015 - 2016 ACTUAL	2016 - 2017 ADOPTED BUDGET	2016 - 2017 AMENDED BUDGET	2016 - 2017 ESTIMATED ACTUAL	2017 - 2018 REVENUE ESTIMATES A	Increase / (Decrease) A - B	Percent Change
<b>CHARGES FOR SERVICES</b>								
SENIOR CTR MEMBER FEES	6,251	5,256	5,000	5,000	5,000	5,250	250	5.0%
TOWN CLERK CONVEYANCE	445,248	467,921	450,000	450,000	500,000	500,000	50,000	11.1%
TOWN CLERK - OTHER	227,345	215,700	225,000	225,000	250,000	225,000	-	0.0%
WATER/SEWER CHARGES FOR SERVICES	120,000	120,000	120,000	120,000	120,000	120,000	-	0.0%
PARKS AND RECREATION	199,957	207,867	210,000	210,000	210,000	210,000	-	0.0%
TUITION	44,000	29,775	31,500	31,500	31,500	30,800	(700)	-2.2%
SCHOOL ACTIVITY FEES	113,216	105,751	105,950	105,950	105,950	105,170	(780)	-0.7%
BUILDING	450,219	477,851	550,000	550,000	450,000	450,000	(100,000)	-18.2%
PERMIT FEES	2,025	1,230	1,250	1,250	1,250	1,250	-	0.0%
TRANSFER STATION FEES	361,562	378,897	465,000	465,000	400,000	450,000	(15,000)	-3.2%
LAND USE	81,168	56,628	60,000	60,000	50,000	50,000	(10,000)	-16.7%
	2,050,991	2,066,876	2,223,700	2,223,700	2,123,700	2,147,470	(76,230)	-3.4%
<b>INVESTMENT INCOME</b>								
INTEREST ON INVESTMENTS	164,812	327,598	200,000	200,000	350,000	400,000	200,000	100.0%
<b>OTHER REVENUES</b>								
POLICE MISC REVENUE	18,303	63,800	3,000	3,000	3,000	15,000	12,000	400.0%
MISCELLANEOUS REVENUE	29,401	145,221	200,000	200,000	200,000	200,000	-	0.0%
MISCELLANEOUS REVENUE BOE	2,310	11,510	2,250	2,250	2,250	2,250	-	0.0%
	50,014	220,531	205,250	205,250	205,250	217,250	12,000	5.8%
<b>OTHER FINANCING SOURCES</b>								
TRANSFER IN	225,228	225,000	175,000	175,000	175,000	175,000	-	0.0%
OTHER	16,345	9,370	-	-	-	-	-	-
<b>TOTAL REVENUES &amp; OTHER FINANCING SOURCES</b>	<b>111,911,092</b>	<b>112,443,423</b>	<b>114,182,379</b>	<b>114,182,379</b>	<b>114,077,379</b>	<b>116,371,624</b>	<b>2,189,245</b>	<b>1.9%</b>

# 2017-18 REVENUE ESTIMATES

MILL RATE CALCULATION - 2017 / 2018				2016 List
	<u>Millrate Calculation</u>			
➤	TOTAL NET ASSESSMENT (LESS EXEMPTIONS) Before Board of Assessment Appeals	(less 400,000 for BAA)		3,111,006,402
➤	LESS THE LOSS BY USING THE STATE MANDATED MOTOR VEHICLE MILL RATE OF 32.00 (municipalities with mill rates greater than 32.00 are capped at 32.00 for MV)	\$ -	***	-
➤	EFFECTIVE ASSESSMENT ON CIRCUIT BREAKER TAX CREDIT OF	\$ 144,000		(4,212,990)
➤	EFFECTIVE ASSESSMENT ON LOCAL CREDITS: NEWTOWN ELDERLY TAX BENEFITS OF (1,650,000 less 222,000 reserved)	\$ 1,428,000		(41,778,818)
	TOTAL TAXABLE NET ASSESSMENT (after adjustments and credits)			3,065,014,594
➤	Amount to be raised by taxation (from "current year taxes" - revenue budget)			103,907,313
➤	TAX LEVY - assuming a tax collection rate of (= billed amount) (Amount to be Raised divided by Collection Rate)	99.0%		104,956,882
➤	MILL RATE = (Tax Levy divided by (Taxable Net Assessment / 1,000))			34.24
	1 MILL =			3,065,015
	PRIOR YEAR MILL RATE =			33.60
	EFFECTIVE TAX (DECREASE) =			1.92%
***	New state statute states that motor vehicle taxes cannot be over 32.00 mills. This loss is partially offset by the state grant for motor vehicle property tax.			
	prior yr taxable net assessment			3,027,125,436
	prior yr net assessment (less exemptions)			3,075,109,294
				1.25%
				1.17%
	FIELD TO BE INPUTTED, ALL OTHER FIELDS ARE CALCULATED	0.1 MILL =		306,501

