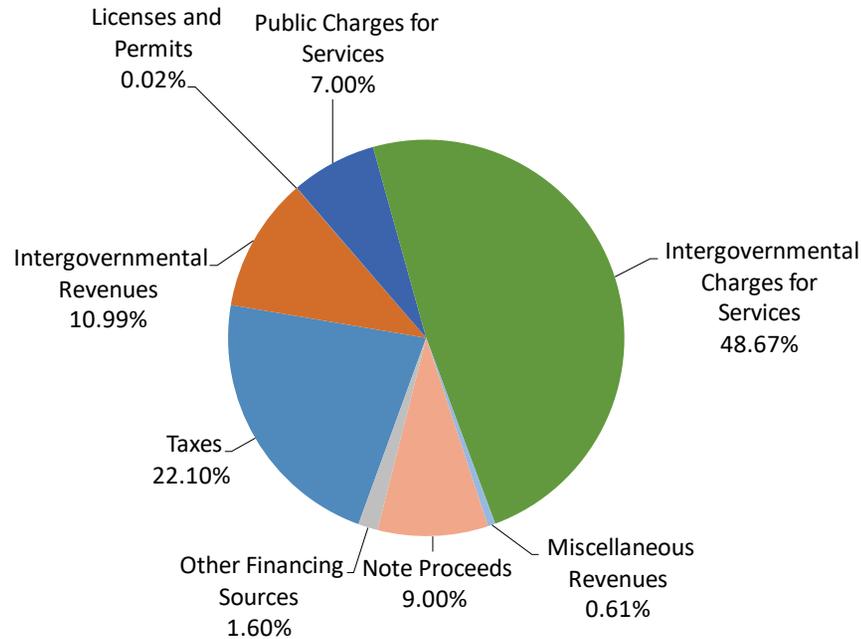


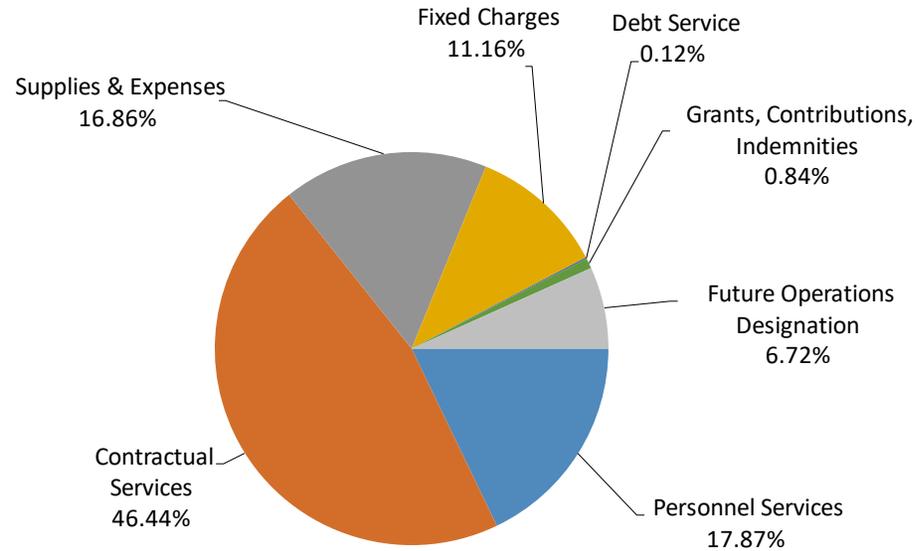
## 2020 REVENUES BY CLASSIFICATION – PUBLIC WORKS



	2019 Modified Budget	2020 Proposed Budget	Change from 2019 Modified Budget	
			Amount Change	Percent Change
Taxes	4,233,815	5,764,933	1,531,118	36.16%
Intergovernmental Revenues	2,585,650	2,867,140	281,490	10.89%
Licenses and Permits	5,700	5,700	-	0.00%
Fines, Forfeitures, and Penalties	-	-	-	0.00%
Public Charges for Services	1,899,727	1,824,419	(75,308)	-3.96%
Intergovernmental Charges for Services	12,152,347	12,692,822	540,475	4.45%
Miscellaneous Revenues	110,722	159,728	49,006	44.26%
Note Proceeds	2,303,723	2,348,144	44,421	1.93%
Other Financing Sources	587,941	417,684	(170,257)	-28.96%
<b>Total Revenues</b>	<b>23,879,625</b>	<b>26,080,570</b>	<b>2,200,945</b>	<b>9.22%</b>

\*These totals may vary from the 2019 County Wide Budget Summary as the amounts reflected include all budgets represented in this section.

