

**WAUNAKEE COMMUNITY SCHOOL DISTRICT  
BOARD OF EDUCATION BUDGET COMMITTEE MEETING**

Wednesday, November 6, 2024

7:30 AM

Waunakee Community School District  
905 Bethel Circle  
Waunakee, WI 53597

Members of the public may attend Board of Education meetings in-person, and will be asked to check in with District personnel when you arrive.

Public comments will be limited to 3 minutes. The Board will allow 30 Minutes for public comments.

Public comments may be sent to Rebecca McDonough at [district\\_administrator@waunakee.k12.wi.us](mailto:district_administrator@waunakee.k12.wi.us) up to one hour before the start of the Board meeting. All comments will be reviewed by the Board members. Emailed comments will be reviewed by the board but not read out loud. Emailed comments sent during any part of the board meeting (Board Development, Closed session, Open session) will be forwarded to the board but may or may not be reviewed by the board until after the board adjourns. Comments must include the commentator's name, address, and must identify their connection to the District (if any) and any group they are representing in order to be considered by the Board.

If you would like to address the Board in-person during the public comments section of the meeting, you will be greeted in the lobby of the building, asked to check in with District personnel when you arrive so that you can be recognized and address the Board when your name is called.

A recording of the meeting will be posted on the District webpage within 24 hours of the meeting time.

**AGENDA**

**I. CALL TO ORDER**

**II. ROLL CALL**

**III. APPROVAL OF AGENDA**

**IV. PUBLIC COMMENTS**

**V. 2024-2025 BUDGET PLANNING**

A. Timeline

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The purpose of this agenda item is to discuss the next steps in the 2024-2025 budget process. Attached please find the budget timeline. Please note that the Final Draft of the Budget was approved at the October 28th Special Board Meeting.

B. Planning for 2024-2025 Budget and Beyond

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The purpose of this agenda item is to review the steps we completed for the fourth draft of the budget for the 24-25 school year. In addition, we would like to discuss potential budget revisions for 24-25 and establishing an end of the year balance goal.

Administration also requests a discussion on taking steps proactively to meet this goal, rather than waiting until next summer.

**VI. 2025-2026 PLANNING**

**A. Referendum Results**

The purpose of this agenda item is to discuss the results of the November 5th referendum.

**B. Budgeting for Existing Financial Commitments**

Administration would like to begin the discussion on the existing financial commitments that could/should be budgeted moving forward. Based on the results of the referendum and discussion on 24-25, administration will bring back a multi-year plan at the December budget committee meeting.

**VII. DISCUSSION/ACTION ON PROPOSALS**

**VIII. OTHER ITEMS FOR DISCUSSION**

**A. Remainder of November 2022 Referendum Borrowing 23**

The purpose of this agenda item is to discuss the next round of borrowing for the remainder of the November 2022 referendum funds. As a reminder, the district issues a \$9.98 million borrowing in December of 2022 and \$99 million borrowing in January of 2023 (with a 5-year rate that will need to be locked in by January of 2028).

Erik Kass from PMA will be present to review financial options with the committee. The options revolve around one remaining borrowing versus two, as well as incorporating project savings back into the financial plan. There is no attachment at this time. One will be added if received before the meeting, otherwise it will be shown during the committee meeting.

**B. Natural Gas Purchasing 31**

The purpose of this agenda item is to review the process of locking in a percentage of our natural gas volume for December-March. The budget committee expressed an interest at the last meeting to start this process one month earlier. Attached please find a report that shares the market rates that we typically purchase through. Market rates are currently slightly higher than the average cost from last winter, but have declined since the last committee meeting. Administration will discuss options for this process, including the percentage of the gas volume to lock in.

**C. Data Wrangler 32**

The purpose of this agenda item is to provide an update on the Data Wrangler implementation. The trial period started on October 1st as the meters and all technical systems have been installed. The district has met with Data Wrangler to review the initial data. This first meeting led to a secondary meeting that involved NAMI, our HVAC contractor. A number of savings opportunities were reviewed. Administration

has implemented some of the opportunities and continues to evaluate others. Attached please find an example of the type of opportunities that are being evaluated. We will continue to bring this forward as a future agenda item.

D. Fund Balance Policy

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If time permits, Administration would like to begin discussion on the district fund balance policy. Attached please find the current policy. For perspective, the most recent statewide data for fund balance is 26% and 25% in Dane County.

As an example, the increase in fund 10 expenditures from 23-24 to 24-25 is \$4,143,522. A fund balance goal of 15% would require a 24-25 end of the year balance of +\$621,528 and a 10% goal would require a positive balance of +\$414,352.

E. Transportation Policy/New Middle School

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The purpose of this agenda item is to discuss the district transportation policy. As a reminder, we have attached the board approved hazardous transportation plan that begins in the 26-27 school year for the middle school (can be seen on page 19 of the attachment). Administration would like to discuss the next steps in our evaluation of the transportation policy. In addition, we would like to discuss a budget committee member's request for information.

IX. **FUTURE AGENDA ITEMS**

X. **ADJOURN**

“Any person who has a qualifying disability as defined by the Americans with Disabilities Act who requires assistance with access or materials should contact the Waunakee Community School District Office at 849-2000, 905 Bethel Circle Drive Waunakee, WI 53597, at least twenty-four hours prior to the commencement of the meeting so that necessary arrangements can be made to accommodate the request.”

## I. 2024-2025 BUDGET TIMELINE

|                    |  |
|--------------------|--|
| December 7         | Review enrollment projection scenarios with the Budget Committee<br>Review budget planning process with the Budget Committee   |
| December 12        | Review budget planning process with the Administrative Cabinet   |
| January 2-5        | Review expenditure projection scenarios with the Budget Committee  |
| January 9          | Review budget planning process with the Administrative Cabinet   |
| January 10         | Open budget planning process to Administrative Cabinet   |
| January 26         | Budget planning requests due   |
| February 5-9       | Present first draft of the budget planning process to the Budget Committee   |
| March 4-8          | Present second draft of the budget planning process to the Budget Committee  |
| March 11           | Present budget planning process to the School Board for approval   |
| March 12           | Distribute approved budget planning process to the administrative cabinet  |
| March 15 – Apr. 15 | Building/department level budget development   |
| April 3-22         | Preparation of the first draft of the budget<br>Budget meetings with administrators as necessary   |
| April 22-26        | Special School Board/Leadership Team meeting to review 2024-25 budget process  |
| May 6-10           | First draft of the budget to the Budget Committee  |
| May 13             | First draft of the budget to the School Board<br>School Board approves 2024-25 student fees<br>School Board approves 2024-25 insurance benefits                        |
| May 14-31          | Staff presentations on the budget process  |
| June 3-7           | Second draft of the budget to the Budget Committee   |
| June 10            | Second draft of the budget to the School Board   |
| July 1             | State equalization aid estimates released by DPI   |
| July 2-5           | Third draft of the budget to the Budget Committee  |
| July 8             | Third draft of the budget to the School Board<br>Public hearing on the budget during School Board meeting<br>School Board approves budget to allow for summer activity |
| September 20       | Third Friday in September student count  |
| October 15         | State equalization aid certification released by DPI   |
| October 14         | Presentation of the approved budget at the annual school district Budget Hearing. Request public approval of the tax levy at the Annual Meeting.                       |
| October 15-18      | Present budget changes and tax levy changes to the Budget Committee  |
| October 21         | School Board makes any changes to the budget and sets the tax levy on or before November 1   |
| Before Nov. 10     | Certify tax levy by the School Board Clerk   |



# WAUNAKEE

COMMUNITY SCHOOL DISTRICT

## 2024 Special Board Meeting - Approval of Budget & Tax Levy

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Date: Monday, October 28, 2024  
Time: 5:00 PM  
Location: District Administration &  
Maintenance Center  
Board of Education Room  
905 Bethel Circle  
Waunakee, WI 53597



