



City of Onalaska Meeting Notice

COMMITTEE/BOARD: Utilities Committee
DATE OF MEETING: October 7, 2020 (Wednesday)
TIME OF MEETING: 6:45 P.M. ←

PLEASE NOTE TIME OF MEETING

This meeting is being conducted via remote conferencing software due to a State of Emergency. Members of the public may call to listen in and provide public input at:

Meeting Link: <https://zoom.us/j/98084358011?pwd=dG8wNkFjMVdFRnhHOTR4cDNTWmNXQT09>

- Phone Number: 1-312-626-6799
- Meeting ID: 980 8435 8011
- Password: 54650

PURPOSE OF MEETING

1. Call to Order and Roll Call
2. Approval of minutes from previous meeting
3. Public input: (limited to 3 minutes / individual)

Consideration And Possible Action On The Following Items:

4. MASS TRANSIT

A. Shared Ride Transit:

1. Financials (Justin Running or Paul Woodward / Fred Buehler)
2. Set a Public Hearing date & time to discuss proposed fare increase and agency fare rate (November 4, 2020 at 6:46 p.m.)
3. Approval of the Transit Asset Management Plan

PLEASE TAKE FURTHER NOTICE that members of the Common Council of the City of Onalaska who do not serve on the committee may attend this meeting to gather information about a subject over which they have decision making responsibility.

Therefore, further notice is hereby given that the above meeting may constitute a meeting of the Common Council and is hereby noticed as such, even though it is not contemplated that the Common Council will take any formal action at this meeting.

NOTICES MAILED TO:

Mayor Kim Smith

Ald. Tom Smith

* Ald. Jim Olson – **Chair**

* Ald. Dan Stevens – **Vice Chair**

* Ald. Diane Wulf

Ald. Steven Nott

Vacant

City Administrator City Attorney

Dept. Heads La Crosse Tribune

Coulee Courier

WKTY WLXR WLAX WKBT WXOW

*Mass Transit Members

*Brandon Cain – Village of Holmen Trustee

*Leroy Brown - Village of West Salem Trustee

Adam Lorentz, MTU Transit Manager

Richard Running

Village of Holmen

Village of West Salem

Onalaska Public Library Omni Center

*Committee Members

Date Notices Posted and Mailed: 10-01-2020

In compliance with the Americans with Disabilities Act of 1990, the City of Onalaska will provide reasonable accommodations to qualified individuals with a disability to ensure equal access to public meetings provided notification is given to the City Clerk within seventy-two (72) hours prior to the public meeting and that the requested accommodation does not create an undue hardship for the City.

B. MTU:

1. Transit Financials/2021 Budget (Adam Lorentz)

C. Holmen Transit Input (Holmen Rep.)

D. West Salem Transit Input (West Salem Rep.)

E. Onalaska Transit Input (Onalaska Rep.)

5. **UTILITIES**

A. City of Onalaska Water Utility:

1. Discussion and possible action regarding the Public Service Commission recommendation on the water rate increases

6. Adjournment

**ONALASKA/HOLMEN/WEST SALEM PUBLIC TRANSIT
MONTHLY TOTALS
CALENDAR YEAR 2020**

<u>Month</u>	<u>2020 Miles</u>	<u>2019 Miles</u>	<u>Onalaska Trips</u>	<u>Holmen Trips</u>	<u>West Salem Trips</u>	<u>Total 2020 Trips</u>	<u>Total 2019 Trips</u>	<u>2020 Agency Trips</u>	<u>2019 Agency Trips</u>	<u>2020 MTU Passes</u>	<u>2019 MTU Passes</u>	<u>2020 Operating Stats Hours</u>	<u>2019 Operating Stats Hours</u>	<u>Gallons</u>	<u>Fares</u>	<u>Freight Package</u>	<u>Agency Revenue</u>
January	35,895	31,759	3,070	1,248	586	4,904	4,337	1,104	942	609	621	2,379.47	2,577.03	2,336.387	\$ 11,600.50	\$ -	\$ 9,290.25
February	33,871	30,870	2,898	1,137	536	4,571	4,512	972	1,063	621	631	2,356.00	2,391.15	2,241.194	\$ 10,445.00	\$ -	\$ 7,760.25
March	30,110	35,029	2,000	877	496	3,373	4,932	796	1,117	438	662	2,421.07	2,678.20	2,053.459	\$ 7,768.00	\$ -	\$ 6,614.25
1st Qtr Total	99,876	97,658	7,968	3,262	1,618	12,848	13,781	2,872	3,122	1,668	1,914	7,156.54	7,646.38	6,631.040	\$ 29,813.50	\$ -	\$ 23,664.75
April	18,448	35,261	1,118	328	218	1,664	4,700	355	1,083	188	672	1,938.98	2,677.15	1,378.225	\$ 3,883.00	\$ -	\$ 6,248.25
May	23,963	36,973	1,581	405	229	2,215	4,726	446	1,164	235	644	2,278.42	2,611.63	1,634.577	\$ 5,322.50	\$ -	\$ 5,060.25
June	30,658	34,851	1,816	574	431	2,821	4,159	594	1,026	332	543	2,313.63	2,556.93	2,013.259	\$ 6,611.50	\$ -	\$ 5,318.25
2nd Qtr Total	73,069	107,085	4,515	1,307	878	6,700	13,585	1,395	3,273	755	1,859	6,531.03	7,845.71	5,026.061	\$15,817.00	\$0.00	\$16,626.75
Y.T.D.	172,945	204,743	12,483	4,569	2,496	19,548	27,366	4,267	6,395	2,423	3,773	13,687.57	15,492.09	11,657.101	\$45,630.50	\$0.00	\$40,291.50
July	25,442	35,348	1,593	646	420	2,659	4,216	617	1,042	274	591	2,363.10	2,666.55	2,060.415	\$ 6,077.25	\$ -	\$ 4,350.00
August	27,744	36,570	1,550	656	479	2,685	4,322	591	1,136	276	556	2,239.90	2,726.22	1,949.357	\$ 6,448.25	\$ -	\$ 4,620.00
September		36,525				0	4,289		1,069		545		2,669.23				
3rd Qtr Total	53,186	108,443	3,143	1,302	899	5,344	12,827	1,208	3,247	550	1,692	4,603.00	8,062.00	4,009.772	\$12,525.50	\$0.00	\$8,970.00
Y.T.D.	226,131	313,186	15,626	5,871	3,395	24,892	40,193	5,475	9,642	2,973	5,465	18,290.57	23,554.09	15,666.873	\$58,156.00	\$0.00	\$49,261.50
October		37,253				0	4,794		1,140		626		2,481.83				
November		34,692				0	4,490		1,119		586		2,308.68				
December		34,846				0	4,606		990		598		2,429.13				
4th Qtr Total	0	106,791	0	0	0	0	13,890	0	3,249	0	1,810	0.00	7,219.64	0.000	\$0.00	\$0.00	\$0.00
Y.T.D.	226,131	419,977	15,626	5,871	3,395	24,892	54,083	5,475	12,891	2,973	7,275	18,290.57	30,773.73	15,666.873	\$58,156.00	\$0.00	\$49,261.50

Total 2020 Budget Hours = 31,604
 ***Agency Trips are included in total trips

The notice below is an agenda item for the Utilities Committee meeting scheduled for Wednesday, November 4, 2020 at 6:46pm.

PUBLIC NOTICE
By the Onalaska/Holmen/West Salem Public Transit System on
Proposed Increase in Fares

The primary factors contributing to the increase in fares is due to higher fuel prices, reduction in state/federal operating assistance, and increase in operating costs. The existing and proposed fare schedule for the Onalaska/Holmen/West Salem Public Transit System is as follows:

FARES

<u>Fare Category</u>	<u>Cash Fare</u>	<u>Proposed Fare-1-1-2021</u>
Adult ¹	\$4.25	\$4.50
Student ²	\$3.75	\$4.00
Senior ³	\$3.75	\$4.00
Reduced Fare ⁴	\$3.00	\$3.25
Disabled	\$3.75	\$4.00
Reduced Fare ⁴	\$3.00	\$3.25
Extra Rider with the same pick-up and drop-off	\$2.75	\$3.00

¹ Fare - Per trip, Per person

² Student - Persons age 3 to 18 years

³ Senior - Person age 55 years and older

⁴ Reduced Fare - Reduced Fare Hours are as follows:

Monday through Friday 10:00am - 4:00pm

Saturdays, Sundays, & Holidays 7:00am – 2:00pm

* Holidays – New Year’s Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day.