# 2017-18 REVENUE ESTIMATES

EFFECT OF GOVERNOR'S PROPOSED 2017-18 BUDGET ON THE TOWN OF NEWTOWN				
	Current BOS/BOE Proposed 2017-18	Effect of Governor's Proposed Budget	Newtown What If	
<b>REVENUES:</b>				
Current year property taxes	103,907,313	5,798,902	109,706,215	
Intergovernmental	7,634,591	(2,913,283)	4,721,308	A
Other	4,829,720		4,829,720	
Total Revenues	116,371,624	2,885,619	119,257,243	
<b>EXPENDITURES:</b>				
Board of Selectmen	41,251,019	-	41,251,019	
Board of Education	75,120,605	2,885,619	78,006,224	B
Total Expenditures	116,371,624	2,885,619	119,257,243	
<b>Tax Levy</b>	104,956,882		110,814,359	
(based on 99% tax collection rate)				
<b>Mill Rate</b>	34.24	REAL ESTATE	36.47	MOTOR VEHICLE
<b>Tax Rate Increase</b>	1.9%		8.5%	
(over prior year)				
				32.00

# 2017-18 REVENUE ESTIMATES

A	EFFECT ON INTERGOVERNMENTAL REVENUE:	LC Amended 2016-17	BOS/BOE Proposed 2017-18	Governor's	
				Proposed 2017-18	Difference
				X	X - Y
			Y		
	State owned real property	733,247	586,000	547,350	(38,650)
	Pequot & Mohegan grant	911,124	729,000	903,200	174,200
	Town aid road grant	469,996	376,000	470,708	94,708
	Local capital improvement	207,668	165,000	380,724	215,724
	Education cost sharing	5,080,129	4,720,000	969,688	(3,750,312)
	Grants for municipal projects	235,371	235,000	-	(235,000)
	Municipal revenue sharing fund	572,949	570,000	824,747	254,747
	Motor vehicle property tax grants**	-	-	335,300	335,300
	Elderly tax relief - circuit breaker	142,796	71,000	107,000	36,000
	Other	188,158	182,591	182,591	-
		8,541,438	7,634,591	4,721,308	(2,913,283)



# 2017-18 REVENUE ESTIMATES

<b>B</b>	<b><u>EFFECT ON BOARD OF EDUCATION EXPENDITURES:</u></b>				
	Loss of excess cost grant BOE expenditure off set			1,377,027	
	New special education grant (BOE expenditure off set)			(2,408,508)	
	Newtown teacher retirement contribution to state plan			3,917,100	
				<u>2,885,619</u>	
	<b><u>EFFECT ON CURRENT YEAR PROPERTY TAXES:</u></b>				
	Increase in budget			2,885,619	
	Decrease in intergovernmental revenues			2,913,283	
				<u>5,798,902</u>	