# Third Draft of 2023-24 Budget - July

| Proposed Property Tax Levy       |                      |                      |                      |
|----------------------------------|----------------------|----------------------|----------------------|
| FUND                             | Audited              | Unaudited            | Proposed             |
|                                  | 2022-23              | 2023-24              | 2024-25              |
| General Fund                     | 23,818,251.00        | 28,460,117.00        | 33,228,757.00        |
| Referendum Debt Service Fund     | 14,342,804.00        | 12,838,301.00        | 10,699,681.00        |
| Non-Referendum Debt Service Fund | 0.00                 | 0.00                 | 0.00                 |
| Capital Expansion Fund           | 0.00                 | 0.00                 | 0.00                 |
| Community Service Fund           | 394,500.00           | 394,500.00           | 575,000.00           |
| <b>TOTAL SCHOOL LEVY</b>         | <b>38,555,555.00</b> | <b>41,692,918.00</b> | <b>44,503,438.00</b> |
| <b>PERCENTAGE INCREASE --</b>    | <b>8.0%</b>          | <b>8.1%</b>          | <b>6.7%</b>          |
| <b>TOTAL LEVY FROM PRIOR YR</b>  |                      |                      |                      |

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The 2024-2025 tax base is estimated to increase to \$4,857,264,578 or \$207,496,143 higher than 2023-2024. This change equates to a 4.5% increase. The 2024-2025 tax rate (tax levy/tax base) increases to \$9.16. This equates to a 2.2% increase. The net rate will not increase by 2.2% because of the increased school levy credit. Additional information will be available in August.

| Total Expenditures and Other Financing Uses  |               |                |                |
|--|---------------|----------------|----------------|
| ALL FUNDS                                    | Audited       | Unaudited      | Proposed       |
|  | 2022-23       | 2023-24        | 2024-25        |
| GROSS TOTAL EXPENDITURES--ALL FUNDS          | 86,764,295.00 | 158,668,195.00 | 163,005,458.00 |
| Interfund Transfers (Source 100) - ALL FUNDS | 6,416,057.00  | 6,416,057.00   | 7,286,651.00   |
| Refinancing Expenditures (FUND 30)           | 0.00          | 0.00           | 0.00           |
| NET TOTAL EXPENDITURES -- ALL FUNDS          | 80,348,238.00 | 152,252,138.00 | 155,718,807.00 |
| <b>PERCENTAGE INCREASE -- NET TOTAL FUND</b> | <b>5.5%</b>   | <b>89.49%</b>  | <b>2.28%</b>   |
| <b>EXPENDITURES FROM PRIOR YEAR</b>          |               |                |                |



# Budget Adoption - New Information

- 3rd Friday in September Student Count
  - September enrollment count (4,411 compared to budget estimate of 4,412)
  - Summer school FTE count (188)
  - Open enrollment in and out students are verified during September student count
- October 15th State Equalization Aid Certification (\$24,634,807)
- October 1st Equalized Property Values (\$5,036,421,267)
- Tax Rate (\$8.90)
- Finalization of 24-25 Revenue Limit Worksheet
  - Transfer of Service (\$367,735)
  - Non-recurring Exemptions (\$203,608)
- Grant Allocations, Including Carryover Balances



# Budget Adoption- Budget Changes

- Fund 10 - General Fund Revenues
  - Open Enrollment In
  - State Equalization Aid
  - Property Tax Levy
  - Grant Allocations, Including Carryover
  - Building/Department Fees
  - State Transportation Aid
  - Medicaid
  - State Categorical Aid
  - Aidable Refund
  - Act 12 - Personal Property Aid
  - Premium
  - Personal Property Aid/Computer Aid
  - Payments in Lieu of Taxes
  - Tuition Payments



# Budget Adoption- Budget Changes

- Fund 10 - General Fund Expenses
  - Grant Allocations, Including Carryover
  - Building Student Count Allocation
  - Building/Department Fees
  - 4K Student Count Allocation
  - Districtwide (Private school voucher payments & Open enrollment out)
  - Transfer to Fund 27
  - Salary and Benefits Accounts Updated Based on October Actual Staffing
  - Transportation budget moved from District to Athletics
  - Wellness Clinic



# Budget Adoption- Budget Changes

- Fund 27 - Special Education Fund
  - Revenues
    - Transfer in from Fund 10
    - State Categorical Aid
    - Grant Allocations, Including Carryover
    - Medicaid
    - High Cost Aid
  - Expenses
    - Grant Allocations, Including Carryover
    - Salary and Benefits Accounts Updated Based on October Actual Staffing



# Budget Adoption- Budget Changes

- Fund 39 - Debt Service Fund
  - Increased interest earnings/rebate
- Fund 73 - Employee Benefit Trust Fund
  - Updated budgets to reflect 23-24 retirees
- Fund 80 - Community Service Fund
  - Increased Warrior Media & Communications
  - Increased Tax Levy



## Budget Adoption- Information Provided in Boardbook

- 4th Draft of the Budget
- Wisconsin Department of Public Instruction Budget Adoption Format



# Fourth Draft of 2023-24 Budget

July 2024

| Total Expenditures and Other Financing Uses                        |                    |                      |                     |
|--|--------------------|----------------------|---------------------|
| ALL FUNDS  | Audited<br>2022-23 | Unaudited<br>2023-24 | Proposed<br>2024-25 |
| GROSS TOTAL EXPENDITURES--ALL FUNDS                                | 86,764,295.00      | 158,668,195.00       | 163,005,458.00      |
| Interfund Transfers (Source 100) - ALL FUNDS                       | 6,416,057.00       | 6,416,057.00         | 7,286,651.00        |
| Refinancing Expenditures (FUND 30)                                 | 0.00               | 0.00                 | 0.00                |
| NET TOTAL EXPENDITURES -- ALL FUNDS                                | 80,348,238.00      | 152,252,138.00       | 155,718,807.00      |
| PERCENTAGE INCREASE -- NET TOTAL FUND EXPENDITURES FROM PRIOR YEAR | 5.5%               | 89.49%               | 2.28%               |

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October 2024

| Total Expenditures and Other Financing Uses                        |                    |                      |                     |
|--|--------------------|----------------------|---------------------|
| ALL FUNDS  | Audited<br>2022-23 | Unaudited<br>2023-24 | Proposed<br>2024-25 |
| GROSS TOTAL EXPENDITURES--ALL FUNDS                                | 86,764,295.00      | 158,668,195.00       | 163,246,437.00      |
| Interfund Transfers (Source 100) - ALL FUNDS                       | 6,416,057.00       | 6,416,057.00         | 7,268,513.00        |
| Refinancing Expenditures (FUND 30)                                 | 0.00               | 0.00                 | 0.00                |
| NET TOTAL EXPENDITURES -- ALL FUNDS                                | 80,348,238.00      | 152,252,138.00       | 155,977,924.00      |
| PERCENTAGE INCREASE -- NET TOTAL FUND EXPENDITURES FROM PRIOR YEAR | 5.5%               | 89.49%               | 2.45%               |



## Tax Levy Approval - New Information

- August Estimate of Net New Construction (3.49%)
- October 1st Equalized Property Values (\$5,036,421,267 or 8.3% increase)
- Finalization of 2024-25 Revenue Limit Worksheet (Determines Fund 10 Property Tax Levy)
- State Budget Increase in School Property Tax Levy Credits (\$900,000 estimated increase for Waunakee)<sup>14</sup>
- Increase in Fund 80 Tax Levy
- Final Tax Rate: \$8.90