<u>Fare Category</u>	<u>Cash Fare</u>	<u>Proposed Fare-1-1-2021</u>
Agency Fare	\$6.00	\$7.00

Interested persons or agencies may submit, orally or in writing, any questions or concerns about the aforementioned change in fares on or before November 4, 2020. All inquires may be directed to:

City of Onalaska
415 Main Street
Onalaska, WI 54650
608-781-9530



Wisconsin Department of Transportation

Transit Asset Management Plan

October 2018 to 2022

Updated September 2020



INTRODUCTION

In accordance with 49 CFR Parts 625 and 630 for Transit Asset Management (TAM), the Wisconsin Department of Transportation (WisDOT), is the TAM sponsor for all Section 5311 Formula Grants for Rural Areas, Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities, and some Section 5307 Formula Grants for Urbanized Areas subrecipients (**Appendix 1-Subrecipient Opt-in List**).

This document represents WisDOT's Group TAM Plan for the state. The document includes WisDOT's methodology for setting the performance targets of all capital assets, and the strategies that will be used to track, maintain, and replace assets in the TAM inventory. This group plan also incorporates an asset inventory (**Appendix 2 – Asset Inventory**), asset condition assessments, funding prioritization, TAM financial requirements, and continuous improvement strategies for assets.

INITIAL INVENTORY ASSESSMENT

Establishing Preliminary TAM Targets

In the fall of 2016, WisDOT reviewed its inventory of Federal Transit Administration (FTA) funded vehicles, equipment, and facilities in its online grants management system, BlackCat. Using the criteria of "age," WisDOT established the initial TAM targets and reported them through the National Transit Database (NTD) in January 2017. These TAM targets are meant to be a basic indicator used in the overall TAM Plan to establish how many vehicles in each vehicle category are "allowed" to be over their useful life age without replacement.

For example, WisDOT has established a useful life for a minivan of four years before a subrecipient may ask for this vehicle to be replaced, but a minivan can run safely for seven years before it is needing replacement. The TAM target instructs group plan sponsors to set a percentage of vehicles in each vehicle category for which aging over the useful life standard is acceptable. So, if there were 100 minivans, and the group plan's TAM target for minivans was 50%, 50 of those vehicles would be over the age of four years.

While not all the vehicles, equipment, and facilities owned by subrecipients were included in this initial count, it provided WisDOT Transit staff a good sample of data to establish preliminary targets.

BlackCat Grants Management System

BlackCat, a web-based grants management system and database, is a vital tool to allow WisDOT to keep an ongoing inventory of its federally funded assets. The WisDOT Asset Manager enters all newly procured federally funded assets into the system and then subrecipients update age, mileage, condition, and other information about their assets periodically. This asset update coincides with the annual application for program funding. Once an asset is ready to be disposed, subrecipients request disposition of the asset through BlackCat and the documentation of the appropriate disposition process (i.e. open and fair) is kept with each record.

Part of the TAM plan and TAM target requirements is for group sponsors to collect and report on both federally funded and non-federally funded assets owned by subrecipients. WisDOT maintains its federally funded asset inventory located in BlackCat separate from the non-federally funded vehicles, equipment, and facilities inventory in order to facilitate responses to federal or state audits. Instead, to obtain a complete and robust asset inventory, WisDOT staff requested Excel inventory workbooks of each subrecipient with the most current asset list. This list was compared to the federally funded asset list in BlackCat and any required updates were made.

Federally funded assets will be updated on an ongoing basis, while non-federally funded assets will be requested every four years to coincide with each update to the TAM plan.

ASSET MANAGEMENT POLICY AND STRATEGY (decision support tools)

Outreach

WisDOT has kept local transit systems, and planning organizations in the state apprised of our work on the TAM plan and creating initial TAM targets. Original TAM targets set in 2017 were shared with the subrecipients and transit agencies, and their feedback was considered in setting the TAM targets in 2018. WisDOT also gathered additional metrics such as mileage, condition and maintenance records from subrecipients that will be used in the TAM plan to evaluate assets.

In early 2018, WisDOT staff presented the TAM targets and a draft TAM Plan at a WisDOT Planning Section meeting with representatives from the state Metropolitan Planning Organizations (MPOs) and Regional Planning Commissions (RPCs). WisDOT staff fielded questions from attendees and provided them with a PowerPoint presentation about the federal TAM initiative as well as a copy of the draft plan.

Opt-in and Opt-Out Letters

As WisDOT was collecting asset inventories from subrecipients, it also needed to document which organizations and agencies were covered through the group TAM Plan. Federal TAM rules require the state transportation department to be the group sponsor for all 5310 and 5311 subrecipients unless those subrecipients wanted to create or join another TAM plan.

In the spring of 2018, WisDOT reached out to all its 5310, 5311, and 5307 grantees and asked each organization/agency to sign and return an opt-in or opt-out letter. These letters were collected and organized to determine who would all be included in the group TAM plan. WisDOT will ask for opt-in and opt-out letter from all new transit entities and will ask current participants to confirm their continued participation in the group plan every four years.

Preparing Inventories for TAM Targets

Before comprehensive inventory information was collected from each subrecipient, WisDOT had to figure out how to collect asset data based on the new TAM reporting fields.

Typically, when assets are entered into the BlackCat system, they are categorized using the FTA activity line item (ALI) code and include a basic description of that asset. However, after examining the asset categories for TAM it became apparent that some items such as vehicle types would have to be re-categorized and combined into new groups to comply with the new reporting standards.

These categories were included in the inventory workbooks sent to the subrecipients to ensure that all assets would be reported and evaluated correctly. This also saved the staff time in "translating" the existing data into the TAM Target format.

Submission of TAM Targets into National Transit Database

Vehicles

The new vehicle categories in the TAM A-90 are listed below:

- AO – Automobile (*WisDOT has used this category for non-revenue vehicles such as trucks, suvs, maintenance vehicles, and sedans*)
- AB – Articulated Bus
- BR – Over-the-road Bus
- BU- Bus (*Heavy Duty Buses, various lengths and school buses*)
- CU- Cutaway Bus (*WisDOT considers these vehicles to be cutaway vehicles, primarily human services vehicles, of medium and large size*)
- DB – Double Decked Bus
- FB - Ferryboat
- MB – Minibus
- MV – Minivan (*may include some full-sized vans*)
- RT – Rubber-tire Vintage Trolley
- SB – School Bus
- SV – Sport Utility Vehicle
- TB – Trolleybus
- VN – Van

The Transit Asset Manager then combined all the subrecipient vehicle inventory workbooks into one master inventory document. The document was sorted by category and the initial results are summarized below:

Based on these initial results almost all the TAM vehicle categories are operating with approximately 50 percent of their vehicles over the age of useful life as of August 2018.

Vehicle Type	Count as of 8/28/2018	Useful Life (years)	Those Beyond Useful Life as of 8/28/2018	Percent Beyond Useful life
Automobile	74	4	59	79.73%
Minivan	433	4	215	49.65%
Bus	152	12	72	47.37%
Cutaway	518	7	240	46.33%
Minibus	119	7	49	41.18%
School Bus	6	12	0	0.00%
Van	55	4	40	72.73%
Truck	4	4	2	50.00%
	1,361		677	

A few of the vehicle categories were merged to include random vehicle types that existed in the inventory and to place similar vehicle categories together. The vehicle TAM Targets were then set using the results from this evaluation as well as feedback from sub-recipients. Future vehicle TAM targets will be adjusted on an annual basis.

Vehicle Type	TAM Target (Percent of Fleet That Should be Beyond Useful Life)
Automobile	77%
Minivan	51%
Bus (Includes Minibus)	44%
Cutaway	47%
School Bus	100%
Van	27%

Goals updated in the National Transit Database January 2019

Facilities

WisDOT evaluated the condition of the facilities in its sponsored TAM plan using the remaining useful life standards outlined in FTA 5010.1E, page IV-24, 4.f (1) as a guide. Each facility has been given the useful life of 40 years.

The chart below shows the results of the WisDOT facility inventory:

Grantee	Condition	Remaining Useful Life	Age	Date	City	Description
Bad River Tribe of Wisconsin	Excellent	35	5	2013	Odanah	Administration, Maintenance, and Storage Facility
Bay Area Rural Transit Comm.	Excellent	35	5	2013	Ashland	Administration, Maintenance, and Storage Facility
City of Manitowoc	Excellent	35	5	2013	Manitowoc	Transfer facility
City of Rice Lake	Excellent	18	22	1996	Rice Lake	Maintenance Facility
City of Stevens Point	Excellent	35	5	2013	Stevens Point	Administration, Maintenance, and Storage Facility
County of Rusk	Good	17	23	1995	Ladysmith	Maintenance Facility
County of Sawyer	Excellent	35	5	2013	Hayward	Administration and Maintenance Facility
Menominee Indian Tribe	Excellent	32	8	2010	Keshena	Administration and Maintenance Facility
WisDOT/Transit	Excellent	29	11	2007	Milwaukee	Intermodal Station

Most of the transit facilities in WisDOT's sponsored TAM Plan are relatively new and in excellent condition. None of the facilities are beyond their useful life of 40 years. WisDOT and its subrecipients set the TAM performance target for facilities to not exceed their useful life at 10%. Any new facilities will be added to the inventory upon completion and any condition changes will be made on an annual basis.