## 2020 EXPENDITURES BY CLASSIFICATION – PUBLIC WORKS



	Change from 2019 Modified Budget			
	2019 Modified Budget	2020 Proposed Budget	Amount Change	Percent Change
Personnel Services	4,773,181	4,660,034	(113,147)	-2.37%
Contractual Services	11,687,923	12,110,644	422,721	3.62%
Supplies & Expenses	4,048,488	4,396,339	347,851	8.59%
Fixed Charges	2,734,266	2,910,071	175,805	6.43%
Debt Service	30,000	30,000	-	0.00%
Grants, Contributions, Indemnities	148,500	220,000	71,500	48.15%
Capital Projects	-	-	-	0.00%
Transfers to Other Funds	-	-	-	0.00%
Future Operations Designation	457,267	1,753,482	1,296,215	283.47%
<b>Total Expenses</b>	<b>23,879,625</b>	<b>26,080,570</b>	<b>2,200,945</b>	<b>9.22%</b>

## **HIGHWAY – ENTERPRISE FUND**

### **MISSION:**

To provide a safe and economical transportation system for motorists traveling within and through Portage County.

### **OVERVIEW:**

In concept, the Highway Enterprise Fund is viewed as a business entity whose budget level is dependent totally upon the projected needs of the governmental entities it serves (i.e., state & federal government, the County as it relates to the Special Revenue Fund and the Capital Projects, and other municipal governments).

Revenue types for this fund include the following: intergovernmental charges, County Trunk Highway System (CTHS) charges, state & federal charges, local municipal charges and miscellaneous revenues.

Operating expenses for this fund include the following: administration, radio & insurance, equipment purchases, municipal roadway maintenance, state & federal highway maintenance and cost pool differential expenses. Other operating expenses include the following County Trunk Highway System expenses that are later charged to the Highway Special Revenue Fund: construction and resurfacing, routine maintenance and winter maintenance. Customers are billed for services provided according to billing rates established annually by the Wisconsin Department of Transportation.

The accounting system for this fund contains several cost pools which accumulate operating costs including depreciation. Although these cost pools in theory are intended to break even, the fluctuation of such key factors such as petroleum product costs produce a profit or loss. The net profit or loss from combined activity of all Highway Enterprise Fund cost pools shall be closed out in the form of an operating transfer at year end to the Highway Enterprise Fund.

This highway fund includes revenue and expenses related to the contract with the Wisconsin Department of Transportation (WisDOT) to maintain 157 miles of state and federal highways located in Portage County.

### **ON THE HORIZON:**

The number one priority of the Highway Department is to maintain a safe and efficient transportation system, with the provision of winter maintenance (snow and ice removal). Major construction and heavy equipment purchases continue to be analyzed to prove that the cost benefit is worthy and supports the core function and mission of the Highway Department.

Any decision to modify operations, staffing, or organization of the Highway Department in the future would need to consider the three major functional priorities which are winter maintenance, roadway maintenance and construction.