# Tax Levy Approval - Changes

July 2024

| Proposed Property Tax Levy       |                      |                      |                      |
|----------------------------------|----------------------|----------------------|----------------------|
| FUND                             | Audited              | Unaudited            | Proposed             |
|                                  | 2022-23              | 2023-24              | 2024-25              |
| General Fund                     | 23,818,251.00        | 28,460,117.00        | 33,228,757.00        |
| Referendum Debt Service Fund     | 14,342,804.00        | 12,838,301.00        | 10,699,681.00        |
| Non-Referendum Debt Service Fund | 0.00                 | 0.00                 | 0.00                 |
| Capital Expansion Fund           | 0.00                 | 0.00                 | 0.00                 |
| Community Service Fund           | 394,500.00           | 394,500.00           | 575,000.00           |
| <b>TOTAL SCHOOL LEVY</b>         | <b>38,555,555.00</b> | <b>41,692,918.00</b> | <b>44,503,438.00</b> |
| <b>PERCENTAGE INCREASE --</b>    | <b>8.0%</b>          | <b>8.1%</b>          | <b>6.7%</b>          |
| <b>TOTAL LEVY FROM PRIOR YR</b>  |                      |                      |                      |

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October 2024

| Proposed Property Tax Levy       |                      |                      |                      |
|----------------------------------|----------------------|----------------------|----------------------|
| FUND                             | Audited              | Unaudited            | Proposed             |
|                                  | 2022-23              | 2023-24              | 2024-25              |
| General Fund                     | 23,818,251.00        | 28,460,117.00        | 33,383,590.00        |
| Referendum Debt Service Fund     | 14,342,804.00        | 12,838,301.00        | 10,699,681.00        |
| Non-Referendum Debt Service Fund | 0.00                 | 0.00                 | 0.00                 |
| Capital Expansion Fund           | 0.00                 | 0.00                 | 0.00                 |
| Community Service Fund           | 394,500.00           | 394,500.00           | 740,000.00           |
| <b>TOTAL SCHOOL LEVY</b>         | <b>38,555,555.00</b> | <b>41,692,918.00</b> | <b>44,823,271.00</b> |
| <b>PERCENTAGE INCREASE --</b>    | <b>8.0%</b>          | <b>8.1%</b>          | <b>7.5%</b>          |
| <b>TOTAL LEVY FROM PRIOR YR</b>  |                      |                      |                      |



## Tax Levy Approval - Changes

- Tax levy increase between 23-24 and 24-25 was \$3,130,353
  - Estimated \$900,000 increase offset by school levy credit
  - Estimated \$1.44 million increase offset by net new construction
- Tax rate decreases to \$8.90 compared to \$8.97 in 23-24 based on the equalized property value increase



## Tax Levy Approval - Distribution

| <u>TAXING AREA</u> | <u>TID OUT VALUE</u> | <u>% TO TOTAL</u> | <u>2024-2025<br/>TAX LEVY</u> | <u>2023-2024<br/>TAX LEVY</u> | <u>\$<br/>DIFFERENCE</u> | <u>%<br/>DIFFERENCE</u> |
|--------------------|----------------------|-------------------|-------------------------------|-------------------------------|--------------------------|-------------------------|
| V WAUNAKEE         | \$3,088,851,000      | 61.330275%        | <b>27,490,235.25</b>          | <b>25,443,025.93</b>          | 2,047,209.32             | 8.05%                   |
| T DANE             | \$37,814,464         | 0.750820%         | <b>336,542.14</b>             | <b>305,552.82</b>             | 30,989.32                | 10.14%                  |
| T SPRINGFIELD      | \$186,480,199        | 3.702633%         | <b>1,659,641.25</b>           | <b>1,539,022.83</b>           | 120,618.42               | 7.84%                   |
| T VIENNA           | \$213,928,636        | 4.247632%         | <b>1,903,927.55</b>           | <b>1,655,150.80</b>           | 248,776.75               | 15.03%                  |
| T WESTPORT         | \$1,170,935,056      | 23.249347%        | <b>10,421,117.80</b>          | <b>10,018,343.58</b>          | 402,774.22               | 4.02%                   |
| C MADISON          | \$117,629,506        | 2.335577%         | <b>1,046,882.09</b>           | <b>972,251.37</b>             | 74,630.72                | 7.68%                   |
| C MIDDLETON        | \$220,782,406        | 4.383716%         | <b>1,964,924.91</b>           | <b>1,759,570.67</b>           | 205,354.24               | 11.67%                  |
| TOTALS             | \$5,036,421,267      | 100.000000%       | <b>\$44,823,271.00</b>        | <b>\$41,692,918.00</b>        | \$3,130,353.00           | 7.51%                   |



## Tax Levy Approval - Communication

- The 7.5% property tax levy increase approved by the School Board is not a net change in your property tax levy. There are school levy property tax credits that offset a portion of the school district tax levy. For the 2024-2025 school year, the state of Wisconsin has increased the tax credit in the district by approximately \$900,000.
- New properties built in 2023 are taxed for the first time in 2025 and this shifts the school property tax between properties. The estimate for new construction is an increase of 3.49%.
- The school district is made up of 7 different municipalities. School property tax levies shift between municipalities depending on equalized property value changes.
- Individual properties can have a tax value increase or decrease based on property changes (like a basement remodel or a reassessment).



# Tax Levy Approval - Information Provided in Boardbook

- Tax Levy by Municipality
- Tax Levy Explanation



# Budget Adoption & Tax Levy Approval

- Administration is recommending approval of the following:

| Proposed Property Tax Levy                                 |                      |                      |                      |
|--|----------------------|----------------------|----------------------|
| FUND   | Audited<br>2022-23   | Unaudited<br>2023-24 | Proposed<br>2024-25  |
| General Fund   | 23,818,251.00        | 28,460,117.00        | 33,383,590.00        |
| Referendum Debt Service Fund                               | 14,342,804.00        | 12,838,301.00        | 10,699,681.00        |
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| Capital Expansion Fund                                     | 0.00                 | 0.00                 | 0.00                 |
| Community Service Fund                                     | 394,500.00           | 394,500.00           | 740,000.00           |
| <b>TOTAL SCHOOL LEVY</b>                                   | <b>38,555,555.00</b> | <b>41,692,918.00</b> | <b>44,823,271.00</b> |
| <b>PERCENTAGE INCREASE --<br/>TOTAL LEVY FROM PRIOR YR</b> | <b>8.0%</b>          | <b>8.1%</b>          | <b>7.5%</b>          |

| Total Expenditures and Other Financing Uses                           |                    |                      | 20                  |
|---|--------------------|----------------------|---------------------|
| ALL FUNDS   | Audited<br>2022-23 | Unaudited<br>2023-24 | Proposed<br>2024-25 |
| GROSS TOTAL EXPENDITURES--ALL FUNDS                                   | 86,764,295.00      | 158,668,195.00       | 163,246,437.00      |
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| PERCENTAGE INCREASE -- NET TOTAL FUND<br>EXPENDITURES FROM PRIOR YEAR | 5.5%               | 89.49%               | 2.45%               |



## Next Steps 2024-25 - Budget Committee Meeting on 11/6

- Completion of financial borrowing plan for November 2022 referendum, including discussion of allocating project savings to tax levy/borrowing
- Discussion on financial commitments not budgeted in 2024-25
  - Post-employment benefits
  - Staff changes after budget posting - salary/benefits
  - Summer benefit increases for school year employees
  - Termination benefits (accumulated vacation days)
  - Maintenance costs in fund 10
- Discussion of assumptions in 24-25 budget
  - Interest earnings
  - Special Ed categorical aid
  - Medicaid
- Discussion of 24-25 end of the year balance
  - Allocating fund 10/fund 50 maintenance costs to fund 49
  - Allocating fund 10 technology costs to fund 49
  - Post-employment benefits funded within fund 73



## Next Steps 2025-26

- Referendum results from November 5, 2024
- Discussion on financial commitments not budgeted in 2024-25
  - Post-employment benefits
  - Staff changes after budget posting - salary/benefits
  - Summer benefit increases for school year employees
  - Termination benefits (accumulated vacation days)
  - Maintenance costs in fund 10
- Discussion on fund balance policy
  - Self-insured dental
  - Building/Department carryover
- Discussion on district contingency amount
- District revenue allocation
  - State Grants
  - Building/Department fees
- Inflation Reduction Act Revenues (Heritage & Intermediate)



