

# MIDDLETOWN MATTERS

VOLUME 3 • ISSUE 1  
SPRING 2014



## Borough gets \$1.5 million to aid downtown project

The Middletown Borough Downtown Infrastructure Project took a major step forward last month when the Dauphin County Commissioners awarded the Borough \$1.5 million from the County's new Infrastructure Bank program.

"We greatly appreciate the Commissioners recognizing the merits of our downtown project and the importance of this project to the Borough's economic revitalization," said Borough Council President Christopher R. McNamara.

Dauphin County's Infrastructure Bank, the first of its kind in the state, allows municipalities to borrow funds at a low interest rate, with the loans to be repaid with future state Liquid Fuels tax money. By providing the funding up front,

**"I commend the Borough and its officials for what you have done the last two years to get your house in order. Two years ago, I wouldn't have thought this was possible."**

**— Mike Pries,  
County Commissioner**

it helps needed major infrastructure projects get completed in a timely manner, instead of having to wait until money is accumulated to fund the project, or borrowed at high interest rates.

The terms of the loan approved for Middletown, by far the largest of the five approved by the Commissioners, call for the money to be loaned at an interest rate of 0.5 percent (one-half of a percent).

This money will be used

towards the portions of the \$4.3 million downtown project which are eligible for Liquid Fuels funding. That includes rebuilding South Union Street in the project area, curbing, and other eligible streetscape improvements, which will come in the second phase of the project.

The first phase of the project, which will get underway this month, will involve replacing aging brick and mortar sewer lines running underneath South Union Street in the downtown area. Tests have shown those decay-

— please see AID Page 11

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# New train station on track for 2015

After a lengthy delay caused by difficulties in acquiring the land needed for the project, the new Middletown Amtrak station is finally moving forward, PennDOT officials say.

PennDOT has completed acquisition of the site, near the intersection of West Main and Ann streets, and has moved into the design phase of the project. Officials say they hope to break ground for the new center platform station in the summer of 2015, with hopes of completing the project by the end of that year.

In addition to the new platform, which will be fully handicapped accessible, the new station will



*-- Photo by Chris A. Courogen*  
An eastbound train roars through the area where the new Middletown Amtrak station will be constructed. PennDOT hopes construction of the new station will get underway in the summer of 2015.

include ample parking and an automated ticketing kiosk. PennDOT also plans to extend Emaus Street through the Westporte Center to connect with West Main Street, making Middletown's South Union Street down-

town area more easily accessible for commuters.

The Emaus Street extension will also make the downtown area more accessible from the Penn State Harrisburg campus. PennDOT officials also say they are looking to build a pedestrian bridge over West Main Street to safely connect the train station and Emaus Street to the campus.

During a press conference in the Borough to announce the latest developments on the project, officials called the

new Middletown Amtrak station project an example of the kind of good things that can happen when different branches of government work together.

"They say in Washington government can't seem to work together. But this shows what can be done," said State Senator Mike Folmer, who was on hand for PennDOT's presentation.

Final design of the station will be coordinated with the Borough's downtown revitalization plan to ensure a consistent look, officials say. PennDOT will work with Dan Anderton, the planner the Borough has hired to develop the downtown revitalization plan, in developing the final plans for the station.

The station's new location, near the intersection of Ann and Main streets, was chosen after a study showed conditions at the current station on Mill Street were not compatible with renovating that site.

## MIDDLETOWN MATTERS

CHRIS A. COUROGEN, EDITOR

**Middletown Matters** is the official newsletter of the Borough of Middletown, Pa. Published quarterly, the newsletter is distributed to every residence and business in the Borough. For information on advertising in **Middletown Matters**, please contact Director of Communications Chris A. Courogen at 717.902.0514.

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BOROUGH MANAGER

TIM KONEK

BOROUGH SECRETARY

AMY J. FRIDAY

### WOODY WASTE RECYCLING



**YES** leaves, twigs, branches, brush, bushes, shrubbery, vines, kindling, driftwood, wood chips

**NO** trash, grass or grass clippings, construction debris (timber, paneling, shingles, beams, molding, shelves, doors, boards, lumber)

Woody Waste pickup is available the last Wednesday of each month. Call 948-3055 to schedule pickup. Items for pickup may not exceed 50 lbs or be more than 6 ft. long or 6 inches in diameter. No plastic bags. Items should be placed curbside the day before pickup.

for more info, visit our Web site: [www.middletownborough.com](http://www.middletownborough.com)

# Sewer rate increase FAQ



The need to repay money borrowed in 2009 to construct the Borough's new sewer plant, which was made necessary by environmental regulations intended to protect the Chesapeake Bay, is the prime reason Borough Council is being forced to consider raising sewer rates.