## HIGHWAY – ENTERPRISE FUND

### FINANCIAL SUMMARY

Revenue	2018 Actual	2019 Modified Budget	2019 Projected Budget	Change from 2019 Modified Budget		Percent Change
				2020	Amount Change	
Taxes	0	0	0	0	0	N/A
Intergovernmental Revenue	0	0	0	0	0	N/A
Licenses and Permits	4,930	5,700	5,700	5,700	0	0.00%
Fines, Forfeits and Penalties	0	0	0	0	0	N/A
Public Charges for Service	1,451	0	0	0	0	N/A
Intergovernmental Charges for Service	12,608,908	12,152,347	13,045,270	12,692,822	540,475	4.45%
Miscellaneous Revenue	18,844	13,000	13,000	15,000	2,000	15.38%
Other Financing Sources	6,500	22,608	0	0	(22,608)	-100.00%
<b>Total Revenue</b>	<b>\$12,640,633</b>	<b>\$12,193,655</b>	<b>\$13,063,970</b>	<b>\$12,713,522</b>	<b>\$519,867</b>	<b>4.26%</b>
<b>Expenditures</b>						
Personnel Services	7,131,621	6,945,188	6,766,436	7,132,499	187,311	2.70%
Contractual Services	1,414,735	990,815	942,062	1,112,488	121,673	12.28%
Supplies & Expenses	5,379,619	6,081,978	6,259,362	6,112,661	30,683	0.50%
Building Materials	0	0	0	0	0	N/A
Fixed Charges	4,036,198	3,542,909	4,288,633	3,902,022	359,113	10.14%
Debt Service	0	0	0	0	0	N/A
Grants, Contributions, Indemnities	9,599	0	5,500	0	0	N/A
Capital Projects	3,612	0	0	0	0	N/A
Cost Allocations	0	0	0	0	0	N/A
Transfers to Other Funds	0	0	0	0	0	N/A
Future Operations Designations	(5,665,415)	(5,367,235)	(5,198,023)	(5,546,148)	(178,913)	3.33%
<b>Total Expenditures</b>	<b>\$12,309,969</b>	<b>\$12,193,655</b>	<b>\$13,063,970</b>	<b>\$12,713,522</b>	<b>\$519,867</b>	<b>4.26%</b>
<b>County Allocation</b>	<b>(\$330,664)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>N/A</b>
<b>Addition to (Use of ) Fund Balance</b>	<b>\$330,664</b>					

## **HIGHWAY – ENTERPRISE FUND**

### **FINANCIAL SUMMARY HIGHLIGHTS:**

- Intergovernmental charges increase overall \$540,475 or 4.45%. State revenue increase \$169,019 due to the building expansion and increase square footage for equipment storage. Projects billed to the Special Revenue Fund increase \$331,331 primarily due to an increase in construction projects. The 2019 budgeted incidental labor rate was 60.0%, but the actual incidental labor rate is 49.97%. The 2020 incidental labor rate is projected to be 58.0% base rate.
- The contract with the Wisconsin Department of Transportation for the state highway maintenance operations is budgeted to remain the same as the current (2019) State’s Routine Maintenance Agreement (RMA) and the levels of services being requested. This agreement allows funding for 15.0 FTE State Patrol crew.
- Personnel services reflect a 2.7% increase due to a 1% annual adjustment increase to the County’s wage and classification plan along with a slight increase for WRS contributions. Overtime salaries also increase due to average winter severity.
- Contractual services increase by 12.3% for 2020. This includes an increase of \$312,200 for architect and engineering costs, a decrease of \$196,100 due to the CR A contractual services completed by the WisDOT in 2019 and an increase of \$7,908 for professional services.
- Supplies and expenses increase slightly by 0.5%.
- Fixed charges increase by 10.1% due to an increase in depreciation due to the building expansion and increase square footage for equipment storage.
- Future operations designations increase by \$178,913 of which approximately 2.7% would be an increase in machine revenue from overall increases in General Maintenance and Winter Maintenance.

**HIGHWAY – ENTERPRISE FUND**

**CONTRACTED SERVICES**

Type of Services Provided	Annual Cost
Architect & Engineering	495,000
Chipseal Hired Trucking	150,000
General Maintenance Hired Trucking	75,000
Street Sweeping	70,000
Utilities	63,400
Building Repair	35,000
Other contractual	<u>224,088</u>
<b>Total</b>	<b>\$1,112,488</b>