**PMA**<sup>TM</sup>  
SECURITIES

# Waunakee School District Financing Plan Updates

23

November 6, 2024

**Erik Kass**  
Director, Public Finance  
PMA Securities, LLC.



## Key Considerations Review

- ▶ When determining borrowing timing we consider the following:
  - ▶ Interest rate environment
  - ▶ Cash flow needs of the project
    - ▶ Current cash flow of the project identifies early February 2025
  - ▶ Maximizing interest earnings and avoiding arbitrage
    - ▶ First issue was small issuer, second issue meeting spend downs
  - ▶ Property tax levy commitments and targets
  - ▶ Amortization of the debt

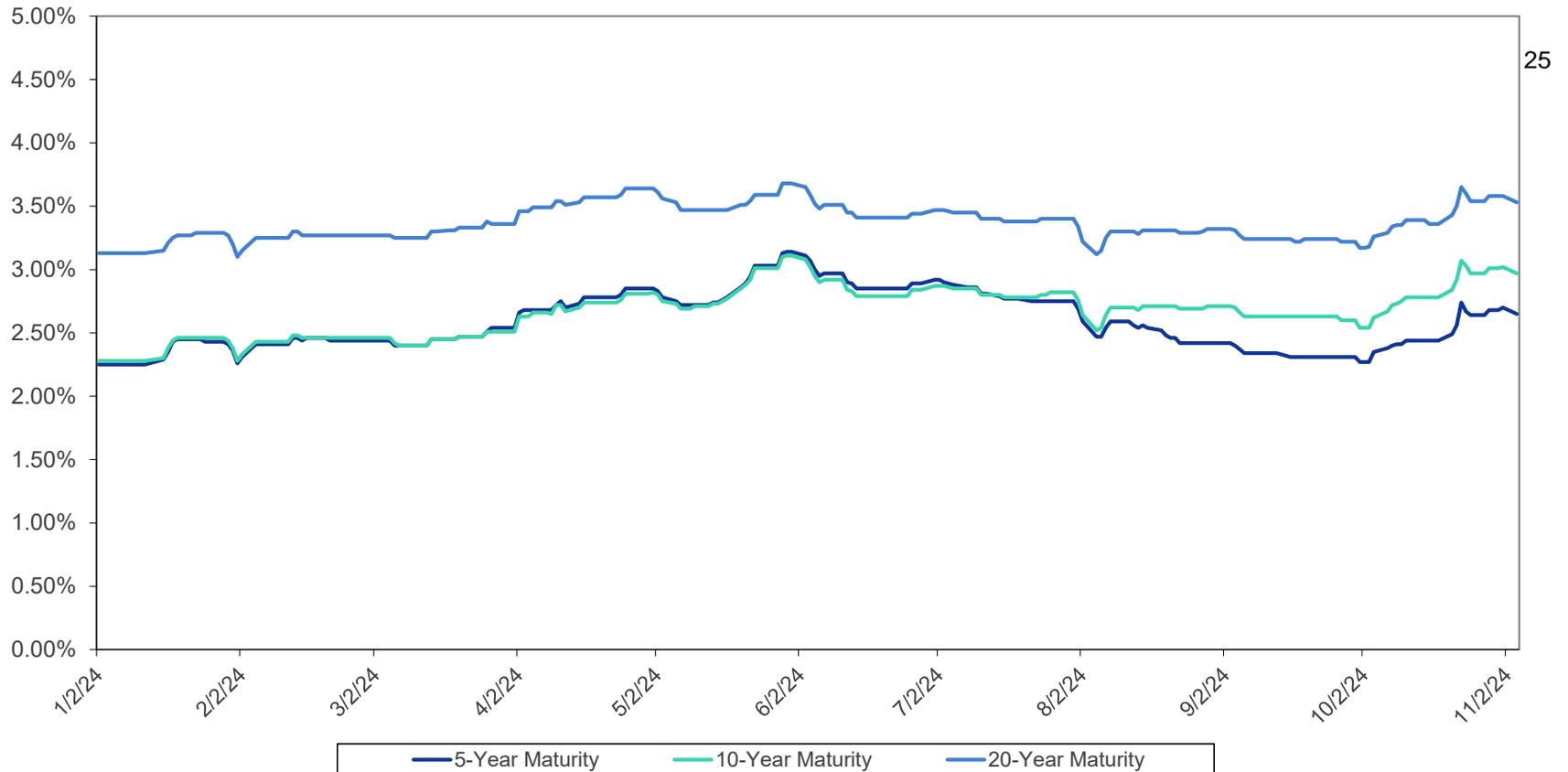
24



# Interest Rate Environment "2024"

## HISTORICAL INTEREST RATES MMD "AAA" G.O. Bond Indices

2024, as of 11/4/2024



REFINITIV MMD yields for General Obligation AAA rated, 5-, 10-, and 20-year maturities (5.00% coupons).



## Phase III Borrowing

- ▶ Based upon updated cash flow of the project, looking to issue the remaining \$66.02M
- ▶ We have put together two options for the remaining debt
- ▶ Both issues contemplate the use of a Bond Anticipation Note (BAN)
  - ▶ Scenario 1 – two issues split into \$14M and \$52.02M (BAN)
    - ▶ Splitting will allow us to avoid arbitrage requirements for the \$14M issuance
  - ▶ Scenario 2 – one issue for \$66.02M (BAN)



## BAN Strategy

- ▶ Bond Anticipation Note (BAN)
  - ▶ Shorter term borrowing allowed under Wisconsin Statute
  - ▶ Allows the District to extend the repayment up to 25<sup>27</sup> years
  - ▶ The District will be required to refund or lock in a long term rate up to 20 years anytime between years 3 through 5
    - ▶ Interest Rate Risk
    - ▶ Interest Expense
  - ▶ Decreases the annual levy for debt services to 2%

**Waunakee Community School District**  
**NOVEMBER, 2022 \$175 MILLION REFERENDA EXAMPLE FINANCING PLAN**  
 SCENARIO 1: 2024 BONDS / 2025 BANs / REFUNDINGS 2028, 2029