IMPLEMENTATION STRATEGY (investment prioritization)

Current Investment Prioritization

WisDOT prioritizes operating funding (this includes mobility management) above most capital requests as no transit system can function without staff, fuel, maintenance, supplies, and utilities. Many of the grant applications are for operating projects that directly support personnel and other costs that part of the daily activities of a transit system. WisDOT strives to ensure continuity in transit operations and the continuous delivery of transit service in Wisconsin.

In terms of capital grants, currently, WisDOT prioritizes funding asset replacement over expansion. Because of the high demand for vehicles statewide, the older and more deteriorated vehicles are considered for replacement before others during each annual award cycle. Even if vehicles meet their useful life or mileage standard, they are not guaranteed to be replaced because the overall need is too great.

Grantees sometimes use their operating budget to purchase replacement equipment such as radios or fare boxes, but there is typically a higher demand to support operating activities so this occurs infrequently.

Lastly, new facilities and vehicle expansion projects would be the lowest priority on the funding list. WisDOT does not receive construction requests as often as vehicle purchase requests, as vehicles are often a more critical need for a transit system.

1st	Operating of transit projects
2nd	Replacement Vehicles that are deteriorated or unsafe to use in service or have reached an age or mileage well over useful life standard
3rd	Replacement or needed vehicle equipment or facility equipment such as security cameras, fareboxes, or communication equipment
4th	Expansion vehicles for new routes or services
5th	New facilities or upgrading of a facility

KEY ASSET MANAGEMENT STRATEGY (investment prioritization)

Useful Life Benchmarks

In 2017 and 2018, WisDOT staff collected the additional information than was required for vehicles. The additional data categories other than age that were collected from each vehicle included:

- Mileage
- A narrative condition assessment (1= poor to 5 = excellent)
- Maintenance notes

These three factors, along with additional information provided by the subrecipient such as annual maintenance costs, will help WisDOT to not only make accurate TAM plan goals in the future, but to also assess vehicle replacement requests that come in at application time. For example, even though a vehicle may be past its federal useful life date, it still may be in "good" condition running "well" and therefore not need immediate replacement.

FINANCIAL IMPLICATIONS

Replacement Needs

Current funding requests from subrecipients to replace vehicles that are beyond useful life outweigh the grant opportunities WisDOT can award annually. To look at what future funding requirements may be, WisDOT predicted replacement needs and average annual vehicle awards per vehicle type during the life of the current TAM Plan. The following assumptions were made as part of this analysis:

- WisDOT would be able to continue to award the average number of vehicle types per year
- Average award counts were based on CY2017 and CY2018 deliveries
- Based on average number of awards per vehicle type per year, that number of vehicles were replaced in the inventory each year with that current year's model.
 - For example, in 2019 34 of the oldest minivans were replaced with 34 2019 year models to show the predicted replacement that would occur that year
- No additional vehicles were added to the current 2018 inventory

The charts below describe:

- How many vehicles in the inventory that are beyond their useful life per year
 - School buses were combined into the "Bus" category
 - Vans were combined into the "Minivan" category
- How many vehicles would have to be replaced to maintain the 2018 TAM targets
- How many vehicles WisDOT typically awards per vehicle type per year
- The predicted shortfall in vehicles needed to be awarded versus needed to be awarded to maintain the 2018 TAM target

2019 Beyond Useful Life Predictions (as of 9/2018)

Type	Count in Inventory	Useful Life Standard	Number Beyond Useful Life	Percent Over Useful Life	2018 Target	Number of Awards Needed to Maintain 2018 Target	Total Avg. Delivered per year	Predicted Shortfall of Vehicles
Auto	78	4	65	83%	77%	5	0	5
Minivan	482	4	293	61%	51%	47	34	13
Bus	158	12	77	49%	44%	7	3.5	4
Cutaway	522	7	278	53%	47%	33	25	8
Minibus	121	7	48	40%	44%	0	10.5	0
	1,361		761			87	73	30

2020 Beyond Useful Life Predictions (as of 9/2018)

Type	Count in Inventory	Useful Life Standard	Number Beyond Useful Life	Percent Over Useful Life	2018 Target	Number of Awards Needed to Maintain 2018 Target	Total Avg. Delivered per year	Predicted Shortfall of Vehicles
Auto	78	4	69	88%	77%	9	0	9
Minivan	482	4	326	68%	51%	80	34	46
Bus	158	12	86	54%	44%	16	4	13
Cutaway	522	7	299	57%	47%	54	25	29
Minibus	121	7	53	44%	44%	0	11	0
	1,361		833			159	73	97

2021 Beyond Useful Life Predictions (as of 9/2018)

Type	Count in Inventory	Useful Life Standard	Number Beyond Useful Life	Percent Over Useful Life	2018 Target	Number of Awards Needed to Maintain 2018 Target	Total Avg. Delivered per year	Predicted Shortfall of Vehicles
Auto	78	4	73	94%	77%	13	0	13
Minivan	482	4	328	68%	51%	82	34	48
Bus	158	12	87	55%	44%	17	4	14
Cutaway	522	7	322	62%	47%	77	25	52
Minibus	121	7	53	44%	44%	0	11	0
	1,361		863			189	73	127

2022 Beyond Useful Life Predictions (as of 9/2018)

Type	Count in Inventory	Useful Life Standard	Number Beyond Useful Life	Percent Over Useful Life	2018 Target	Number of Awards Needed to Maintain 2018 Target	Total Avg. Delivered per year	Predicted Shortfall of Vehicles
Auto	78	4	77	98.72%	77%	17	0	17
Minivan	482	4	342	70.95%	51%	96	34	62
Bus	158	12	96	60.76%	44%	26	4	23
Cutaway	522	7	311	59.58%	47%	66	25	41
Minibus	121	7	47	38.84%	44%	0	11	0
	1,361		873			199	73	143

With each passing year, the gap between funding need and replacement need becomes wider to maintain the 2018 TAM target for each vehicle types, other than the "Minibus" category. On average, WisDOT can fund 73 vehicles per year, but as the fleet ages, more and more vehicles will need replacement each year.

Vehicles Predicted to be Delivered 2019 – 2022	Number of Vehicles Predicted to be Needed to Maintain 2018 Targets 2019 - 2022	Predicted Shortfall of Vehicles 2019 - 2022
292	646	354

Financial Costs of Replacement

Vehicles utilized in transit service are often purpose-built and include modifications to ensure they are accessible for individuals with disabilities. This makes transit vehicles costlier in relative terms. Transit systems in Wisconsin typically rely on federal capital grants to be able to replace transit vehicles. Subrecipients cover 20 percent of the local share of the vehicle, while federal grants pay for 80 percent of the total vehicle costs.

In taking data from the above tables to calculate the number of vehicles needed to be replaced per year per vehicle type and using 2018 vehicle price data, we can predict the cost to cover the cost of vehicle replacements per year. (Note that automobiles were not included in the table below due to the lack of funding in majority of WisDOT awards)

Total Costs to Meet 2018 TAM Target Goals Per Year								
	2019		2020		2021		2022	
	Federal Cost	Local Share						
Minivans	\$1,358,302	\$339,575	\$2,328,937	\$582,234	\$2,387,764	\$596,941	\$3,775,184	\$943,796
Minibuses	\$450,895	\$112,724	\$450,895	\$112,724	\$450,895	\$112,724	\$450,895	\$112,724
Cutaways	\$2,032,445	\$508,111	\$3,339,283	\$834,821	\$4,770,582	\$1,192,646	\$4,086,048	\$1,021,512
Buses	\$2,263,461	\$565,865	\$4,986,876	\$1,246,719	\$5,289,478	\$1,322,369	\$8,012,893	\$2,003,223
	\$6,105,102	\$1,526,276	\$11,105,991	\$2,776,498	\$12,898,719	\$3,224,680	\$16,325,020	\$4,081,255

Total Federal Share 2019 - 2020 \$46,434,833
 Total Local Share 2019- 2020 \$11,608,708

Financial and Replacement Summary

There will be a growing financial gap from year to year associated with the number of vehicles needed to be replaced in order to meet the 2018 TAM targets and funding levels that are currently available. Additionally, vehicle prices continue to rise each year. Even if the TAM targets could be met with funding, it still leaves vehicles in the group plan operating over useful life.

WisDOT could also increase the useful life standards for each vehicle type to decrease the number of vehicles beyond useful life or increase the TAM target percentage. Neither of these options, however, alters the issue of an aging fleet.