## *Problems with Sewer Fund have been around since new plant was built*

### **WHY IS THE BOROUGH LOOKING AT RAISING SEWER RATES?**

A study done by the Borough's engineers found a rate increase is needed to maintain the financial health of the sewer system. Some of the increase is simply due to inflation. Costs of operating the system have gone up since the current rates were set. But much of the increase is due to the 2009 renovation of the Borough's wastewater treatment plant. The Borough borrowed money to build the new plant but failed to set new sewer rates to make payments on those

loans. If nothing is done, the Borough's Sewer Fund will be over \$5 million in the red in five years.

### **HOW MUCH IS THE INCREASE?**

The average residential customer is expected to see their bills go up by around 39 percent.

### **WHY NOT PHASE IN THE INCREASE GRADUALLY?**

In simple terms, the immediate increase is needed to address a \$530,000 operating deficit in the Sewer Fund.

Phasing in the increase would not adequately address that deficit.

Had graduated increases been instituted back when past Borough Councils were made aware of the looming problem (as early as 2007), that may well have been the best option. At this point, though, the rate increases needed in future years would have to be so large it would end up costing residents much

more in the long run.

### **WAIT, YOU SAY THEY KNEW ABOUT THIS IN 2007?**

Yes, in fact, apparently some were aware of the Sewer Fund deficit even before that. In October of 2007, then Finance Director Rick Grove sent an e-mail to Borough Manager Jeffrey Stonehill with the subject line: "RE: To fix our deficit in the Sewer and Water Fund."

Grove told Stonehill: "it is very real and will cost us even more in the future . . . the reason we have these problems now is because WS deficits were ignored for no less than a decade." That e-mail exchange indicated Stonehill was reluctant to recommend the size of a rate increase that was needed .

"We are never going to cover all future generation expenses whether we show these in our budget or not. It's just not practical," wrote Stonehill.

In a June 2009 report, Stonehill advised Council that a "sewer and water rate increase of approximately 50% will be necessary over the next two years" just for financing the new sewer plant. That, he reported, did not include "any other needs, such as rising costs for operation."

### **DIDN'T THEY RAISE RATES IN 2009?**

Yes, 14 percent, but that was not even enough to cover the deficit that existed in the fund then, let alone keep it from growing. According to the Water and Sewer System Annual Report for 2010, which was prepared by CET Engineering Services, the Borough Authority's engineer at the time, in the Borough's 2011 Water-Sewer budget, "the fund balance shows a deficit of \$432,840 for 2011." In 2012, the budget showed an operating deficit of \$836,690.

— please see SEWER FAQ Page 11

# Heister, Fure complete firearms course

Two members of the Borough's police department recently completed an NRA Firearms "Handgun/Shotgun Instructor Course."

Sergeant Richard Heister and Detective Peter Fure completed the course, which was conducted by the NRA's Law Enforcement Division.

The course teaches classroom and firing range instructional methods, with an emphasis on developing

practical range training relevant to the needs of a police agency. The officers participated in drills on the firearms range that enforce skills in the areas of coaching and law-enforcement gun skills.

Heister is a Middletown native who has served with the Middletown Police Department since 1990. He currently serves as the department's chief firearms instruc-

tor and supervises the department's Criminal Investigations Section and four members of the Patrol Section.

A member of the Middletown Police Department since 2006, Fure is currently assigned to the department's Criminal Investigation Section. He also serves as a member of the Dauphin County Crisis Response Team and will serve as an assistant firearms instructor.

## Bennett polishes management skills

Sergeant James T. Bennett recently completed the POLEX Police Executive Development Program conducted by Penn State University's Justice and Safety Institute.

The 60-hour, nationally recognized program is designed to aid law enforcement supervisors and managers in their transition into positions of greater leadership and responsibility. The program places an emphasis on the development of skills and abilities in all sectors of police management.

Bennett has been a member of the Middletown Police Department since 2006 and is a veteran of the U.S. Army. He currently supervises six officers in MPD's Patrol Section.

## NEWS OF NOTE FROM MIDDLETOWN PD



### POLICE CONTACT INFORMATION

**EMERGENCY - Dial 9-1-1**

Police Administration - Front Desk: 717-902-0627

Sergeant's Office: 717-902-3068

Detective's Office: 717-948-3016

Patrol Room: 717-948-3021

Fax: 717-944-7764

Address: 300 East Emaus Street, Middletown PA 17057

## Crone trains to become field trainer

Patrolman Andrew Crone recently completed a "Field Training Officer" program at Harrisburg Area Community College.

The three-day program is designed to assist in developing the skills necessary for a veteran officer to train a probationary police officer. It is helpful for departments establishing a program for field training newly hired officers and emphasizes proper supervision and documentation.

The program was developed by HACC's Senator Jeffrey E. Piccola Law Enforcement Complex.

Crone is a seven year veteran of the Middletown Borough Police Department and is currently assigned to the Patrol Section.