| LEVY YEAR       | YEAR DUE                         | FUND 39 EXISTING DEBT SERVICE                              | FINAL - BANK QUALIFIED   |                                  | FINAL   |                                       | PRELIMINARY   |                            | PRELIMINARY   |                              | PRELIMINARY   |                 | PRELIMINARY  |              | NET NEW DEBT SERVICE | EXAMPLE LEVY MANAGEMENT/ FUND EQUITY AVAIL OF \$5,800,000 (A) | FUND 39 PROCEEDS OR INTEREST EARNINGS \$4,000,000 | FUND 39 DEBT LEVY EXISTING PLUS NEW | ANNUAL % CHANGE | YEAR DUE      |
|-----------------|----------------------------------|--|--|----------------------------------|---|---------------------------------------|---|----------------------------|---|------------------------------|---|-----------------|--|--------------|----------------------|---|---|-------------------------------------|-----------------|---------------|
|                 |                                  |  | \$9,980,000  |                                  | \$99,000,000  |                                       | \$14,000,000  |                            | \$52,020,000  |                              | \$93,800,000  |                 | \$52,020,000   |              |                      |   |   |                                     |                 |               |
|                 |                                  |  | G.O. SCHOOL BUILDING BONDS Dated December 29, 2022 (First Interest 4/1/23) |                                  | G.O. PROMISSORY NOTES Dated February 1, 2023 (First Interest 10/1/23) |                                       | G.O. SCHOOL BONDS Dated December 30, 2024 (First Interest 4/1/25) |                            | BANs Dated February 3, 2025 (First Interest 4/1/26) |                              | G.O. REFUNDING BONDS Dated April 1, 2028 (First Interest 10/1/28) |                 | G.O. REFUNDING BONDS Dated April 1, 2029 (First Interest 4/1/30) |              |                      |   |   |                                     |                 |               |
| PRINCIPAL (4/1) | INTEREST (4/1 & 10/1) A/C= 3.96% | PRINCIPAL (4/1) (due 4/1/2028; shown with ex. prepayments) | LESS: PRINCIPAL REFINANCED   | INTEREST (4/1 & 10/1) A/C= 3.25% | PRINCIPAL (4/1)   | INTEREST (4/1 & 10/1) EST. AVG= 3.50% | PRINCIPAL (4/1) (due 4/1/2029; shown with ex. prepayments)        | LESS: PRINCIPAL REFINANCED | INTEREST (4/1 & 10/1) EST. AVG= 3.50%               | PRINCIPAL (4/1) (& 2/1/2043) | INTEREST (4/1 & 10/1) EST. AVG= 4.00%                             | PRINCIPAL (4/1) | INTEREST (4/1 & 10/1) EST. AVG= 4.00%                            |              |                      |   |   |                                     |                 |               |
| 2021            | 2022                             | \$12,017,000   |  |                                  |   |                                       |   |                            |   |                              |   |                 |  |              |                      |   |   |                                     |                 | 2022          |
| 2022            | 2023                             | \$7,101,849  |  |                                  |   |                                       |   |                            |   |                              |   |                 |  | \$2,388,786  | \$3,852,169          |   |   |                                     |                 | 2023          |
| 2023            | 2024                             | \$7,180,578  |  |                                  |   |                                       |   |                            |   |                              |   |                 |  | \$6,609,200  | (\$91,477)           |   |   |                                     |                 | 2024          |
| 2024            | 2025                             | \$7,180,481  |  |                                  |   |                                       |   |                            |   |                              |   |                 |  | \$3,888,061  | (\$388,542)          |   |   |                                     |                 | 2025          |
| 2025            | 2026                             | \$7,181,344  |  |                                  |   |                                       |   |                            |   |                              |   |                 |  | \$9,197,835  | (\$5,465,000)        |   |   |                                     |                 | 2026          |
| 2026            | 2027                             | \$7,309,194  |  |                                  |   |                                       |   |                            |   |                              |   |                 |  | \$5,758,400  |                      |   |   |                                     |                 | 2027          |
| 2027            | 2028                             | \$7,310,294  |  |                                  |   |                                       |   |                            |   |                              |   |                 |  | \$6,110,150  |                      |   |   |                                     |                 | 2028          |
| 2028            | 2029                             | \$2,640,047  |  |                                  |   |                                       |   |                            |   |                              |   |                 |  | \$8,859,050  |                      |   |   |                                     |                 | 2029          |
| 2029            | 2030                             | \$2,604,513  |  |                                  |   |                                       |   |                            |   |                              |   |                 |  | \$9,126,800  |                      |   |   |                                     |                 | 2030          |
| 2030            | 2031                             | \$2,599,463  |  |                                  |   |                                       |   |                            |   |                              |   |                 |  | \$9,367,800  |                      |   |   |                                     |                 | 2031          |
| 2031            | 2032                             | \$2,601,975  |  |                                  |   |                                       |   |                            |   |                              |   |                 |  | \$9,604,600  |                      |   |   |                                     |                 | 2032          |
| 2032            | 2033                             | \$2,598,406  |  |                                  |   |                                       |   |                            |   |                              |   |                 |  | \$9,851,500  |                      |   |   |                                     |                 | 2033          |
| 2033            | 2034                             | \$2,597,319  |  |                                  |   |                                       |   |                            |   |                              |   |                 |  | \$10,102,600 |                      |   |   |                                     |                 | 2034          |
| 2034            | 2035                             | \$660,563  |  |                                  |   |                                       |   |                            |   |                              |   |                 |  | \$12,292,600 |                      |   |   |                                     |                 | 2035          |
| 2035            | 2036                             |  | \$1,260,000  |                                  |   |                                       |   |                            |   |                              |   |                 |  | \$13,215,500 |                      |   |   |                                     |                 | 2036          |
| 2036            | 2037                             |  | \$1,310,000  |                                  |   |                                       |   |                            |   |                              |   |                 |  | \$13,482,600 |                      |   |   |                                     |                 | 2037          |
| 2037            | 2038                             |  | \$1,365,000  |                                  |   |                                       |   |                            |   |                              |   |                 |  | \$13,750,800 |                      |   |   |                                     |                 | 2038          |
| 2038            | 2039                             |  | \$1,420,000  |                                  |   |                                       |   |                            |   |                              |   |                 |  | \$14,028,900 |                      |   |   |                                     |                 | 2039          |
| 2039            | 2040                             |  | \$1,480,000  |                                  |   |                                       |   |                            |   |                              |   |                 |  | \$14,310,600 |                      |   |   |                                     |                 | 2040          |
| 2040            | 2041                             |  | \$1,540,000  |                                  |   |                                       |   |                            |   |                              |   |                 |  | \$14,599,600 |                      |   |   |                                     |                 | 2041          |
| 2041            | 2042                             |  | \$1,605,000  |                                  |   |                                       |   |                            |   |                              |   |                 |  | \$14,889,600 |                      |   |   |                                     |                 | 2042          |
| 2042            | 2043                             |  |  |                                  |   |                                       |   |                            |   |                              |   |                 |  | \$15,187,004 |                      |   |   |                                     |                 | 2043          |
| 2043            | 2044                             |  |  |                                  |   |                                       |   |                            |   |                              |   |                 |  | \$15,496,538 |                      |   |   |                                     |                 | 2044          |
| 2044            | 2045                             |  |  |                                  |   |                                       |   |                            |   |                              |   |                 |  | \$11,479,000 |                      |   |   |                                     |                 | 2045          |
| 2045            | 2046                             |  |  |                                  |   |                                       |   |                            |   |                              |   |                 |  | \$11,477,600 |                      |   |   |                                     |                 | 2046          |
| 2046            | 2047                             |  |  |                                  |   |                                       |   |                            |   |                              |   |                 |  | \$11,475,300 |                      |   |   |                                     |                 | 2047          |
| 2047            | 2048                             |  |  |                                  |   |                                       |   |                            |   |                              |   |                 |  | \$11,476,400 |                      |   |   |                                     |                 | 2048          |
| 2048            | 2049                             |  |  |                                  |   |                                       |   |                            |   |                              |   |                 |  | \$11,480,100 |                      |   |   |                                     |                 | 2049          |
|                 |                                  | \$71,583,023   | \$9,980,000  | \$6,440,786                      | \$99,000,000  | (\$93,800,000)                        | \$16,187,000  | \$14,000,000               | \$9,405,336   | \$52,020,000                 | (\$52,020,000)  | \$7,576,135     | \$93,800,000   | \$37,276,867 | \$52,020,000         | \$37,620,800  | \$289,506,924                                     | (\$5,833,542)                       | (\$4,000,000)   | \$354,157,097 |

(A) Fund equity of \$5.8 million is available beginning with calendar year 2024 payments.  
 Callable 4/1/2024

Callable 4/1/2026

NOTES Example financing scenarios could be impacted by other variables, such as significant market or statutory changes, which may necessitate adjustments to the financing plans.

Scenarios where a greater portion of the overall debt is issued in advance of the expenditures of the proceeds will likely result in higher fees earned by the investment manager of the debt proceeds.