CONTINUOUS IMPROVEMENT AND TAM PLAN IMPLEMENTATION

Using Vehicles Beyond Useful Life and Prioritization

WisDOT attempts to replace the oldest and most deteriorated vehicles based on the useful life benchmarks established for the TAM Plan. WisDOT also encourages systems to continue to use vehicles beyond their set useful life if there are no safety concerns and the ongoing maintenance of the vehicle is not cost prohibitive.

Merely because a vehicle has met its useful life in age does not mean that it must need replacement at that time. In fact, transit systems are maintaining vehicles longer than their useful life requirement and, on average, vehicles are typically at or just beyond their useful life age. The table below outlines the average age of vehicles in the WisDOT inventory by each vehicle type:

Average Ages of Vehicle Types in 2018					
	Number	Total Age	Average Age	Useful Life Age	
Auto	78	582	7.5		4
Minivan	482	2815	5.8		4
Minibus	121	772	6.4		7
Cutaway	522	3645	7.0		7
Bus	158	1804	11.4		12

Action Plan – Prioritization of Vehicle Requests

WisDOT Transit staff plan on working closely with subrecipients on how to prioritize their vehicles requests (according to our TAM prioritization ranking, funding levels, and useful life and condition assessments) at the time of application. The more Transit staff can work with subrecipients to ensure that the vehicles that have been operating the most number of years and have the worst condition rating are replaced with new ones, the better the group will be able to maintain the TAM Targets.

Action Plan - Efforts to Prolong Vehicle Life

WisDOT has implemented the following activities to help prolong the life of vehicles and other assets in the inventory. This is an effort to help ensure the condition of each vehicle remains good and that the vehicle can remain in service without needed replacement. If the group that has opted into the TAM

Plan can maintain their vehicles well for longer periods of time, the easier it will be to maintain the 2018 TAM Targets.

- On annual discretionary grant application evaluations, WisDOT has valued “coordination” and “need” as the two highest rated categories for subrecipients to earn points. This is to help subrecipients communicate their greatest need and how they are providing transportation in the most efficient way possible in their area.
- WisDOT will update its vehicle specifications (for the state Human Service Vehicle and Heavy-Duty Bus contract) at least every five years to ensure that the best vehicles are being built to last beyond their useful life and that they meet all federally required standards. If the section can procure longer lasting and high-quality vehicles for its subrecipients, this should decrease the number of vehicles needing to be replaced at the cusp of their useful life.
- WisDOT requires maintenance plans for all subrecipients with vehicles funded through federal grants. In these plans, each subrecipient indicates how they intend to take care of each vehicle type, how often it goes in for repair, preventive maintenance plans, and any ongoing repair issues. This plan assists both WisDOT and subrecipients in keeping their vehicles well maintained and to provides quantitative evidence when vehicle needs replacement.
- The Transit Section employs Asset Manager to keep track of all the vehicles that are federally, state, and locally funded as well as a Compliance Site Review Manager that visits subrecipients at their location of operation and ensures that they are maintaining their vehicles correctly. The Assent Manager also ensures that vehicles are eligible to be disposed of and can share best practices of maintenance to other subrecipients in the group plan.
- Lastly, the WisDOT staff regularly attend FTA training sessions in order to keep up with the latest safety rules and to find best practices from other states. The Transit Staff also coordinate with the Wisconsin State Patrol office to learn about any changes to state laws concerning bus and vehicle safety.

Action Plan – Resources

The Transit Section at WisDOT has 12 staff positions to assist its subrecipients in all things transit asset management related.

- An Asset Manager who is the point person when it comes to organizing, compiling, and maintaining all assets funded with FTA and state funds.
- Four Program Managers who assist subrecipients on grant applications, allocate grant funds, and answer day to day questions.

- A Procurement Manager who develops vehicle specifications and ensures the quality of all vehicle procurements that are funded by FTA.
- An Oversight Manager who conducts 5310 and 5311 program reviews for all WisDOT subrecipients receiving FTA funding. The Oversight Manager also assists subrecipients in maintenance plan updates and ensures they are following the schedules set forth in their maintenance plans.

Subrecipients should have a copy of the TAM Plan, and will be published online at the time of final approval at <https://wisconsindot.gov/Pages/doing-bus/local-gov/astnce-pgms/transit/compliance/asset.aspx>. This website also includes information about maintenance plans, asset disposal requirements, and federal state of good repair and safety information.

A subrecipient's asset list is always available to them through the Transit online grants management system, BlackCat and is where each subrecipient can update the condition, mileage, and notes on each FTA funded vehicle. BlackCat automatically sets the useful life standard when a vehicle is entered into the system by WisDOT Transit staff.

BlackCat
GRANT MGMT

Katie Patterson - My Account | Administration | Logout | Help

Dashboard > Organization

Asset Identification and Funding

Save Cancel Dispose

Vehicle Identification

Inventory ID 22567

* VIN

License Plate

Registration Type Select One

Funding

Lessee

DOT Lienholder? Yes

Funding Source Section 5310

Federal Grant # Select One

Federal Grant # (Original)

Federal Share \$50,709.76

State Share

Total Cost \$63,387.20

Purchase Date 5/21/2018

Delivery Date 5/21/2018

Status and Use

Status

Status Active

Date In Service 5/21/2018

Date Out of Service

Useful Life End Date 5/19/2025

Useful Life Mileage 199013

Cycle (5310 only) 41

* Condition

Version 5.0

Powered by

Contact Support

BlackCat is also the way in which vehicle disposal requests are made and can be accessed online from any computer or mobile device.

Action Plan - Summary

WisDOT subrecipients and staff are working diligently to improve the vehicles that are being funded with federal monies and to keep vehicles in service safely for as long as possible. Without additional funding, members of the group plan and Transit Staff will need to work together on procuring and maintaining the vehicles as best as they can to meet their TAM Targets. WisDOT Transit plans to reach out to its subrecipients annually in setting the TAM Targets and every four years to update the TAM Plan. The department is receptive to new ideas that may assist in this TAM initiative, to meet TAM Targets annually, and to understand the value of keeping assets well-maintained.

OTHER INFORMATION

TAM Targets were entered into NTD on 1.25.2017.

TAM Plan information is stored internally on the W-Drive under W:\BTLR\TRANSIT\ADMIN OVERSIGHT\Asset Management\TAM - Transit Asset Management

Contacts:

Katie Patterson 608.264.7335 katherine.patterson@dot.wi.gov

APPENDIX 1 – SUBRECIPIENT OPT-IN LIST

APPENDIX 1 – SUBRECIPIENT opt-in list		Updated 09/21/2020
Abby Vans	City of Watertown	Eau Claire Transit
Aging and Handicapped Transportation, Inc.	City of Waupaca	Endeavors Adult Development Center
American Eagle Bethel Center	City of Waupun	ESR
Aptiv	City of Wausau	Fond du Lac Area Transit
Arc of Fond du Lac, Inc.	City of Whitewater	Goodwill Industries
Ashland County Aging Unit, Inc.	City of Wisconsin Rapids	Green Valley Enterprises
Away We Go Transport, Inc.	Community Alternatives	Handishop Industries, Inc.
Barron Co. Developmental Services	Community Care	Harry & Rose Samson Family Jewish Community Center
Bay Area Rural Transit	Community Living Connections (Madison MPO)	Headwaters, Inc.
Beloit Transit	County of Adams	Hess Memorial Hospital, Inc
Bethel Home	County of Barron	Highline Corp
Black River Industries	County of Buffalo	Hodan Community Services
BRIDGE for Community Life,	County of Columbia	Interfaith Caregivers of Washington County
Brookline Industries	County of Crawford	Kenosha Achievement Center
Brookline Industries	County of Dodge	Lauri Jean Zach Center
Cerebral Palsy of Mideast WI	County of Door	Lincoln County ARC, Inc.
Challenge Center, Inc.	County of Dunn	Lutheran Social Services
City of Baraboo	County of Grant	Lutheran Homes of Oshkosh, Inc.
City of Beaver Dam	County of Green	MARC (Madison MPO)
City of Beloit	County of Iowa	Marinette Co. Committee on Aging
City of Berlin	County of Jefferson	Menominee Transit
City of Black River Falls	County of Kenosha	Mile Bluff
City of Chippewa Falls	County of La Crosse	Namekagon Transit
City of Edgerton	County of Lafayette	New Hope Center
City of Fort Atkinson	County of Lincoln	New Horizons North
City of Janesville	County of Manitowoc	North Central Health Care
City of La Crosse	County of Marathon	ODC
City of Lake Mills	County of Marinette	Oneida Public Transit
City of Manitowoc	County of Marquette	Opportunities in Community Living (Madison MPO)
City of Marshfield	County of Outagamie	Opportunity Inc
City of Mauston	County of Ozaukee	Portal Inc
City of Merrill	County of Pepin	RCS Empowers
City of Monroe	County of Richland	Red Cliff Tribe
City of New Richmond	County of Rock	Richland Center
City of Onalaska	County of Rusk	Senior Connections