## Training will help Rux offer police services to local schools

Patrolman Gary Rux II recently completed training as a school resource officer for the community.

Rux completed the 40-hour "Basic School Resource Officer" course conducted by the National Association of School Resource Officers. The program was held at the Northern York County Regional Police

Department in Dover, PA.

The "community based" SRO program emphasizes having officers work as a resource and problem solver in the community, and develops teaching skills useful in working with youth in an educational environment.

Rux, who coordinated the department's "National Night Out" effort

in August 2013, will work with Patrolman Mark Laudenslager to provide community oriented police services to youth in Middletown and to coordinate school requests for police programs for students.

Born and raised in Middletown, Rux joined the borough's police department in 2010.

# Ready, set, dig!

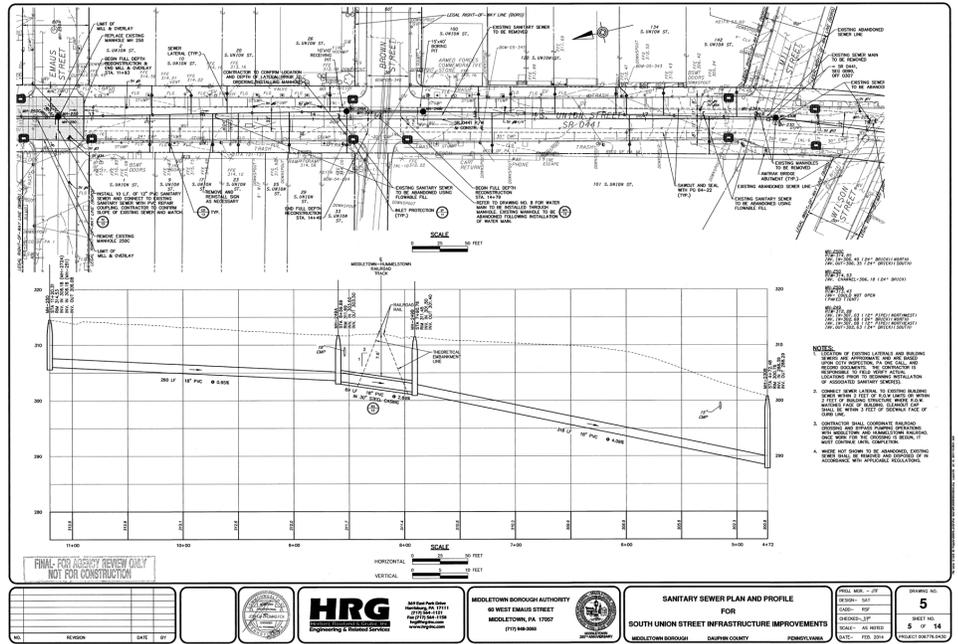
## Borough embarks on ambitious project to revitalize Downtown

It is the dawn of a new era for Middletown's Union Street downtown business district.

After years of neglect and false starts, a multifaceted revitalization project is about to get underway that will change the look of the downtown area and bring new life to the heart of Dauphin County's oldest municipality.

The project includes a massive repair of decrepit infrastructure that lies under Union Street; a fresh, new look above ground; and the development and implementation of strategies to help draw new businesses to the downtown area and new customers to both current and new businesses there.

The first physical signs of the project will be seen May 12, when Rogele, Inc., the project contractor, breaks ground for long overdue infrastructure repairs. Rogele won the contract with a bid of \$1.6 million, which was below the \$1.8 million engineers had estimated.



The complexity of repairing the sanitary sewer main under South Union Street is evident from this page, one of nine, of drawings for the project. That is one reason why it has been put off for many years, despite the decrepit condition of the existing pipe, which is constructed of bricks and mortar.

Working in phases to minimize the impact on businesses and residents downtown, crews will replace the old, deteriorating brick and mortar sanitary sewer main that runs through the middle of downtown. A new water main will also be built.

Studies have shown that sewer main is a significant factor in the costly inflow and infiltration of stormwater into the Borough's sanitary sewer system. Closed circuit video inspections show missing bricks and gaps in the mortar that holds those bricks together.

Smoke testing of the system done last summer showed so many leaks it was almost impossible to keep enough smoke in the system to detect them all.

“The smoke testing was supposed to help us identify where down-

spouts and other fresh water sources were connected to the sanitary sewer system. But we could not keep enough smoke in the system because of leakage through the storm sewer system,” said engineer Josh Fox, of HRG.

Replacing the old sewer main and repairing the storm sewer system will have significant financial and public health benefits. By reducing the amount of fresh water entering the wastewater treatment plant, the Borough will reduce the cost of chemicals and other resources needed to treat sewage.

A reduction in overall flow will also reduce the Borough's share of the fixed costs that are split proportionately between the Borough and other municipalities who send waste to the plant.