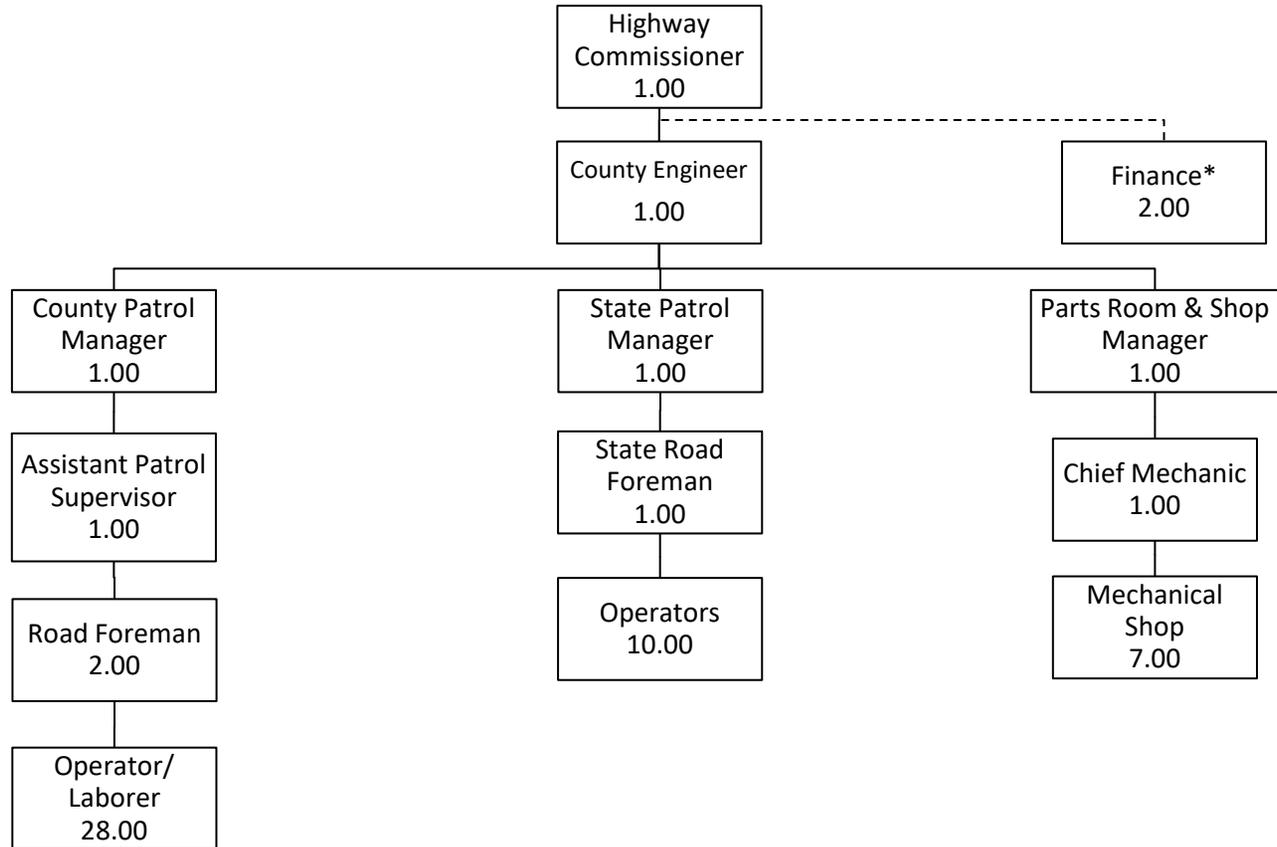
**CAPITAL OUTLAY Purchases**

<i>Description</i>	Amount
(2) Patrol Trucks	275,000
Snow & Ice	275,000
Tractor	50,000
Rotary Mower	14,000
Loader	195,000
Motor Grader	310,000
Shop Sweeper	70,000
Broom Attachment	15,000
Reclaimer Attachment	8,500
Shouldering Belt Attachment	7,000
Broom	70,000
Skid Steer Trailer	25,000
Shop Service Truck	130,000
Supervisor Truck	45,000
<b>Total</b>	<b>1,489,500</b>

**CAPITAL OUTLAY Sales**

2016 Ford F350 Supervisor Truck	7,202
2003 Ford F550 Truck (Service Truck)	10,806
2002 Sterling L8511 Truck	12,955
2000 Sterling L8511 Truck	12,758
1999 Case Tractor	3,879
1997 Alamo Rotary Mower	1,695
1998 Case Loader	16,800
2003 Grader	27,959
2002 Felling Trailer	1,455
1997 AM Lincoln Sweeper	6,142
<b>Total</b>	<b>101,651</b>

## HIGHWAY



<b>Position Summary (FTE)</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>
Regular Positions	55.00	55.00	55.00
Extra Help**	13.00	13.00	12.00
<b>Total</b>	<b>68.00</b>	<b>68.00</b>	<b>67.00</b>

\*Finance personnel are part of the Finance Department, but associated 2.00 FTE are reported here.