## Waunakee Community School District

### NOVEMBER, 2022 \$175 MILLION REFERENDA EXAMPLE FINANCING PLAN

SCENARIO 2: 2025 BANS / REFUNDINGS 2028, 2029 - NOT FINISHED BECAUSE ALREADY WORSE THAN SCENARIO 1

| LEVY YEAR       | YEAR DUE                         | FUND 39 EXISTING DEBT SERVICE | FINAL - BANK QUALIFIED   |                                  | FINAL   |                            |                                       | PRELIMINARY   |                                       |                       | PRELIMINARY   |                     | PRELIMINARY  |                     | NET NEW DEBT SERVICE | EXAMPLE LEVY MANAGEMENT/ FUND EQUITY AVAIL OF \$5,800,000 (A) | FUND 39 PROCEEDS OR INTEREST EARNINGS \$4,262,681 | FUND 39 DEBT LEVY EXISTING PLUS NEW | ANNUAL % CHANGE      | YEAR DUE     |         |      |
|-----------------|----------------------------------|-------------------------------|--|----------------------------------|---|----------------------------|---------------------------------------|---|---------------------------------------|-----------------------|---|---------------------|--|---------------------|----------------------|---|---|-------------------------------------|----------------------|--------------|---------|------|
|                 |                                  |                               | \$9,980,000  |                                  | \$99,000,000  |                            |                                       | \$66,020,000  |                                       |                       | \$93,500,000  |                     | \$66,020,000   |                     |                      |   |   |                                     |                      |              |         |      |
|                 |                                  |                               | G.O. SCHOOL BUILDING BONDS Dated December 29, 2022 (First interest 4/1/23) |                                  | G.O. PROMISSORY NOTES Dated February 1, 2023 (First interest 10/1/23) |                            |                                       | BANS Dated February 3, 2025 (First interest 4/1/26) |                                       |                       | G.O. REFUNDING BONDS Dated April 1, 2028 (First interest 10/1/28) |                     | G.O. REFUNDING BONDS Dated April 1, 2029 (First interest 4/1/30) |                     |                      |   |   |                                     |                      |              |         |      |
| PRINCIPAL (4/1) | INTEREST (4/1 & 10/1) AIC= 3.96% | PRINCIPAL (4/1)               | LESS: PRINCIPAL REFINANCED   | INTEREST (4/1 & 10/1) AIC= 3.25% | PRINCIPAL (4/1)   | LESS: PRINCIPAL REFINANCED | INTEREST (4/1 & 10/1) EST. AVG= 3.50% | PRINCIPAL (4/1)                                     | INTEREST (4/1 & 10/1) EST. AVG= 4.00% | PRINCIPAL (4/1)       | INTEREST (4/1 & 10/1) EST. AVG= 4.00%                             |                     |  |                     |                      |   |   |                                     |                      |              |         |      |
| 2021            | 2022                             | \$12,017,000                  |  |                                  |   |                            |                                       |   |                                       |                       |   |                     |  |                     |                      |   |   |                                     |                      | 2022         |         |      |
| 2022            | 2023                             | \$7,101,849                   |  |                                  |   |                            |                                       |   |                                       |                       |   |                     |  | \$2,388,786         | \$3,852,169          |   |   | \$12,017,000                        |                      | 2023         |         |      |
| 2023            | 2024                             | \$7,180,578                   |  |                                  |   |                            |                                       |   |                                       |                       |   |                     |  | \$6,609,200         | (\$951,477)          |   |   | \$13,342,804                        |                      | 2024         |         |      |
| 2024            | 2025                             | \$7,180,481                   |  |                                  |   |                            |                                       |   |                                       |                       |   |                     |  | \$3,519,200         | \$319                |   |   | \$10,700,000                        |                      | 2025         |         |      |
| 2025            | 2026                             | \$7,181,344                   |  |                                  |   |                            |                                       |   |                                       |                       |   |                     |  | \$9,816,904         | (\$5,800,319)        | (\$283,681)   |   | \$10,914,248                        | 2.00%                | 2026         |         |      |
| 2026            | 2027                             | \$7,309,194                   |  |                                  |   |                            |                                       |   |                                       |                       |   |                     |  | \$5,748,650         | \$0                  | (\$1,925,000)   |   | \$11,132,844                        | 2.00%                | 2027         |         |      |
| 2027            | 2028                             | \$7,310,294                   |  |                                  |   |                            |                                       |   |                                       |                       |   |                     |  | \$6,099,275         | \$0                  | (\$2,054,000)   |   | \$11,355,569                        | 2.00%                | 2028         |         |      |
| 2028            | 2029                             | \$2,640,047                   |  |                                  |   |                            |                                       |   |                                       |                       |   |                     |  | \$8,856,850         | \$0                  |   |   | \$11,496,897                        | 1.24%                | 2029         |         |      |
| 2029            | 2030                             | \$2,604,513                   |  |                                  |   |                            |                                       |   |                                       |                       |   |                     |  | \$9,121,200         |                      |   |   | \$11,725,713                        | 1.99%                | 2030         |         |      |
| 2030            | 2031                             | \$2,599,463                   |  |                                  |   |                            |                                       |   |                                       |                       |   |                     |  | \$9,360,400         |                      |   |   | \$11,959,863                        | 2.00%                | 2031         |         |      |
| 2031            | 2032                             | \$2,601,975                   |  |                                  |   |                            |                                       |   |                                       |                       |   |                     |  | \$3,190,000         |                      |   |   | \$12,201,975                        | 2.02%                | 2032         |         |      |
| 2032            | 2033                             | \$2,598,406                   |  |                                  |   |                            |                                       |   |                                       |                       |   |                     |  | \$3,575,000         |                      |   |   | \$12,448,106                        | 2.02%                | 2033         |         |      |
| 2033            | 2034                             | \$2,597,319                   |  |                                  |   |                            |                                       |   |                                       |                       |   |                     |  | \$3,980,000         |                      |   |   | \$12,700,919                        | 2.03%                | 2034         |         |      |
| 2034            | 2035                             | \$660,563                     |  |                                  |   |                            |                                       |   |                                       |                       |   |                     |  | \$6,380,000         |                      |   |   | \$12,956,963                        | 2.02%                | 2035         |         |      |
| 2035            | 2036                             |                               | \$1,260,000  | \$374,000                        |   |                            |                                       |   |                                       |                       |   |                     |  | \$6,320,000         |                      |   |   | \$13,217,200                        | 2.01%                | 2036         |         |      |
| 2036            | 2037                             |                               | \$1,310,000  | \$322,600                        |   |                            |                                       |   |                                       |                       |   |                     |  | \$6,850,000         |                      |   |   | \$13,482,400                        | 2.01%                | 2037         |         |      |
| 2037            | 2038                             |                               | \$1,365,000  | \$269,100                        |   |                            |                                       |   |                                       |                       |   |                     |  | \$7,405,000         |                      |   |   | \$13,753,800                        | 2.01%                | 2038         |         |      |
| 2038            | 2039                             |                               | \$1,420,000  | \$213,400                        |   |                            |                                       |   |                                       |                       |   |                     |  | \$7,990,000         |                      |   |   | \$14,030,200                        | 2.01%                | 2039         |         |      |
| 2039            | 2040                             |                               | \$1,480,000  | \$155,400                        |   |                            |                                       |   |                                       |                       |   |                     |  | \$8,600,000         |                      |   |   | \$14,310,400                        | 2.00%                | 2040         |         |      |
| 2040            | 2041                             |                               | \$1,540,000  | \$95,000                         |   |                            |                                       |   |                                       |                       |   |                     |  | \$9,245,000         |                      |   |   | \$14,598,100                        | 2.01%                | 2041         |         |      |
| 2041            | 2042                             |                               | \$1,605,000  | \$32,100                         |   |                            |                                       |   |                                       |                       |   |                     |  | \$9,920,000         |                      |   |   | \$14,891,900                        | 2.01%                | 2042         |         |      |
| 2042            | 2043                             |                               |  |                                  |   |                            |                                       |   |                                       |                       |   |                     |  | \$12,390,000        |                      |   |   | \$15,196,000                        | 2.04%                | 2043         |         |      |
| 2043            | 2044                             |                               |  |                                  |   |                            |                                       |   |                                       |                       |   |                     |  |                     |                      |   |   | \$9,935,000                         | \$2,442,100          | \$12,377,100 | -18.55% | 2044 |
| 2044            | 2045                             |                               |  |                                  |   |                            |                                       |   |                                       |                       |   |                     |  |                     |                      |   |   | \$10,340,000                        | \$2,036,600          | \$12,376,600 | 0.00%   | 2045 |
| 2045            | 2046                             |                               |  |                                  |   |                            |                                       |   |                                       |                       |   |                     |  |                     |                      |   |   | \$10,760,000                        | \$1,614,600          | \$12,374,600 | -0.02%  | 2046 |
| 2046            | 2047                             |                               |  |                                  |   |                            |                                       |   |                                       |                       |   |                     |  |                     |                      |   |   | \$11,200,000                        | \$1,175,400          | \$12,375,400 | 0.01%   | 2047 |
| 2047            | 2048                             |                               |  |                                  |   |                            |                                       |   |                                       |                       |   |                     |  |                     |                      |   |   | \$11,655,000                        | \$718,300            | \$12,373,300 | -0.02%  | 2048 |
| 2048            | 2049                             |                               |  |                                  |   |                            |                                       |   |                                       |                       |   |                     |  |                     |                      |   |   | \$12,130,000                        | \$242,600            | \$12,372,600 | -0.01%  | 2049 |
|                 |                                  |                               | <b>\$71,583,023</b>  | <b>\$9,980,000</b>               | <b>\$6,440,786</b>  | <b>\$99,000,000</b>        | <b>(\$93,500,000)</b>                 | <b>\$16,167,500</b>                                 | <b>\$66,020,000</b>                   | <b>(\$66,020,000)</b> | <b>\$9,615,079</b>  | <b>\$93,500,000</b> | <b>\$37,355,200</b>  | <b>\$66,020,000</b> | <b>\$46,521,200</b>  | <b>\$291,099,766</b>  | <b>(\$5,800,000)</b>                              | <b>(\$4,262,681)</b>                | <b>\$355,520,800</b> |              |         |      |