## DIG (from Page 5)

Reducing the amount of fresh water entering the sanitary sewer system will also help prevent pipes becoming so inundated with rain water during a severe storm that raw sewage leaks from the manholes.

“It’s a small project, but it is a really complicated project,” said Fox. “We will be realigning the sewer while maintaining flow and keeping the old water main in service while we install a new one. It will be a lot of activity in a re-

ally tight space.”

Work on the infrastructure will begin in the area of the intersection of South Union and Ann streets. During that stage of construction, through traffic on State Route 441 will be detoured on to a

route using Ann Street, Wood Street, State Street and the Canal Street bridge (see Stage 1 map, Page 6).

Once work in the intersection is completed, crews will turn their attention to the sec-

— please see DIG, Page 7

# STAGE 1

**Detour in effect May 12**

**SCOPE OF WORK:** Stage 1 involves construction of connections to the existing facilities on South Union Street, south of Ann Street and construction of portions of the new water and sanitary sewer pipes within the intersection of South Union Street and Ann Street.

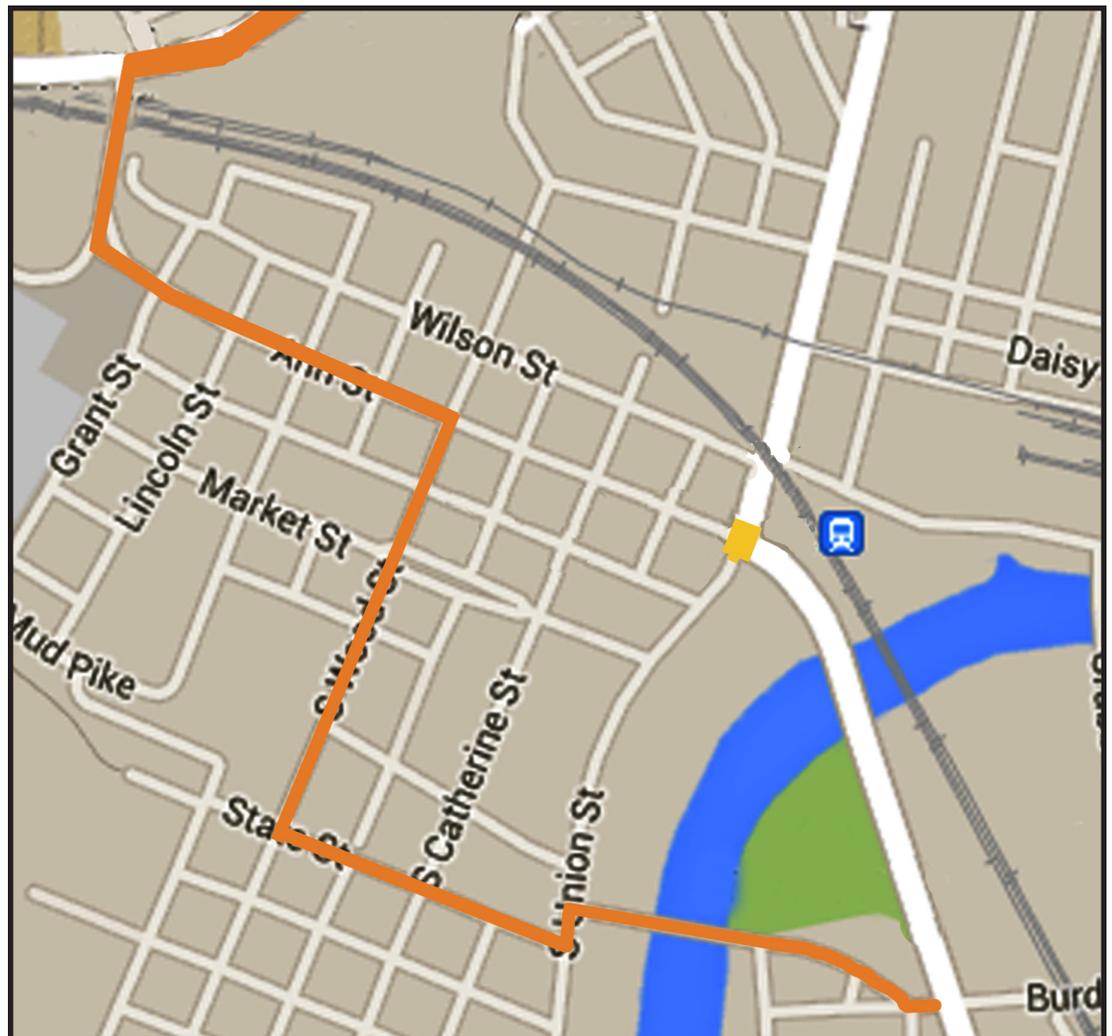
**DETOUR ROUTE:** During Stage 1, through traffic on SR 441 will be detoured using the Canal Street bridge. The detour route will follow State Street, South Wood Street, and Ann Street.