City of Platteville	County of Sauk	St. Coletta of Wisconsin, Inc.
City of Port Washington	County of Sawyer	SW Opportunity Center
City of Portage	County of Shawano	SWCAP
City of Prairie du Chien	County of Sheboygan	The Threshold
City of Reedsburg	County of St. Croix	Tomahawk Area Interfaith Volunteers
City of Rhinelander	County of Taylor	Tri-County Memorial Hospital
City of Rice Lake	County of Trempealeau	Tri-State Regional Ambulance
City of Ripon	County of Vernon	United Community Center
City of River Falls	County of Walworth	VARC
City of Shawano	County of Waupaca	Ventures Unlimited, Inc.
City of Stevens Point	County of Wood	Village of Plover
City of Stoughton	Covey	VIP Services, Inc.
City of Sun Prairie	Curative Connections	Waushara Industries
City of Tomah	Disability Services	Wheels of Independence
City of Viroqua	Diverse Options	YWCA Madison
	East Shore Industries	

APPENDIX 2 – ASSET INVENTORY

Because of the large size of the Excel file, it is only available through an electronic version of this document. Inventory is as of August 20th, 2018 and will be updated periodically.



Master Inventory
9_21_2020 Update.x



Facilities-Equipmen
t Data.xlsx

Updated September 2020



Public Service Commission of Wisconsin

Rebecca Cameron Valcq, Chairperson
Ellen Nowak, Commissioner
Tyler Huebner, Commissioner

4822 Madison Yards Way
P.O. Box 7854
Madison, WI 53707-7854

Public Service Commission of Wisconsin
RECEIVED: 09/09/2020 3:15:00 PM

September 9, 2020

Mr. Fred Buehler, Finance Director
Onalaska Municipal Water Utility
415 Main Street
Onalaska, WI 54650

Re: Application of the City of Onalaska, La Crosse County, 4410-WR-106
Wisconsin, as a Water Public Utility, for Authority to
Adjust Water Rates

Dear Mr. Buehler:

Public Service Commission (Commission) staff has analyzed the Onalaska Municipal Water Utility (Utility) application for a water rate increase. The application was received on March 20, 2020. The attached proposed exhibit (Exhibit) contains schedules showing Commission staff's proposed cost-of-service analysis and proposed rates. Commission staff intends to submit this Exhibit at the public hearing, which will be scheduled at a later date.

The proposed Step I increase of \$746,951 would take effect following the issuance of the Final Decision. The Step II increase of \$911,662 is compared to the current rates, and is an additional increase of \$164,711 over Step I rates. The remaining Step II increase of \$164,711 would be implemented when the Utility notifies the Commission that the booster station authorized by the Commission in docket 4410-CW-109 and the new reservoir authorized by the Commission in docket 4410-CW-110 are completed and placed into service.

The Step I revenue requirement for the 2020 test year is comprised of the following:

Operation and Maintenance Expenses	\$	1,426,085
Depreciation Expense	\$	676,436
Property Tax Equivalent and Other Taxes	\$	475,663
Return on Rate Base	\$	594,760
Total	\$	3,172,944

For Step I, Commission staff used a 4.90 percent rate of return on the estimated water utility net investment rate base for the 2020 test year, as recommended by our staff auditor. (PSC REF#: 395750.)

The proposed rates for Step I shown in Schedule 13 would increase annual revenues from water public utility service by an estimated \$746,951, of which \$566,817 would be from general service customers and \$180,134 would be from the public fire protection (PFP) charge. The Step

Mr. Fred Buehler
Docket 4410-WR-106
Page 2

I increase in water utility revenues results from a 26.37 percent increase in gross plant investment and a 37.48 percent increase in operating expenses since the Utility's last water rate case in 2015.

The Step I overall increase in customer rates is 32.48 percent, comprised of a 30.21 percent increase in general service charges and a 42.55 percent increase in fire protection charges. A typical residential customer's bill would rise 37.36 percent (including PFP). Commission staff provided analysis of customer bills for comparison of proposed and present rates (see Step I and Step II Schedule 14 of the attached Commission staff Exhibit).

The Step II revenue requirement for the 2020 test year is comprised of the following:

Operation and Maintenance Expenses	\$	1,426,085
Depreciation Expense	\$	727,313
Property Tax Equivalent and Other Taxes	\$	490,076
Return on Rate Base	\$	688,181
Total	\$	3,337,655

For Step II, Commission staff used a 4.90 percent rate of return on the estimated water utility net investment rate base for the 2020 test year, as recommended by our staff auditor.

The proposed rates for Step II shown in Schedule 13 would increase annual revenues from water public utility service by an estimated \$911,662, of which \$704,220 would be from general service customers and \$207,442 would be from the PFP charge. Therefore, the overall increase would change from \$746,951 to \$911,662 from Step I to Step II. The Step II increase in water utility revenues results from a 35.18 percent increase in gross plant investment and a 41.28 percent increase in operating expenses since the Utility's last water rate case in 2015.

The Step II rates include the Step I increase. The Step II overall increase in customer rates is 39.65 percent, comprised of a 37.54 percent increase in general service charges and a 49.00 percent increase in fire protection charges. A typical residential customer's bill would rise 45.74 percent (including PFP), after Step II has been implemented. That same customer will see an increase of 6.11 percent (including PFP) from Step I to Step II.

Per the Utility's request, the proposed Exhibit establishes Schedule X-4, Water Utility Supplemental Customer Rules, to include language regarding leak credits offered to water customers. Commission staff considered the Utility's request in formulation of staff's Exhibit.

The rates authorized in the Utility's last rate case were adjusted for inflation through the Simplified Rate Case (SRC) process in 2019.

Mr. Fred Buehler
Docket 4410-WR-106
Page 3

The proposed Commission staff Exhibit is intended to give the Commission the analysis provided by Commission staff and is not a Final Decision. The Utility may present its own case and may submit any additional information which is believed to be pertinent to substantiate the Utility's position. Please note that the general service and public fire protection rates are typically effective within 90 days of the Final Decision.

Please note that the Commission will base its decision on the merits of the case.

In order to receive notification of official correspondence (i.e. data requests, notices, final decisions, etc.), individuals must subscribe to the Utility ID or PSC Docket. To subscribe, go to the Commission's [Electronic Records Filing System \(ERF\)](#). For help subscribing, go to [Subscribing to Dockets](#).

If you have any questions, please contact me.

Sincerely,



Alex Hanna
Public Utility Rate Analyst
Public Service Commission of Wisconsin
Division of Water Utility Regulation and Analysis
(608) 267-2336 | Alex.Hanna@wisconsin.gov

AJH:alf:ggl DL:01765047

Attachment

cc: Jim Prindle, Water Manager
Monica Hauser, Hawkins Ash CPAs

Ex.-PSC-COSS and Rate Design

Onalaska Municipal Water Utility - Step I

	<u>Schedule</u>
Comparative Income Statement	1
Net Investment Rate Base	2
Utility Financed Plant in Service and Depreciation Expense	3
System Demand Ratios	4
Allocation of Utility Financed Plant to Service Cost Functions	5
Allocation of Total Plant to Service Cost Functions	5A
Allocation of Depreciation Expense to Service Cost Functions	6
Allocation of Operation and Maintenance Expenses to Service Cost Functions	7
Summary of Allocation of Operating Costs to Service Cost Functions	8
Customer Class Demand Ratios	9
Customer Class Allocation Factors	10
Allocation of Service Cost Functions to Customer Classes	11
Comparison of Revenue at Present Rates, Cost of Service and Proposed Rates	12
Proposed Water Rates and Rules	13
Customer Water Bill Comparison at Present and Proposed Rates	14

Onalaska Municipal Water Utility - Step II
Customer Water Bill Comparison at Present and Proposed Rates