\*\*Extra Help includes 6 Summer Help, 5 Seasonal Laborers and 1 Seasonal Civil Technician position.

## **HIGHWAY – SPECIAL REVENUE**

### **MISSION:**

To provide a safe and economical transportation system for motorists traveling within and through Portage County.

### **OVERVIEW:**

The highway special revenue fund consists of revenues and expenses related to the road maintenance of 434 County Trunk Highway System (CTHS) miles and the bridge aid program.

The operating expenses related to the County Trunk Highway System are incurred in the Highway Enterprise Fund and then charged to the Highway Special Revenue Fund.

The required services of the County Trunk Highway System can be broken down into three areas:

**General Maintenance** preserves the infrastructure of the County Trunk Highway miles through the use of appropriate maintenance practices. This would include, but is not limited to: pothole repairs, mowing, centerline painting, culvert replacement, shoulder grading, ditching, wheel rut repairs, chip sealing, signing and litter control. The objective is to maintain a safe and drivable pavement while protecting the County's investment in quality roads.

**Winter Maintenance** includes installation of snow fence, equipment set up and to provide good winter driving conditions as soon as practical after a winter storm. The level of service provided during and after winter storms

on the County Trunk Highway system is determined by the roads primary use as a major collector, minor collector or local roadway.

**Road Construction** is necessary due to an aging infrastructure as well as road use and traffic volumes changing over time. The road improvements required to address these changing needs are beyond the scope of general maintenance that would include widening of the pavement and shoulders, flattening ditch in-slopes, flattening horizontal curves, increasing sight distance and/or making drainage improvements. Portage County Highway construction crews produce a quality product at a reasonable cost on these projects allowing the retention of the workforce needed to accomplish winter maintenance.

County bridge and culvert aid is also accounted for in the Highway Special Revenue Fund. In accordance with Wisconsin State Statutes Sec. 82.08, a town that has voted to construct or repair any bridge or culvert on a highway maintained by the town may file a petition for county aid with the county highway commissioner. If county aid is filed for, the town and county shall each pay one-half of the construction or repair costs of any bridge or culvert not exceeding 100 feet in length.

### **ON THE HORIZON:**

The Highway Department is continuing to work with the Highway Committee on the analysis of the level of service and corresponding costs to maintain the County's road and bridge system. Program needs, public safety factors, infrastructure life cycles are major items of consideration.

## HIGHWAY – SPECIAL REVENUE

Some of the key points in this analysis include:

- Current Condition of the County Road System - A strong pavement preservation program consisting primarily of chipsealing and crackfilling has helped keep the average surface condition rates higher with only 20% of our system rated fair or worse but these maintenance projects have not addressed other needs such as drainage, right-of-way maintenance and brushing, safety issues and geometric deficiencies. Currently, 84% of the county road system is rated as needing maintenance or resurfacing.
- Pavement Replacement Cycle - The Highway Committee has identified a goal of approximately 10 miles per year (43 year average life) for the resurfacing, reconditioning, reconstruction program. Below is an estimate pavement life based on previous funding levels for the resurfacing, reconditioning, reconstruction program:
  - 7 year average(2012-2018) = 8.2 miles/year, 53 year average life
  - 3 year average(2016-2018) = 5.7 miles/year, 78 year average life
- Funding – Based on current funding levels without borrowing, the Highway Department is projecting a \$4 million/year deficit to meet the pavement replacement cycle goal. In recent years, the deficit has been met with borrowing. In 2019, the County Board approved a \$25 vehicle registration fee which will provide an estimated \$1.4 million of additional revenue per year. These revenues will be used to offset the borrowing needs in 2021.
- Planned 2020 resurfacing, reconditioning, reconstruction program includes:

<b>Reconditioning Projects:</b>	<b># of Miles</b>
• CR KK (CR B – Lake Road)	3.40
• CR SS (CR T – CR Q)	2.60