**DOWNTOWN TRAFFIC:** South Union Street will be open south to Wilson Street.

### KEY:

 **DETOUR ROUTE**

 **WORK ZONE**



## DIG (from Page 6)

tion of South Union Street between Ann and Mill streets. Stage 3 will involve South Union between Mill and Emaus streets, and Stage 4 will complete the section of South Union Street between Emaus and Spring

streets.

During those three stages, Route 441 traffic will be detoured using the Ann Street truck route (see Phases 2, 3 and 4 map, Page 7).

“The intent is to construct from the South to

the North without closing access to more than one intersecting street from either side of South Union Street to maximize access to side streets and local businesses,” explained Paul Wood, the project’s traffic engineer.

Work on the infrastructure repair is expected to wrap up in November. Work on the streetscape enhancements, which are currently still in final design, will get started in January 2015, weather permitting.

# STAGES 2 3 4

*Detour in effect following completion of Stage 1*

**SCOPE OF WORK:** Stage 2 involves construction of new water and sanitary sewer pipes on South Union Street between Ann Street and Mill Street. Stage 3 is on South Union between Mill and Emaus streets. Stage 4 is on North Union between Emaus and the vicinity of Spring Street.

**DETOUR ROUTE:** During Stages 2, 3 and 4, through traffic on SR 441 will be detoured using the Ann Street “truck route.”

**DOWNTOWN TRAFFIC:** Construction will move in phases from south to north, without closing access to more than one intersecting street from either side of South Union to maximize access to side streets and local businesses.

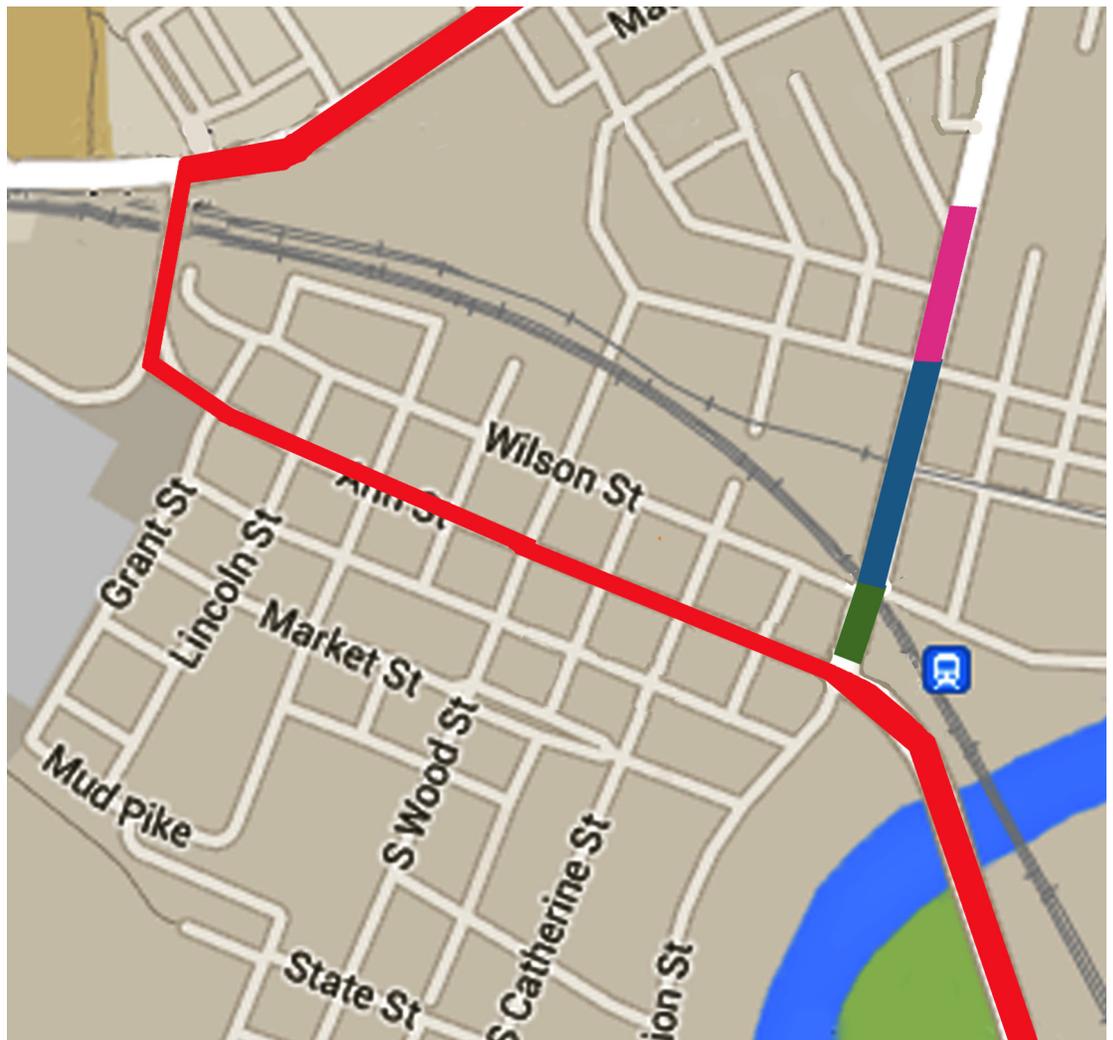
### KEY:

 **DETOUR ROUTE**

 **STAGE 2 WORK ZONE**

 **STAGE 3 WORK ZONE**

 **STAGE 4 WORK ZONE**





Among the design concepts under consideration for the downtown streetscape enhancements is a plaza-style square at the intersection of Union and Emaus streets. The streetscape improvements phase of the downtown project is expected to get underway after the infrastructure work is completed.

## Collaboration with business owners key to downtown project planning process

Perhaps one of the most unique aspects of Middletown's downtown revitalization effort is the grassroots approach the planners have taken to the project.

Even before being formally retained to help develop the plans, urban planner Dan Anderton, of Dewberry, met with a small group of local business owners seeking feedback on preliminary concepts he envisioned.

Since then, Anderton and engineers from HRG, the Borough's engineering firm, have met regularly with the newly formed Downtown Business Owners Association to seek their input.

"It has been a very positive experience, working together to see the best thing happen for downtown Middletown. We have had a lot of input into the design process," said Robin Pellegrini, owner of Alfred's Victorian and one of the organizers of the business group. "This is the first time in a long time that Borough Council has wanted to include the businesses in things. We feel our opinion is valued."

"We knew from the start, if we

want this project to be successful, we have to have the buy-in and support of the business community," said Borough Council President Christopher R. McNamara. "It

**“This is the first time in a long time that Borough Council has wanted to include the businesses in things.”**

**- Robin Pellegrini,  
Alfred's Victorian**

would not be right to just draw up a plan and impose it on the businesses, and if we had tried to do it that way, it probably would never have gotten off the ground."

Including the business owners only made sense, since they have unique knowledge of the downtown's strengths, weaknesses, and potential, says Dana Ward, owner of Hairport.

"We work here every day. We live here. We know what we want our town to look like and we all

want Middletown to be prosperous again," said Ward.

It is that desire for a greater common good that has led businesses to support the project, even though it will cause some inconvenience during construction.

"In the long run, it will mean a lot. It will change the perception of the downtown into a vibrant atmosphere where people will want to come," said Dave Kitner, of Roberto's Pizza. "It will attract other businesses and it will boost business at the existing businesses."

Pellegrini said another benefit of the group's involvement has been having people with practical business experience involved in the decision making process. While a landscape architect might only look at the aesthetics of the design, the business people look at other factors, too.

"We have looked at the cost, not just initially, but also the cost and ease of maintenance down the road," Pellegrini explained. "We want to be sure once we make it nice, it stays nice."

# THANK YOU

It has been an extraordinary winter. Storm after storm has pelted the region with snow and ice, including a mid-February near-blizzard that dumped more than 8 inches of snow on the Borough. Through it all, Middletown's Public Works Crew has never skipped a beat. Those efforts have been greatly appreciated.



**Kay Wealand** My sincere thanks to all of the hard working borough employees involved with the snow removal and clean up, etc. during the storm/s.

**Deb Ebersole Drayer** I have to say that I don't what has happened in this community but since this new administration has begun we have had some fo the best snow removal I have ever seen in the 33 years I have lived here.

**Katie Hoffer** Thank you to the Public Woks dept for staying up all night to make sure the streets are cleared for residents. Be careful while you are out. You guys rock!

**Erin M Blake** Thank you workers!! Your jobs may seem thankless most days but you really are appreciated!!

**Bev Carson Gilmartin** great job on vine street!!!



**Anne Huber** Thanks to all of you!

**Adia Hoffman** Yes, thank you to everyone! I was so impressed leaving for work Friday morning at 6am - main roads were clear as could be until I crossed the bridge to the next township. Thanks for all the hours put in .



**Chris Bratina** Think our borough crew did a great job with all the snow we have gotten this season @thanks a bunch to all of you !

**Kristy Clingan** Thank you for all your hard work!

**Dawn Bixler Knull** They are doing great my street which is a side street is down to the bare road. Infact they even came back through when they saw people were moving their cars. Great job guys and hopefully you will soon be able to get some sleep and see your families.

**Susan Hipple Goss** Hard working they were!!! 9:00 pm on Ann St and plenty of parking now! Thanks again to all involved! A job well done!