(A) Fund equity of \$5.8 million is available beginning with calendar year 2024 payments.  
 Callable 4/1/2024      Callable 4/1/2026

NOTES: Example financing scenarios could be impacted by other variables, such as significant market or statutory changes, which may necessitate adjustments to the financing plans.  
 Scenarios where a greater portion of the overall debt is issued in advance of the expenditures of the proceeds will likely result in higher fees earned by the investment manager of the debt proceeds.





# Disclosure

The information contained herein is solely intended to suggest/discuss potentially applicable financing applications and is not intended to be a specific buy/sell recommendation, nor is it an official confirmation of terms. Any terms discussed herein are preliminary until confirmed in a definitive written agreement.

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# Waunakee School District

| Monthly Price and Usage History |         |         |           |         |         |           |         |         |           |         |         |          |
|---------------------------------|---------|---------|-----------|---------|---------|-----------|---------|---------|-----------|---------|---------|----------|
| Month                           | 2021    |         |           | 2022    |         |           | 2023    |         |           | 2024    |         |          |
|                                 | Therms  | Price   | Dollars   | Therms  | Price   | Dollars   | Therms  | Price   | Dollars   | Therms  | Price   | Dollars  |
| Jan                             | 48,661  | \$0.308 | \$14,987  | 43,377  | \$0.588 | \$25,505  | 50,238  | \$0.735 | \$36,925  | 55,338  | \$0.579 | \$32,028 |
| Feb                             | 51,762  | \$0.300 | \$15,529  | 66,658  | \$0.538 | \$35,862  | 43,798  | \$0.530 | \$23,213  | 37,122  | \$0.349 | \$12,940 |
| Mar                             | 59,419  | \$1.896 | \$112,659 | 51,616  | \$0.690 | \$35,615  | 41,092  | \$0.336 | \$13,806  | 33,894  | \$0.281 | \$9,541  |
| Apr                             | 33,529  | \$0.367 | \$12,305  | 41,777  | \$0.504 | \$21,055  | 26,397  | \$0.266 | \$7,021   | 26,669  | \$0.255 | \$6,800  |
| May                             | 23,571  | \$0.309 | \$7,283   | 31,007  | \$0.620 | \$19,212  | 18,670  | \$0.248 | \$4,630   | 21,154  | \$0.206 | \$4,358  |
| Jun                             | 16,229  | \$0.352 | \$5,713   | 19,105  | \$0.742 | \$14,176  | 16,160  | \$0.257 | \$4,153   | 19,899  | \$0.269 | \$5,353  |
| July                            | 12,219  | \$0.369 | \$4,509   | 15,981  | \$0.961 | \$15,358  | 17,913  | \$0.292 | \$5,230   | 17,445  | \$0.291 | \$5,076  |
| Aug                             | 14,153  | \$0.408 | \$5,774   | 15,177  | \$0.677 | \$10,275  | 20,247  | \$0.297 | \$6,013   | 22,206  | \$0.216 | \$4,796  |
| Sep                             | 17,208  | \$0.444 | \$7,640   | 17,185  | \$0.896 | \$15,398  | 16,903  | \$0.280 | \$4,733   | 15,915  | \$0.215 | \$3,422  |
| Oct                             | 15,003  | \$0.491 | \$7,367   | 18,445  | \$0.928 | \$17,117  | 25,046  | \$0.288 | \$7,213   |         |         | \$0      |
| Nov                             | 20,694  | \$0.628 | \$12,996  | 25,056  | \$0.619 | \$15,510  | 33,973  | \$0.338 | \$11,483  |         |         | \$0      |
| Dec                             | 35,312  | \$0.674 | \$23,800  | 34,593  | \$0.612 | \$21,171  | 39,211  | \$0.382 | \$14,979  |         |         | \$0      |
| Total                           | 347,759 | \$0.663 | \$230,562 | 379,976 | \$0.648 | \$246,253 | 349,648 | \$0.421 | \$139,399 | 249,641 | \$0.338 | \$84,314 |

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## Winter Price Comparison

| Term          | Therms  | Price   |
|---------------|---------|---------|
| Nov 21-Apr 22 | 259,433 | \$0.597 |
| Nov 22-Apr 23 | 221,174 | \$0.532 |
| Nov 23-Apr 24 | 226,207 | \$0.388 |

| Term          | Future Pricing |
|---------------|----------------|
| Dec 24-Mar 25 | \$0.395        |
| Dec 24-Apr 25 | \$0.383        |
| Dec 24-Oct 25 | \$0.362        |
| Dec 24-Apr 26 | \$0.409        |

1. Non School Day reduction of occupancy. If there are no teachers and no kiddos in the building, reduce your occupancy to that of a Saturday and Sunday. These calcs below do not include HS due to sports activities.

a. Expected savings per day: \$412.00

b. Thanksgiving Break: \$1,236.00

c. Christmas Break: \$3,296.00

2. Chiller turn off. With the new billing cycle starting on November 1, locking out and turning off chiller can reduce demand. This will prevent 1-day turn-ons in the months of November through March. Currently the chiller is enabled to come on anything when the outside air hits 55 degrees. With this strategy, you can save both on demand and energy

a. Expected On-Peak Demand Savings each month: \$5,440.00

b. Expected Energy Savings each month: Tbd...

3. Heritage School ramp up in HVAC occupancy in the morning. Currently creating a spike in the am that is affecting your Distribution Demand. NAMI is currently working on spacing out the startup by 30 minutes to reduce the demand.

a. Expected Dist. Demand Savings per month: \$150.00

The Waunakee Community School District Board of Education recognizes that the management of District funds necessitates the development of an adequate end of year fund balance. The general fund operating reserve:

1. Provides adequate working capital sufficient to meet the district cash-flow requirements, thus minimizing any cash-flow (short term) borrowing during the annual operating cycle.
2. Functions as a safeguard to fund unanticipated expenses that the district might incur or to fund unrealized revenue, which may occur but shall not be considered available to meet recurring operating expenses.
3. Demonstrates fiscal responsibility resulting in high credit rating which will help to reduce the district's borrowing costs.

In recognition of these needs, the Board of Education shall continually strive to develop operating budgets, which will add sufficient funds each year to the General Fund Balance and work towards maintaining a minimum of 15% of the total operating expenses in the fund balance.

Use of the General Fund Balance must be approved by 2/3 majority of the Board. Committed funds are used first, followed by assigned and then unassigned amounts.