**Reconstruction Projects :**

  - CR Z – Structure over Tomorrow River

## HIGHWAY – SPECIAL REVENUE

### FINANCIAL SUMMARY

	2018 Actual	2019 Modified Budget	2019 Projected Budget	2020 Budget	Change from 2019 Modified Budget	
					Amount Change	Percent Change
<b>Revenue</b>						
Taxes	4,366,164	4,233,815	5,283,815	5,764,933	1,531,118	36.16%
Intergovernmental Revenue	2,575,149	2,359,150	2,432,998	2,640,140	280,990	11.91%
Licenses and Permits	0	0	0	0	0	N/A
Fines, Forfeits and Penalties	0	0	0	0	0	N/A
Public Charges for Service	0	0	0	0	0	N/A
Intergovernmental Charges for Service	0	0	0	0	0	N/A
Miscellaneous Revenue	0	0	0	0	0	N/A
Other Financing Sources	2,628,716	2,542,723	3,101,973	2,513,450	(29,273)	-1.15%
<b>Total Revenue</b>	<b>\$9,570,029</b>	<b>\$9,135,688</b>	<b>\$10,818,786</b>	<b>\$10,918,523</b>	<b>\$1,782,835</b>	<b>19.52%</b>
<b>Expenditures</b>						
Personnel Services	0	0	0	0	0	N/A
Contractual Services	9,572,513	9,016,688	9,688,786	9,378,523	361,835	4.01%
Supplies & Expenses	0	0	0	0	0	N/A
Building Materials	0	0	0	0	0	N/A
Fixed Charges	0	0	0	0	0	N/A
Debt Service	0	30,000	30,000	30,000	0	0.00%
Grants, Contributions, Indemnities	224,619	39,000	50,000	110,000	71,000	182.05%
Capital Projects	0	0	0	0	0	N/A
Cost Allocations	0	0	0	0	0	N/A
Transfers to Other Funds	0	0	0	0	0	N/A
Future Operations Designations	0	50,000	1,050,000	1,400,000	1,350,000	2700.00%
<b>Total Expenditures</b>	<b>\$9,797,132</b>	<b>\$9,135,688</b>	<b>\$10,818,786</b>	<b>\$10,918,523</b>	<b>\$1,782,835</b>	<b>19.52%</b>
<b>County Allocation</b>	<b>\$227,103</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>N/A</b>
<b>Addition to (Use of ) Fund Balance</b>	<b>\$227,103</b>					

## HIGHWAY – SPECIAL REVENUE

### FINANCIAL SUMMARY HIGHLIGHTS:

- Taxes represent the portion of levy appropriated to the County Trunk Highway System as well as the bridge aid services performed by the Highway Enterprise Fund and billed back to this special revenue fund. The 2020 tax levy contribution for the County Trunk Highway System increase \$131,118 or 3.0% and the tax levy bridge aid remains the same as 2019. The 33.2% increase to the tax revenue is due to the new \$25 Registration Fee imposed on Portage County vehicles beginning April 2019.
- A portion of intergovernmental revenues is related to general transportation aids. The 2019 general transportation aids actual revenue increase is \$73,848 compared to 2018. The 2020 general transportation aids are estimated to increase by 10% based on the recent state budget projections.
- The remaining portion of intergovernmental revenues is related to other state aid received through the Local Road Improvements Program (LRIP). The LRIP was established in 1991, to assist local units of government in improving seriously deteriorating county highways, municipal streets in cities and villages, and town roads. The program is governed by Wisconsin State Statutes Sec. 86.31. This portion of other state aids fluctuates from year to year based on eligibility for funding. The 2020 budget includes LRIP funds totaling \$245,835 for the County Road KK Project.
- Other financing sources decrease \$29,273 or 1.2% based on the 2020 construction schedule, planned bridge aid projects, the need for using fund balance related to those expenses, and borrowing of funds for a portion of the construction schedule. In 2020, \$2,348,144 of bond proceeds are planned to finance the CR KK and CR SS Reconditioning projects.
- Contractual services increase \$361,835 or 4.0% based on the 2020 construction schedule.
- Grants, contributions, and indemnities decrease due to the planned bridge aid projects that will be completed in 2020 and funded from the bridge aid reserves and levied 2020 bridge aid funds. Two bridge & culvert aid projects are carry-forward from 2019:
  - Town of Grant \$25,000
  - Town of Eau Pleine \$25,000
  - Town of Eau Pleine \$10,000
  - Town of Eau Pleine \$15,000
  - Town of Pine Grove \$35,000

**HIGHWAY – SPECIAL REVENUE**

**CONTRACTED SERVICES**

Type of Services Provided	Annual Cost
Highway Enterprise Fund Provided Services	9,378,523

**CAPITAL OUTLAY**

Description	Amount
None	

## **SOLID WASTE**

### **MISSION:**

To protect the health and environment of Portage County by ensuring our citizens and businesses have the education and opportunity to utilize safe, reliable, affordable, and environmentally sound recycling and waste disposal programs; to serve as a resource for the municipalities of Portage County; and to operate all of our facilities in an efficient and responsible manner, making them an asset for Portage County.