**Martha Jo** Yes a BIG thanks to all...the streets look great.



**Kelly Martin** Awesome job!! Elm Ct has never looked better!  
**Don Brenner** Outstanding job! Clean @ clear...



**Carol Kupp** Thanks for keeping the downtown streets clear for the businesses in town too! Kudos to road crews

FROM:  
MAYOR CURRY, COUNCIL PRESIDENT MCNAMARA,  
BOROUGH COUNCIL, MANAGEMENT STAFF &  
THE RESIDENTS OF MIDDLETOWN

# Electric rates stay stable in Borough

*End of variable rate wholesale contract spares residents shock of high rates others in Pa. are experiencing*

Back in 2010, when the Borough Council was deciding which way to go for a new wholesale electric contract, Rob Louer was adamant the flat rate option offered by Exelon was better for the Borough's citizens than yet another variable rate deal with AMP-Ohio.

"We wanted the flat rate system so there would be no fluctuations," says Louer, who is still on Council and currently serves as vice president of the body. "We wanted the people to be able to know what they were going to pay."

Fast forward to today, and Borough residents should be very happy Council chose the Exelon contract, which took effect last year. The combination of that contract, and budget cutting measures undertaken by Council, allowed the Borough's electric rates to be slashed.

After experiencing rates that were as high as 19



cents per kilowatt hour (kwh) under the old, AMP-Ohio contract, Borough residents saw their rates slashed to 10.6 cents per kwh. For the first time in recent memory, Middletown residents were paying less for electric than neighbors who purchased power from PPL.

It gets better. Headlines almost daily rant about the tribulations of public utility customers who opted for variable rate contracts, only to see the cost of electricity skyrocket due to this winter's extreme cold.

While the news reports tend to concentrate on the high rates being charged to customers of investor-owned utilities such as PPL and Met Ed, many in communities with municipal electric systems are also experiencing sticker shock as those towns pass along the high prices being charged under variable rate wholesale contracts.

Just look at the notice posted on the front of the Web page for our neighbor, Royalton:

"If your electric rate seems higher it is due to extreme weather and other market driven conditions the power supply costs incurred in the month of January were significantly higher than expected for many of its members (AMP). Plant outages, high electric demand, and constrained transmissions lines, coupled with constrained natural gas supplies to some power plants, resulted in emergency operations on a number of days. The tight supply situation caused unusually high energy prices and price volatility throughout the month."

In Royalton the result was a six cent per kwh increase in the second tier of their two-tier rate structure. Residents who use more than 200 kwh per month were charged

19.55 cents per kwh for everything above that 200 kwh threshold.

Assuming the average residence in Royalton uses the same amount of electricity as an average Middletown resident (1184.49 kwh), that would mean it cost the average customer an extra \$59 last month.

A published report in a western Pennsylvania newspaper said residents of Ellwood City saw their electric bills spike because of that borough's contract with AMP-Ohio.

According to that report, Ellwood City officials said the spike came because Amp-Ohio closed down some generating facilities in anticipation of reduced demand. When the cold weather caused an increase in demand, AMP-Ohio could not meet the demand and was forced to buy more expensive power on the spot market.

"I'm absolutely happy we worked to get the flat rate contract," says Louer. "I'm more than happy. People's bills may be up because they are using more electricity for heat due to the cold weather, but they would be a lot worse if we had to pay higher prices per kwh and pass that increase on to the residents."

## AID (from Page 1)

ing lines are the cause of much of the Borough sewer system's inflow and infiltration (I & I) problems.

I&I refers to leaks and improper connections which allow storm water and other fresh water to enter the sanitary sewer system. That results in increased wastewater treatment costs, which are passed on to the ratepayers and can cause environmental problems during extreme weather events, when the amount of flow can exceed the sewer plant's capacity.

The Commissioners last month announced the Borough was awarded a \$250,000 Dauphin County Gaming Local Share

Municipal Grant to help fund the first phase of the downtown project.

The grant is a key component in the funding of the \$4.3 million project, which includes extensive infrastructure improvements and streetscape enhancements.

All three commissioners voiced support for the project, with Commissioner Mike Pries lauding the efforts of Borough Council to make the project possible.

"I commend the Borough and its officials for what you have done the last two years to get your house in order," said Pries. "Two years ago, I wouldn't have thought this was possible."

The project also dovetails with plans for the new Amtrak station in Middletown, which will be located at the west end of town near the intersection of Ann and West Main streets. As part of the train station project, Emaus Street will be extended to connect with the station and West Main.

The Emaus Street extension will serve as a gateway to the downtown area and will provide a direct route for Penn State students, staff, and visitors to the downtown area.

In his comments supporting the project, Commissioner George Hartwick pointed to the growth of Penn State and the new train station as

indicators of the potential for economic revitalization in Middletown.