Customer Type	Meter Size	Volume (100 Cubic Feet)	Quarterly			Quarterly Including Public Fire Protection		
			Bills at Old Rates	Bills at Step II Rates	Percent Change	Bills at Old Rates	Bills at Step II Rates	Percent Change
Small Residential	5/8"	10	\$ 32.50	\$ 41.30	4.29%	\$ 33.97	\$ 48.80	43.66%
Average Residential	5/8"	20	\$ 48.00	\$ 64.60	5.56%	\$ 49.47	\$ 72.10	45.74%
Large Residential	5/8"	30	\$ 63.50	\$ 87.90	6.16%	\$ 64.97	\$ 95.40	46.84%
Large Residential	3/4"	55	\$ 102.25	\$ 146.15	6.83%	\$ 103.72	\$ 153.65	48.14%
Large Residential	3/4"	75	\$ 133.25	\$ 192.75	7.08%	\$ 134.72	\$ 200.25	48.64%
Multifamily Residential	4"	100	\$ 377.48	\$ 485.00	3.63%	\$ 413.48	\$ 665.00	60.83%
Multifamily Residential	4"	225	\$ 571.23	\$ 776.25	5.18%	\$ 607.23	\$ 956.25	57.48%
Multifamily Residential	4"	350	\$ 764.98	\$ 1,067.50	5.90%	\$ 800.98	\$ 1,247.50	55.75%
Multifamily Residential	4"	475	\$ 958.73	\$ 1,358.75	6.32%	\$ 994.73	\$ 1,538.75	54.69%
Commercial	3"	150	\$ 343.14	\$ 471.00	4.32%	\$ 365.13	\$ 576.00	57.75%
Commercial	3"	250	\$ 477.14	\$ 679.00	5.03%	\$ 499.13	\$ 784.00	57.07%
Commercial	3"	350	\$ 611.14	\$ 887.00	5.41%	\$ 633.13	\$ 992.00	56.68%
Commercial	3"	450	\$ 745.14	\$ 1,095.00	5.64%	\$ 767.13	\$ 1,200.00	56.43%
Industrial	1"	25	\$ 62.86	\$ 85.00	3.98%	\$ 66.52	\$ 103.75	55.97%
Industrial	1"	50	\$ 96.36	\$ 137.00	4.98%	\$ 100.02	\$ 155.75	55.72%
Industrial	1"	75	\$ 129.86	\$ 189.00	5.44%	\$ 133.52	\$ 207.75	55.59%
Industrial	1"	100	\$ 163.36	\$ 241.00	5.70%	\$ 167.02	\$ 259.75	55.52%
Public Authority	2"	350	\$ 552.43	\$ 821.00	5.87%	\$ 564.13	\$ 878.00	55.64%
Public Authority	2"	425	\$ 652.93	\$ 977.00	5.99%	\$ 664.63	\$ 1,034.00	55.58%
Public Authority	3"	475	\$ 778.64	\$ 1,147.00	5.69%	\$ 800.63	\$ 1,252.00	56.38%
Public Authority	3"	975	\$ 1,448.64	\$ 2,187.00	6.15%	\$ 1,470.63	\$ 2,292.00	55.85%
Irrigation	1 1/2"	165	\$ 418.73	\$ 548.40	6.06%	\$ 426.05	\$ 582.90	36.81%
Irrigation	2"	100	\$ 304.43	\$ 389.00	5.14%	\$ 316.13	\$ 446.00	41.08%
Irrigation	2"	140	\$ 392.83	\$ 507.40	5.53%	\$ 404.53	\$ 564.40	39.52%
Irrigation	3"	425	\$ 1,081.39	\$ 1,417.00	6.04%	\$ 1,103.38	\$ 1,522.00	37.94%
Fire Protection Charge (Total)			\$ 423,382	\$ 630,824	58.12%			
Fire Protection Charge (Municipal)			\$ 366,651	\$ 366,651	0.00%			
Fire Protection Charge (Direct)			\$ 56,731	\$ 264,173	365.66%			

Onalaska Municipal Water Utility - Step II
Customer Water Bill Comparison at Present and Proposed Rates

Customer Type	Meter Size	Volume (100 Cubic Feet)	Quarterly			Quarterly Including Public Fire Protection		
			Bills at Step I Rates	Bills at Step II Rates	Percent Change	Bills at Step I Rates	Bills at Step II Rates	Percent Change
Small Residential	5/8"	10	\$ 39.60	\$ 41.30	4.29%	\$ 46.35	\$ 48.80	5.29%
Average Residential	5/8"	20	\$ 61.20	\$ 64.60	5.56%	\$ 67.95	\$ 72.10	6.11%
Large Residential	5/8"	30	\$ 82.80	\$ 87.90	6.16%	\$ 89.55	\$ 95.40	6.53%
Large Residential	3/4"	55	\$ 136.80	\$ 146.15	6.83%	\$ 143.55	\$ 153.65	7.04%
Large Residential	3/4"	75	\$ 180.00	\$ 192.75	7.08%	\$ 186.75	\$ 200.25	7.23%
Multifamily Residential	4"	100	\$ 468.00	\$ 485.00	3.63%	\$ 630.00	\$ 665.00	5.56%
Multifamily Residential	4"	225	\$ 738.00	\$ 776.25	5.18%	\$ 900.00	\$ 956.25	6.25%
Multifamily Residential	4"	350	\$ 1,008.00	\$ 1,067.50	5.90%	\$ 1,170.00	\$ 1,247.50	6.62%
Multifamily Residential	4"	475	\$ 1,278.00	\$ 1,358.75	6.32%	\$ 1,440.00	\$ 1,538.75	6.86%
Commercial	3"	150	\$ 451.50	\$ 471.00	4.32%	\$ 547.50	\$ 576.00	5.21%
Commercial	3"	250	\$ 646.50	\$ 679.00	5.03%	\$ 742.50	\$ 784.00	5.59%
Commercial	3"	350	\$ 841.50	\$ 887.00	5.41%	\$ 937.50	\$ 992.00	5.81%
Commercial	3"	450	\$ 1,036.50	\$ 1,095.00	5.64%	\$ 1,132.50	\$ 1,200.00	5.96%
Industrial	1"	25	\$ 81.75	\$ 85.00	3.98%	\$ 98.25	\$ 103.75	5.60%
Industrial	1"	50	\$ 130.50	\$ 137.00	4.98%	\$ 147.00	\$ 155.75	5.95%
Industrial	1"	75	\$ 179.25	\$ 189.00	5.44%	\$ 195.75	\$ 207.75	6.13%
Industrial	1"	100	\$ 228.00	\$ 241.00	5.70%	\$ 244.50	\$ 259.75	6.24%
Public Authority	2"	350	\$ 775.50	\$ 821.00	5.87%	\$ 826.50	\$ 878.00	6.23%
Public Authority	2"	425	\$ 921.75	\$ 977.00	5.99%	\$ 972.75	\$ 1,034.00	6.30%
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Public Authority	3"	975	\$ 2,060.25	\$ 2,187.00	6.15%	\$ 2,156.25	\$ 2,292.00	6.30%
Irrigation	1 1/2"	165	\$ 517.05	\$ 548.40	6.06%	\$ 548.55	\$ 582.90	6.26%
Irrigation	2"	100	\$ 370.00	\$ 389.00	5.14%	\$ 421.00	\$ 446.00	5.94%
Irrigation	2"	140	\$ 480.80	\$ 507.40	5.53%	\$ 531.80	\$ 564.40	6.13%
Irrigation	3"	425	\$ 1,336.25	\$ 1,417.00	6.04%	\$ 1,432.25	\$ 1,522.00	6.27%
Fire Protection Charge (Total)			\$ 603,516	\$ 630,824	58.12%			
Fire Protection Charge (Municipal)			\$ 366,651	\$ 366,651	0.00%			
Fire Protection Charge (Direct)			\$ 236,865	\$ 264,173	11.53%			