## Attachment C

1. **P32 - Can you help clarify the math on the Fund Balance analysis? For instance, in 16/17 \$11.5 unassigned plus \$0.3 committed for subsequent years doesn't equal total fund balance \$12.1. I notice this disconnect in other years such as 14/15. Thanks, a formula did not get carried forward from prior year. This has been corrected, will bring in corrected sheet.**
2. **Are the revenue reductions our own best guesses based on the state or are they specific to proposals/information that we have received?**  
Best guess at the time. They will be adjusted for the BOF recommended budget and possibly again (as we learn more) for the LC budget.
3. **Did we increase the price of transfer station permit in 16/17?**  
Fred had informed me (around November) that the fees were going to be increased in time for the major fee collection period which is May and June.
4. **Do we have any expected contract negotiations and/or legal activities (besides the standard) that may impact our legal and/or contingency account in 17/18?**  
Contract negotiations include Police, Parks and Rec, and Communications/Dispatch. The impact of these negotiations has been accounted for in the budget proposal. We anticipate legal costs to be 'typical', as budgeted. It is difficult to forecast any legal activities beyond the standard. Winter maintenance could have the biggest impact on the contingency account.
5. **What is the anticipated tax collection rate for 2016/17?**  
99.1 – 99.2% (?)
6. **P145 - In Capital, what is the Fire Commission Rotating Grant for \$30k?**  
The Board of Fire Commissioners provides these rotating grant funds to a requesting firehouse in order to address major, one- time, capital equipment or facility expenses. BoFC chair "We use it to fund each departments larger capital request – too small for the CIP but too large to fit in their regular budget. Examples: command trucks, large orders for turnout gear, air packs (SCBA), radios. (Federal grants come and go – often leaving the individual firehouse with no way to replace, update essential equipment.)
7. **P146 – what is the \$145k contributions to fire companies typically used for? Trying to get an understanding for the difference of the detailed line items in the budget for fire vs the type of expense the contributions are used for.**  
The \$145k (divided equally among the 5 fire departments) is used to help offset

annual operating costs. Individual firehouses conduct fund raising to create a revenue stream that helps with expenses (operational and capital)...

8. P192 – have we ever considered hiring an employee and leasing a bus to manage the senior bus service requirements? It appears to be a 5 day/week operation that has regular demand and it would seem that we could do it cheaper than \$152k. Please educate me if the demand is more complex or this is not an option.

The SweetHART service is provided Monday-Saturday. Just to give you some idea of the variety of trips people are taking, the top five destinations are the senior center, Ability Beyond (Bethel), Target, Dialysis and NVCC (Danbury). There are two buses operating weekdays because of the large size of the town and the many out- of-town requests. There were over 5,200 trips made on Newtown SweetHART last year.

- HARTransit accesses additional funds to match Newtown's investment to provide a higher level of service. 40% of the operating program is covered through FTA funds.
- The drivers all are subject to background checks, as well as random and reasonable suspicion drug and alcohol testing, as per federal law. Drivers also receive mandated sensitivity training for interacting with persons with disabilities and in proper securement of mobility devices.
- The town does not have to fund any capital items in the program; HARTransit gets state and federal grants for vehicles.
- HARTransit maintains all vehicles and acquires necessary vehicle and umbrella liability insurance. Any vehicles would have to be maintained, fueled and housed.
- Along with the regular drivers, we have a scheduling and dispatch staff that manages trips requests and uses software to book trips. If the town were to take this on, they would need to create a system to provide this function.
- HART has spare drivers and vehicles available if vehicles break down or drivers are sick. Contingencies have to be made here because people rely on the service as a means to live independently; we have patients relying on the bus to access essential medical procedures (dialysis, infusions, chemo), and those that use the service to get to work, shopping and school.