### **OVERVIEW:**

The Solid Waste Department provides convenient, safe, economically and environmentally responsible programs to meet Portage County's solid waste and recycling needs. Information about the recycling and disposal services available are broadly disseminated to the public, businesses, and member municipalities. A range of services allow for the disposal of refuse, recyclables, electronics, tires, household hazardous materials, sharps, used oil, antifreeze, scrap metal, batteries, light bulbs, and appliances.

The Solid Waste Department performs activities required as a Responsible Unit: assuring cost-effective recycling programs are in place for all member municipalities, educating and providing information to residents and businesses about recycling, compliance and enforcement help, and completing the annual grant application. The department acts as a good neighbor to those who live and work near our facilities, working to minimize concerns about traffic, noise, odor and litter. The department continues to grow, change, and prosper within an ever-evolving solid waste industry, and continue to meet the needs of customers.

The Solid Waste Department oversees the closed municipal solid waste and demolition landfills. The gas and leachate collection systems are monitored and maintained. Groundwater monitoring is conducted to ensure the integrity of the landfill, and the safety of all water sources.

The Solid Waste Department ensures that all Wisconsin Department of Natural Resource requirements for operations at the Transfer Facility, Material Recovery Facility, and the landfill are being met.

### **ON THE HORIZON:**

The department will expand the outreach and educational by working regionally with other Solid Waste and Recycling Programs, non-profits, and businesses. Portage County Solid Waste will improve messaging around diverting and reducing waste consumption, improving recycling, and improve on informing citizens and businesses about the proper disposal methods for all waste items.

The department hopes to eventually create more options for recycling materials that are currently being landfilled, including but not limited to: construction and demolition waste, asphalt shingles, food waste and other compostable materials. The department also hopes to expand the facilities at the Transfer Station and Material Recovery Facility to allow for greater storage and processing volumes, and more efficient and convenient customer use.

**SOLID WASTE**

**FINANCIAL SUMMARY**

	2018 Actual	2019 Modified Budget	2019 Projected Budget	2020 Budget	Change from 2019 Modified Budget	
					Amount Change	Percent Change
<b>Revenue</b>						
Taxes	0	0	0	0	0	N/A
Intergovernmental Revenue	226,800	226,500	234,500	227,000	500	0.22%
Licenses and Permits	0	0	0	0	0	N/A
Fines, Forfeits and Penalties	0	0	0	0	0	N/A
Public Charges for Service	1,606,832	1,899,727	1,735,441	1,824,419	(75,308)	-3.96%
Intergovernmental Charges for Service	0	0	0	0	0	N/A
Miscellaneous Revenue	113,573	97,722	195,905	144,728	47,006	48.10%
Other Financing Sources	0	326,333	319,307	252,378	(73,955)	-22.66%
<b>Total Revenue</b>	<b>\$1,947,205</b>	<b>\$2,550,282</b>	<b>\$2,485,153</b>	<b>\$2,448,525</b>	<b>(\$101,757)</b>	<b>-3.99%</b>
<b>Expenditures</b>						
Personnel Services	124,371	190,163	158,683	170,349	(19,814)	-10.42%
Contractual Services	1,627,299	1,870,418	1,847,949	1,837,379	(33,039)	-1.77%
Supplies & Expenses	11,405	20,689	13,978	25,715	5,026	24.29%
Building Materials	0	0	0	0	0	N/A
Fixed Charges	6,853	(39,563)	(3,591)	(7,361)	32,202	-81.39%
Debt Service	0	0	0	0	0	N/A
Grants, Contributions, Indemnities	109,885	109,500	110,402	110,000	500	0.46%
Capital Projects	0	0	0	0	0	N/A
Cost Allocations	0	0	0	0	0	N/A
Transfers to Other Funds	0	0	0	0	0	N/A
Future Operations Designations	0	399,075	357,732	312,443	(86,632)	-21.71%
<b>Total Expenditures</b>	<b>\$1,879,813</b>	<b>\$2,550,282</b>	<b>\$2,485,153</b>	<b>\$2,448,525</b>	<b>(\$101,757)</b>	<b>-3.99%</b>
<b>County Allocation</b>	<b>(\$67,392)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>N/A</b>
<b>Addition to (Use of ) Fund Balance</b>	<b>\$67,392</b>					