EST. 1851



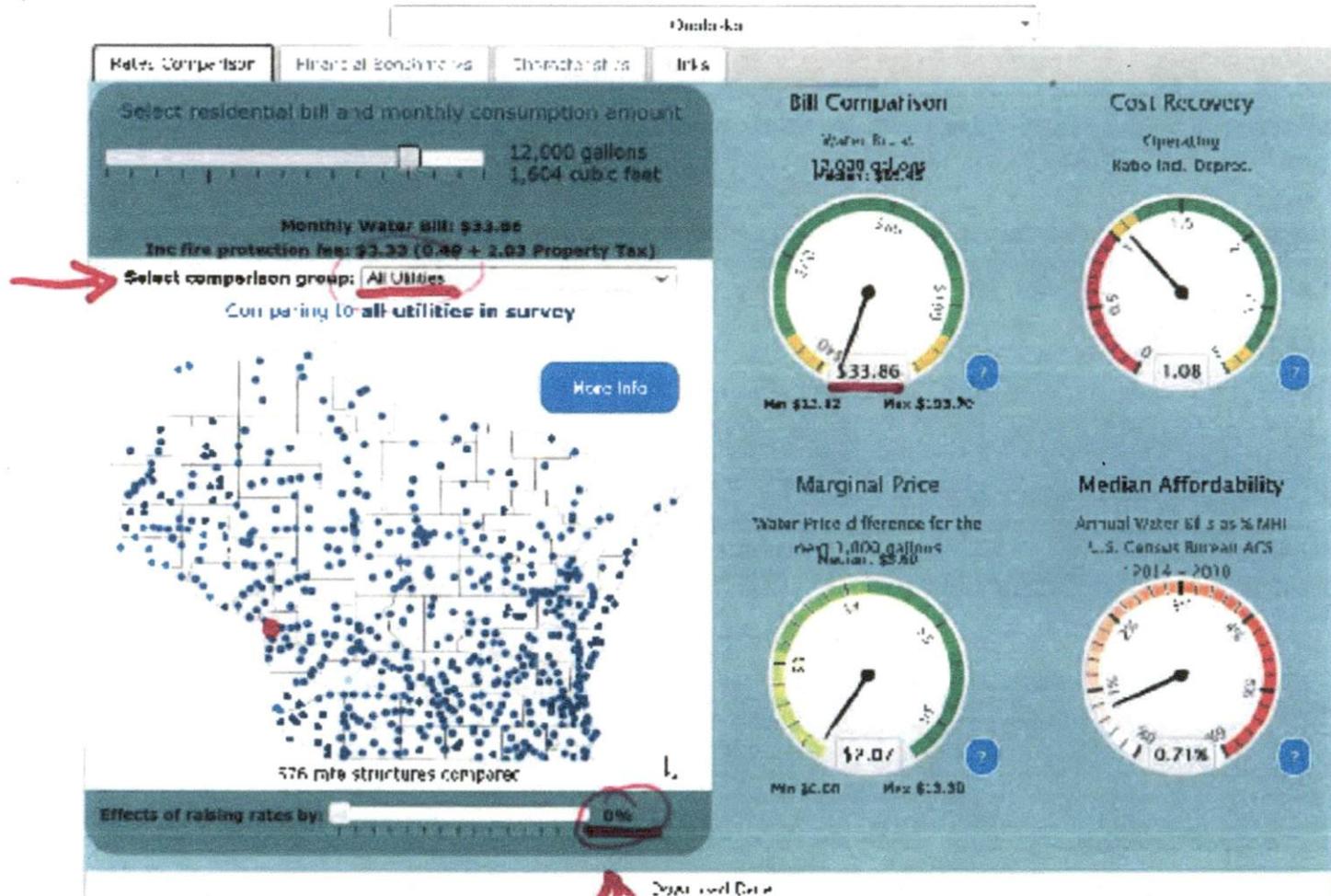
Public Works Department

Jarrold Holter
City Engineer

October Utilities Committee



EST. 1851

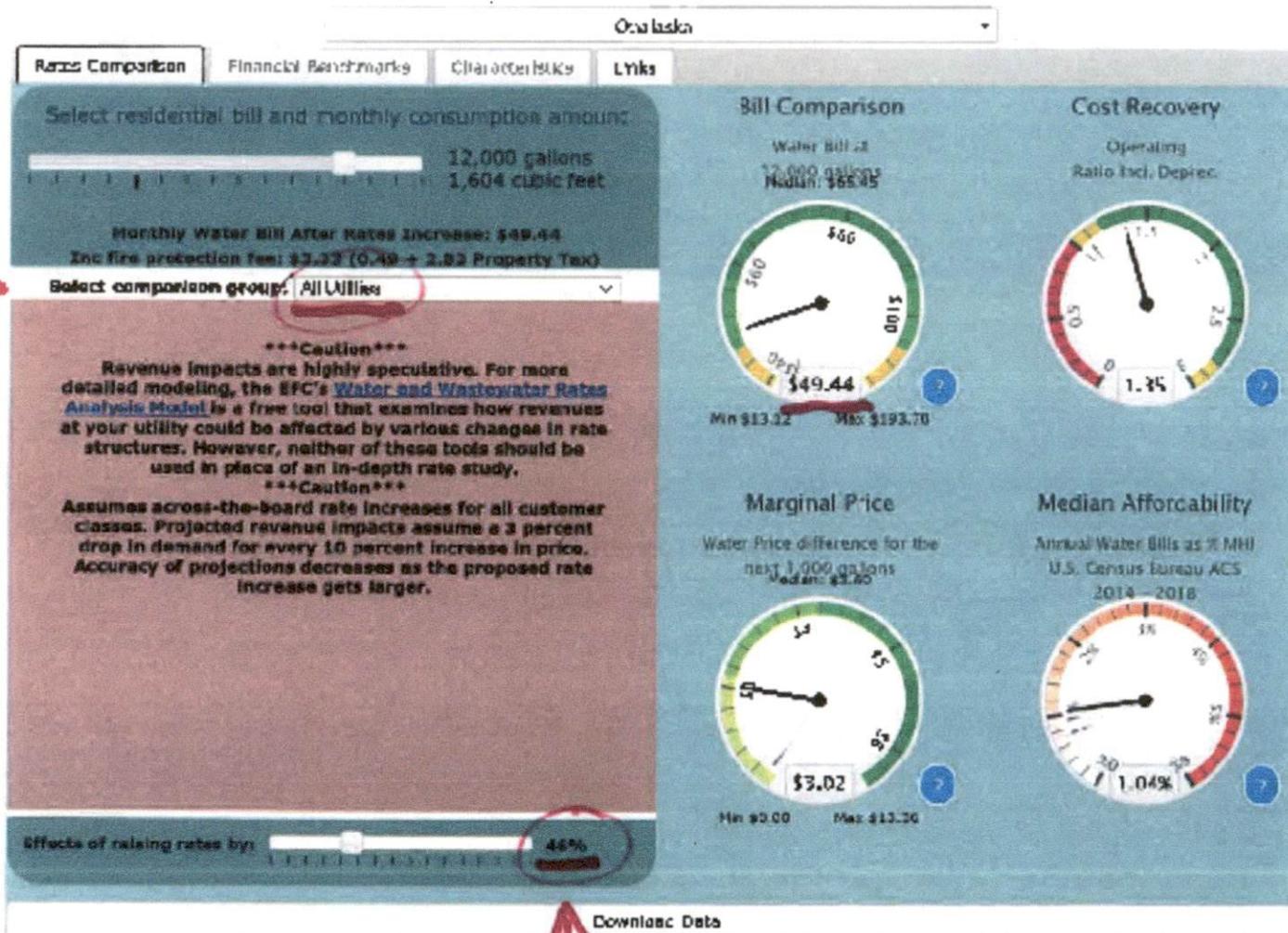




UNIVERSITY OF
NORTH CAROLINA
GOVERNMENT
Environmental
Finance Center

WI Water Rates Dashboard

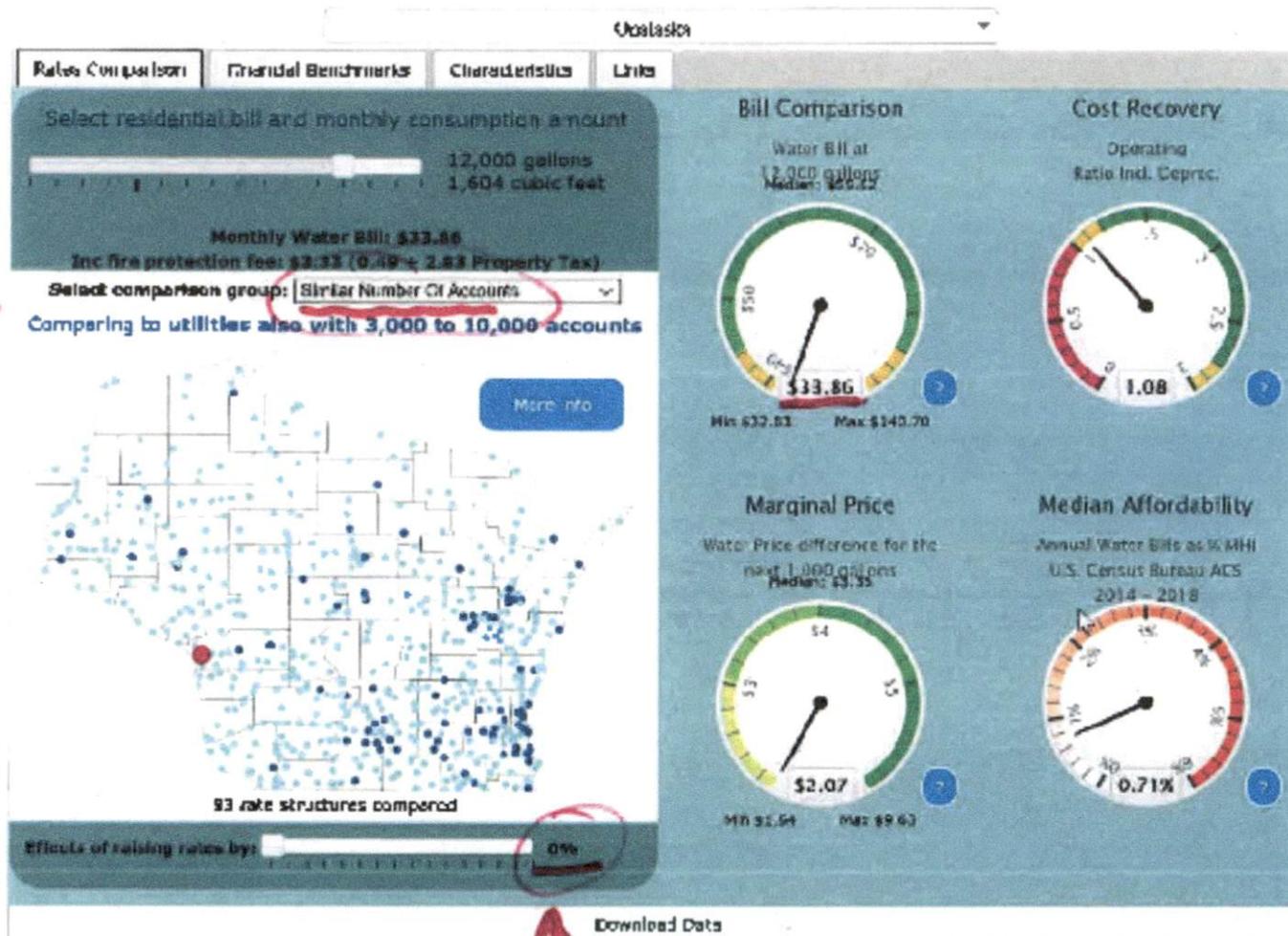
Rates as of August, 2020
Dashboard updated: September 1, 2020