The streetscape portion of the downtown project was originally included in the Borough's Capital Improvements Plan as adopted back in 2009. At the time, the project was to be completed by the Greater Middletown Economic Development Committee (GMEDC), with a projected 2013 implementation.

In that 2009 Capital Improvement Plan, the streetscape carried an estimated \$1.12 million price tag, which was to be funded by a combination of tax dollars, grants, and assessments to property owners.

## SEWER FAQ (from Page 3)

### ARE SEWER RATES BEING RAISED TO MAKE UP FOR MONEY LOST WHEN ELECTRIC RATES WERE LOWERED?

Absolutely not. The Borough's electric operations are run as a separate business unit, as are the water and sewer operations and general government operations. Despite making big cuts in electric rates, the electric fund is still profitable. In fact, it continues to help subsidize the general fund,

helping keep taxes from being raised.

Besides, even if the Borough thought it would be a good idea to use sewer fee revenue to subsidize the General Fund budget, it cannot do it -- it is against the law.

A relatively new state law, passed in response to the City of Harrisburg's financial crisis, and the way Harrisburg used to use revenue from its Authority. That law only allows water and sewer revenues to be used to pay for

water and sewer related expenses

The problem in the sewer fund, as pointed out above, existed long before Borough Council took steps to make electricity more affordable. It is the result of not enough sewer fee revenue to cover the sewer operation's bills.

### IS THERE ANY WAY THE INCREASE CAN BE LESS?

Remember those old Fram Oil Filter commercials, the ones that said "You can pay me now,

or you can pay me later." This is a lot like that. In those commercials, the inference was it is better to pay a few bucks for a new oil filter than it is to wait until the engine is damaged and needs replaced.

Had steps been taken to address the problem back when it was first realized, the increase needed now would be far less, if at all. Putting it off, or phasing it in with a series of smaller increases, won't solve the problem and will cost much more in the long run.

**LOCAL  
Postal Customer**

**2014 Borough Meeting Dates**

***Borough Council Regular Business Meetings***

*7 p.m., Council Chambers*

- Monday, June 2
- Monday, July 7
- Monday August 4
- Tuesday, September 2
- Monday, October 6
- Monday, November 10
- Monday, December 1

***Borough Council Committee of the Whole sessions***

*7 p.m., Council Chambers*

- Monday, May 12
- Monday, June 16
- Monday, July 21
- Monday August 18
- Monday, September 22
- Tuesday, October 21
- Monday, November 17
- Monday, December 15

**Authorities**

**BOROUGH AUTHORITY  
(SEWER/WATER)**

*7 p.m., Public Works Conference Room*

Thursday, June 5  
Thursday, July 10  
Thursday, August 7  
Thursday, Sept. 11  
Thursday, October 2  
Thursday, November 6  
Thursday, December 4

**INDUSTRIAL / COMMERCIAL  
DEVELOPMENT AUTHORITY**

*6:30 p.m. Council Chambers*

Wednesday, June 4  
Wednesday, July 2  
Wednesday, August 6  
Wednesday, Sept. 3  
Wednesday October 1  
Wednesday, Nov. 5  
Wednesday, Dec. 3

**PLANNING**

*6 p.m., Council Chambers*

Wednesday, May 21  
Wednesday, June 18  
Wednesday, July 16  
Wednesday, August 20  
Wednesday, September 17  
Wednesday, October 15  
Wednesday, November 19  
Wednesday, December 17

**COMMUNITY DEVELOPMENT**

*7:15 p.m., Council Chambers*

Wednesday, May 21  
Wednesday, June 18  
Wednesday, July 23  
Wednesday, August 20  
Tuesday, September 17  
Wednesday, October 22  
Wednesday, November 19  
Wednesday, December 17

**Council Committees**

**FINANCE**

*6:30 p.m., Council Chambers*

Monday, May 12  
Monday, June 9  
Monday, July 14  
Monday, August 11  
Monday, September 8  
Monday, October 13  
Monday, November 10  
Monday, December 8

**PUBLIC SAFETY**

*1 p.m., Council Chambers*

Wednesday, June 4  
Wednesday, July 2  
Wednesday, August 6  
Wednesday, Sept. 3  
Wednesday, Oct. 8  
Wednesday, Nov. 5  
Wednesday, Dec. 3

**PUBLIC WORKS**

*1 p.m., Public Works Conference Room*

Monday, June 2  
Monday, July 7  
Monday, August 4  
Tuesday, September 2  
Monday, October 6  
Monday, November 10  
Monday, December 1

**NOTES:**

*Council Chambers are located on the second floor of Borough Hall, 60 West Emaus Street.*

*Public Works Conference Room is located at the Borough Public Works Complex, 453 South Lawrence Street (enter through gate at the end of South Lawrence Street)*