## **SOLID WASTE**

### **FINANCIAL SUMMARY HIGHLIGHTS:**

- Public charges decrease by 3.96%. The 2020 budget includes a Portage County Transfer Facility tipping fee increase of \$3.00 per ton or additional revenue of \$57,796. The swap agreement with Advanced Disposal allows waste to be delivered to Advanced Disposal's Cranberry Creek Landfill in Wisconsin Rapids and in turn, allows Advanced Disposal to deliver waste to the Marathon County Landfill, decreased \$148,219. This decrease is based on analysis of tonnage related to this agreement. The County is only responsible for fees related to the tonnage it produces and any additional tonnage brought to Marathon County Landfill is paid by Advanced Disposal as part of a reconciliation process.
- Miscellaneous revenues increase \$37,018 due to anticipated interest income and the remaining revenue increase is related to scrap metal.
- Other financing sources decrease by 22.66% due to the anticipated fund balance required for expenses over revenues for the recycling section of the budget.
- Personnel services decrease overall by 10.42% due employee health insurance elections. The 2020 budget does include a 1% annual adjustment increase to the County's wage and classification plan along with a slight increase for WRS contributions.
- Contractual services result in a total decrease of \$33,039 or 1.77%. Roof replacement repairs of \$75,000 for the Material Recovery Facility were removed due the completion of the project in 2019. Marathon County tipping fees increased 1.6% but the overall tonnage decreased due to the Swap agreement. Transfer facility hauling also increased \$3.34 per ton resulting in a \$91,793 increase.
- Supplies and expenses increase 24.29% due to license fees and repair and maintenance supplies.
- Fixed charges increase \$32,202 due to the change in anticipated funds that will be released from the long term care fund.
- The grants, contributions, and indemnities reflect the Responsible Unit grant distributions to municipalities. The Solid Waste Management Board has approved 50% of the Responsible Unit grant to be distributed to municipalities for 2019 and the same distribution is included in the 2020 budget.
- Future operations designations increase due to anticipated revenues over expenses for the transfer facility for future year use and the increase in interest rates related to the long-term care account.

**SOLID WASTE**

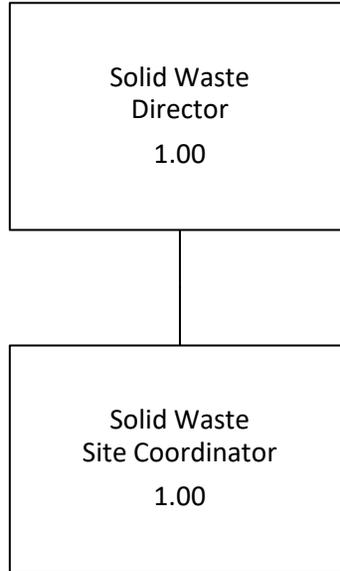
**CONTRACTED SERVICES**

Type of Services Provided	Annual Cost
Marathon County Tipping Fees	969,902
Transfer Facility Operations/Waste Hauling	381,793
MRF Processing Fees	168,000
Local Municipality Recycling Operations	109,000
Utilities	102,215
Electronics Recycling	22,000
Residential Clean Sweep Program	15,000
Leachate Hauling	9,500
Water Testing Services	10,800
Grounds Maintenance	12,600
Sharps Disposal	8,250
Merchant Services	6,500
Other Contracted Services	21,819
<b>Total</b>	<b>1,837,379</b>

**CAPITAL OUTLAY**

Description	Amount
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**SOLID WASTE DEPARTMENT**



<b>Position Summary (FTE)</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>
Regular Positions	1.50	2.00	2.00
Extra Help	0.00	0.00	0.00
<b>Total</b>	<b>1.50</b>	<b>2.00</b>	<b>2.00</b>