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GOVERNMENT
Environmental
Finance Center

WI Water Rates Dashboard Rates as of August, 2020 Dashboard updated: September 1, 2020





SCHOOL OF
GOVERNMENT
Environmental
Finance Center

WI Water Rates Dashboard
Rates as of August, 2020
Dashboard updated: September 1, 2020



Dropdown menu showing "Oshkosh"

Water Consumption | Total Bill | Water Rates | Units

Select residential bill and monthly consumption amount

12,000 gallons
1,604 cubic feet

Monthly Water Bill After Rates Increase: \$49.44
Inc fine protection fee: \$3.29 (0.29 + \$3.00 Property Tax)

Select comparison group: **Similar Number Of Accounts**

*****Caution*****
Revenue impacts are highly speculative. For more detailed modeling, the EFC's [Water and Wastewater Rates Analysis Model](#) is a free tool that examines how revenues at your utility could be affected by various changes in rate structures. However, neither of these tools should be used in place of an in-depth rate study.
*****Caution*****
Assumes across-the-board rate increases for all customer classes. Projected revenue impacts assume a 3 percent drop in demand for every 10 percent increase in price. Accuracy of projections decreases as the proposed rate increase gets larger.

Effects of raising rates by: 46% (highlighted)

Download Data

Bill Comparison

Scale: 0 - 100
Min: \$0.00
Median: \$149.44
Max: \$340.70

Cost Recovery

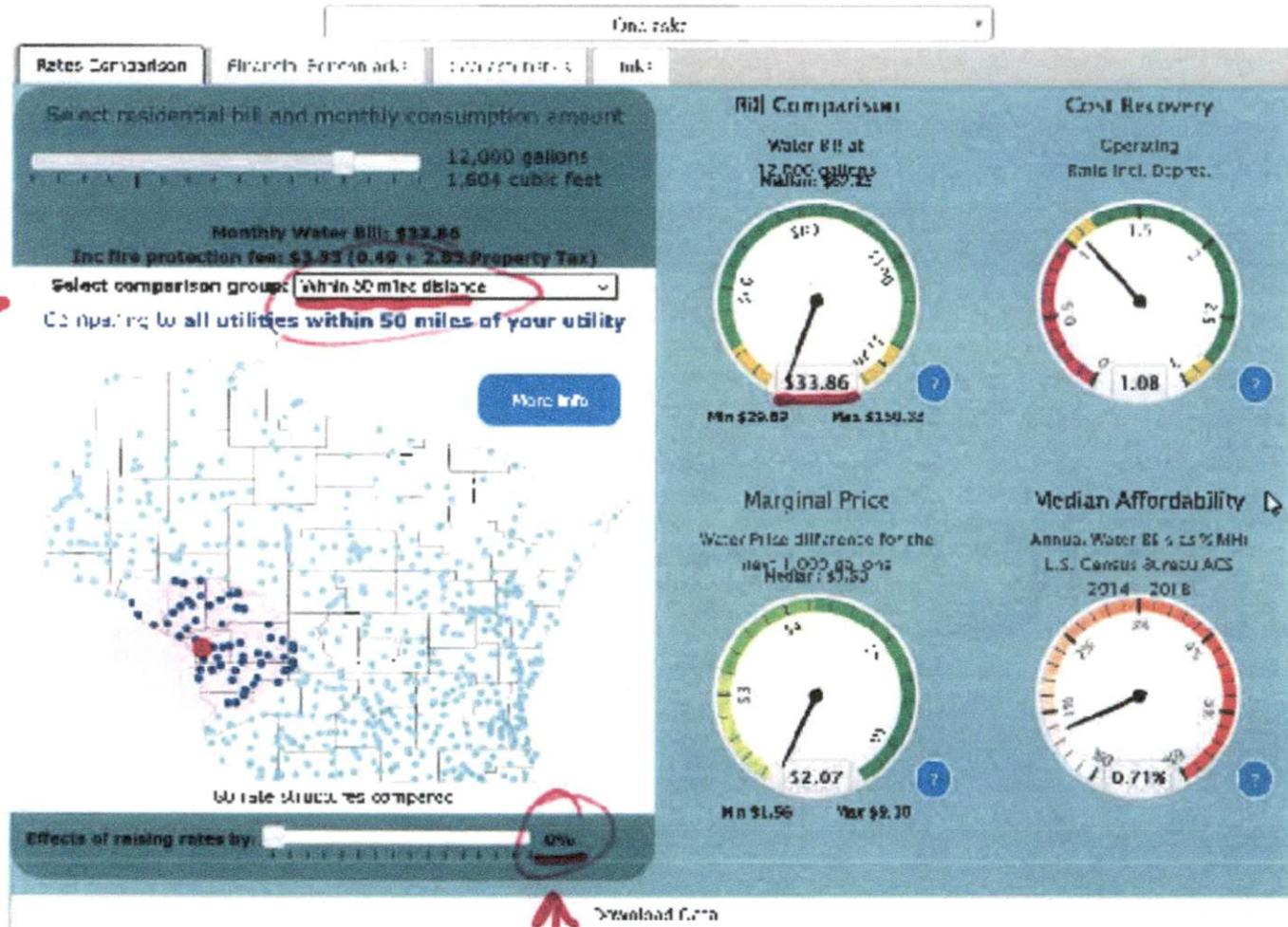
Operating
Total + Inc. Deprac.

Marginal Price

Water Price difference for the next 1,000 gallons
Median: \$3.02
Min: \$1.54
Max: \$9.63

Median Affordability

Avg. Ad. Water Bills as % MI-H
U.S. Census Bureau 4Q
2014 - 2016
1.04%





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Institute for
Financial Center

WI Water Rates Dashboard
Rates as of August, 2020
Dashboard updated: September 1, 2020



Class

Rates Comparison Financial Impacts Effect on Rates Links

Select residential bill and monthly consumption amount

12,000 gallons
1,604 cubic feet

Monthly Water Bill After Rates Increase: \$49.44
Inc fire protection fee: \$3.33 (0.49 x 2.83 Property Tax)

Select comparison group: **WI 50 miles distance**

*****Caution*****
Revenue impacts are highly speculative. For more detailed modeling, the PSC's [Water and Wastewater Rates Analysis Model](#) is a free tool that examines how revenues at your utility could be affected by various changes in rate structure. However, neither of these tools should be used in place of an in-depth rate study.
*****Caution*****
Assumes across-the-board rate increases for all customer classes. Projected revenue impacts assume a 3 percent drop in demand for every 10 percent increase in price. Accuracy of projections decreases as the proposed rate increase gets larger.

Effects of raising rates by: 40%

Download Data

Bill Comparison
Water bill at 12,000 gallons
Nation: \$67.35
\$19.44
Min \$29.09 Max \$100.05

Cost Recovery
Operating Rate Incl. Deprec.
1.35

Marginal Price
Water Price difference for the next 1,000 gallons
Median: \$2.50
\$4.02
Min \$1.20 Max \$9.10

Median Affordability
Annual Water Bills as % of U.S. Census Bureau ACS 2014-2015
1.04%