9. P204 – what makes the Children’s Adventure Center different than other pre-schools besides being a non-profit? We cover insurance, medical and building costs. We also offer a separate preschool program in our education system. The Children’s Adventure Center is the only publicly-funded child care program in the area. It was started in the Newtown Congregational Church in 1969, licensed for 60 children. CAC is now a fully accredited educational program. CAC has a mix – typically 50/50 - of state-funded (through a Child Day Care Contract with the Town of Newtown) and private pay slots. The Town is technically the funder of the program; it receives funds from state and sub-contracts to CAC.
10. P265 - Why is the assessor grand list revaluation for Capital Nonrecurring so much more expensive than previous years. Hypothetically, could we collect a higher rate of taxes to the point our revenues exceed our expenditures planned in a given fiscal year (intentionally increase the general fund-unassigned balance)? With awareness of the state circumstances, I am trying to evaluate what our options are.
- A revaluation is done every five years. Every other revaluation is a **full revaluation** including internal and external inspections. This is a more involved process therefore more expensive than the prior revaluation.
- Current year taxes are one revenue estimate. Revenue estimates are just that (estimates). If the net experience in all revenue estimates is positive then actual revenues will be greater than actual expenditures. When the books are closed at the end of the fiscal year this overage amount falls into fund balance.
- You can intentionally set a lower tax collection rate. Whether this would increase the fund balance would depend on the other revenue estimates. If the other revenue estimates fall short an increase in fund balance would not be guaranteed.

Attachment D

Oil & Diesel Bid 2/27/2017

	Gallons	Budget \$	Budgeted Total Cost	Actual 2/21 bid #	Revised Budget \$	Bid cost	Reduction
Diesel Buses	76,800	2.00	\$153,600	1.889542	1.890	\$145,152	\$8,448
Diesel Maint	900	2.00	\$1,800	1.889542	1.890	\$1,701	\$99
Total Diesel	77,700	2.00	\$155,400	1.889542	1.890	\$146,853	\$8,547
Fuel Oil	148,000	1.95	\$288,600	1.884642	1.885	\$278,980	\$9,620
Total for these Two Commodities			\$444,000			\$425,833	
Total Budget Reduction Available - School Budget							\$18,167

**Proposed Operational Plan for 2017-18**

<b>2016-17 Approved Budget</b>		73,665,065	Cumulative Adjustment	Percent of Decrease	Balance	Percent Change	Increase
2017-18 Superintendent's Request		74,996,756	1,331,691			1.81%	
<b>BOE Adjustments to Superintendent's Plan 2/2/17</b>							
<i>Technical Adjustments</i>							
1	Energy - Electricity, Natural Gas, Oil, Diesel, Gasoline	0	0	0.00%	74,996,756	1.81%	
2	Grant reduction for Physiological & Behavioral assessments	(64,015)	(64,015)	-0.09%	74,932,741	1.72%	1,267,676
3	Building Contracted Services	51,571	(12,444)	-0.02%	74,984,312	1.79%	1,319,247
4	Magnet Transportation (Grant for two less students)	(9,000)	(21,444)	-0.03%	74,975,312	1.78%	1,310,247
5	Certified Salary Adjustments	2,600	(18,844)	-0.03%	74,977,912	1.78%	1,312,847
6	Non-Certified Salary Adjustments	(27,909)	(46,753)	-0.06%	74,950,003	1.74%	1,284,938
7	Memberships - Assistant Superintendent	3,505	(43,248)	-0.06%	74,953,508	1.75%	1,288,443
	<b>TOTAL TECHNICAL ADJUSTMENTS</b>	(1,600)	(44,848)	-0.06%	74,951,908	1.75%	1,286,843
<i>Board Adjustments</i>							
8	Social worker position NMS	69,264	24,416	0.03%	75,021,172	1.84%	1,356,107
9	Social worker position RIS	64,433	88,849	0.12%	75,085,605	1.93%	1,420,540
10	Grant specialist	35,000	123,849	0.17%	75,120,605	1.98%	1,455,540
<i>Current Adjustments</i>							
A	Dalio Foundation Grant	(145,000)	(21,151)	-0.03%	74,975,605	1.78%	1,310,540
B	Diesel & Fuel Oil Lock In	(18,167)	(39,318)	-0.05%	74,957,438	1.75%	1,292,373
<b>TOTAL CURRENT ADJUSTMENTS = 163,167</b>							
<b>BOARD OF EDUCATION'S PROPOSED BUDGET</b>							
<b>1,292,373</b>							
<i>Total Adjustments</i>							
Percent Reduction		(39,318)		-0.05%			
<b>Proposed BOE Requested Budget</b>					74,957,438		
Proposed Budget % Increase						1.75%	
<b>Proposed Budget \$ Increase</b>							1,292,373