Annually, the Board of Education will review the fund balance to determine the allocation between non-spendable, restricted, committed, assigned, and unassigned fund balance accounts. The Business Manager is delegated authority to assign fund balance as directed by the Board of Education.

Legal Ref.: Section 65.90 Wisconsin Statutes

Cross Ref.: 680, Fiscal Accounting and Reporting

**Adoption Date:** January 2000

**Revised:** April 2002  
March 2011  
June 2024

# Unusually Hazardous Transportation Plan



PROVIDING TRAFFIC ENGINEERING SOLUTIONS

**To:** Steve Summers, Executive Director of Operations, Waunakee Community School District  
Alexandra Dye, Director of Business Services, Waunakee Community School District

**From:** Christian R. Sternke, P.E., RSP<sub>2</sub>, TADI  
John Campbell, P.E., RSP<sub>2</sub>, TADI  
Angela Rinaldi, EIT, TADI

**Subject:** Waunakee Community School District – Unusually Hazardous Transportation Plan



**Waunakee Community School District**  
905 Bethel Circle, Waunakee, WI 53597

waunakee Community School District  
Board of Education

Approved on \_\_\_\_\_

## INTRODUCTION

TADI was hired by the Waunakee Community School District to update the School District's unusually hazardous transportation (UHT) plan. The Waunakee Community School District consists of the following six schools:

- Arboretum Elementary School (K-4),
- Prairie Elementary School (K-4),
- Heritage Elementary School (K-4),
- Waunakee Intermediate School (5-6),
- Waunakee Community Middle School (7-8), and
- Waunakee Community High School (9-12).

According to Wisconsin law, any students residing two or more miles from the school are entitled to transportation to/from school by the school district. Therefore, students who reside within two miles are not automatically eligible for transportation provided by the school district. However, if students residing within two miles encounter unusually hazardous conditions walking to/from school, the school district may deem it necessary to provide transportation for those students.

This report outlines state statutes regarding UHT plan development, provides a description of TADI's methodology used in UHT plan analysis, and proposes UHT plans for the schools within the school district.

Note that full UHT plans were developed for Heritage Elementary School (K-4), Waunakee Intermediate School (5-6), Waunakee Community Middle School (7-8), and Waunakee Community High School (9-12). Partial areas (i.e. focus areas) for newly developed neighborhoods were analyzed for Arboretum Elementary School (K-4) and Prairie Elementary School (K-4) with the existing UHT plans for those two schools remaining as-is.

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## **TRANSPORTATION IN AREAS OF UNUSUAL HAZARDS**

Transportation in areas of unusual hazards and pick-up points for District based pupils require constant evaluation. Wisconsin statutes require transportation of pupils residing 2 miles or more from the school, except in cities where school boards choose not to transport pupils within the school boundaries.

Because of unusually hazardous conditions in certain areas, a school board may deem it necessary to provide transportation to some pupils residing less than 2 miles from the school. An unusual hazard is an existing condition which seriously jeopardizes the safety of students in their travel to and from school and is further defined below. It is recognized that all traffic situations through which students must travel present some degree of hazard. When such hazards reach a degree of danger that is unacceptable to the community, the school board may identify such hazards as unusual for the purpose of proposing a plan to remove or diminish them.

Section 121.54(9), Wis. Stats., permits a school board to provide transportation in areas of unusual hazards.

### **Procedures for the Development or Revision of an Unusually Hazardous Transportation (UHT) Plan as Delineated in State Statutes**

1. The school board shall develop a plan which shall show by map and explanation the nature of the unusual hazards to pupil travel and propose a plan of transportation if such transportation is necessary, which will provide proper safeguards for the school attendance of such pupils.
2. Copies of the plan shall be filed with the sheriff of the county in which the principal office of the school district is located.
3. The sheriff shall review the plan and may make suggestions for revision deemed appropriate. The sheriff shall investigate the site and plan and make a determination as to whether unusual hazards exist which cannot be corrected by local government and shall report the findings in writing to the state superintendent and the school board concerned.
4. Within 60, but not less than 30, days from the day on which the state superintendent receives the sheriff's report, the state superintendent shall determine whether unusual hazards to pupil travel exist and whether the plan provides proper safeguards for such pupils.
5. If the state superintendent makes findings which support the plan and the determination that unusual hazards exist which seriously jeopardize the safety of the pupils in their travel to and from school, the school board shall put the plan into effect and state aid shall be paid under s.121.58(2)(c) for any transportation of pupils under this subsection.

## The Appeal Process in State Statute

1. Any person aggrieved by the failure of the school board to file a UHT plan with the sheriff may notify the school board in writing that an area of unusual hazard exists.
2. The school board shall reply to the aggrieved person in writing within 30 days of receipt of the aggrieved person's notice.
3. The school board shall send a copy of the board's reply to the sheriff of the county in which the principal office of the school district is located and to the state superintendent.
4. Upon receipt of the school board's reply, the aggrieved person may request a hearing before the state superintendent for a determination that an area of unusual hazard exists.
5. If the state superintendent determines that an area of unusual hazard exists, the state superintendent shall direct the school board to proceed as stated in the development and revision procedures listed previously.
6. Within 30 days after the sheriff's report is received by the state superintendent, any aggrieved person may request a hearing before the state superintendent on the determination by the sheriff and on the plan. After such hearing, the state superintendent shall proceed as stated in the development and revision procedures listed previously.

### Suggested Criteria to Use for Identifying UHT Areas

|  |                         |
|--|-------------------------|
| Width of the shoulder of the road                                | Traffic count           |
| Lack of crossing guards  | Lack of law enforcement |
| Ages of children   | Railroad crossing       |
| Temporary hazards (e.g. construction projects or street repairs) | Lack of sidewalks       |

### Definitions of "Unusual Hazard"

Chapter PI 7.01(2) of DPI Administrative Code defines an unusual hazard as an existing condition which constitutes more than an ordinary hazard and which seriously jeopardizes the safety of pupils in their travel to and from school. It is recognized that all traffic situations through which pupils must travel present some degree of hazard. That degree of hazard often depends on the age of the pupils concerned. When such hazards reach a degree of danger which is unacceptable to the community in which they exist, the school board, with its combined judgment reflecting the safety interests of the community, may identify such hazards as unusual for the purpose of proposing a plan to remove or diminish them.

## TADI UNUSUAL HAZARD CRITERIA DEVELOPMENT

TADI’s team of Road Safety Professionals (RSP), as certified through the Transportation Professional Certification Board, reviewed unusual hazard criteria in both Wisconsin and national school districts and researched factors that impacted pedestrian safety. The team developed objective and science-based criteria based on amount of exposure to a potential hazard a student would be subjected to on a walking route to or from school.

The criteria estimate the risk a student would be exposed to walking along roadways and crossing roadways. The resultant numerical values are based on fundamental criteria research of hazards which have been shown to impact risk to pedestrians.

### Walking Along Criteria

Distance Walked  
Available Walking Path  
Traffic Volume  
Vehicle Speeds  
Parking Activity

### Crossing Criteria

Crossing Width  
Traffic Volume  
Vehicle Speeds  
Risk Adjustments  
Existing Safety Features

The total exposure score is calculated by summing the walking along exposure score and the crossing exposure score.



### Hazardous Classification Thresholds

The hazardous classification thresholds used for categorizing routes as acceptable or hazardous are shown in the following graphic. The thresholds are decided by the school district and project team, and incorporate research that shows crash risk varies by the age of the child, and that younger children have less perceptual judgement and motor skills than older children<sup>1</sup>.

|                     |   |     |   |           |
|---------------------|---|-----|---|-----------|
| Elementary School   | > | 50  | = | Hazardous |
| Intermediate School | > | 100 | = | Hazardous |
| Middle School       | > | 200 | = | Hazardous |
| High School         | > | 400 | = | Hazardous |

<sup>1</sup> O’Neal, Elizabeth & Jiang, Yuanyuan & Franzen, Lucas & Rahimian, Pooya & Yon, Junghum & Kearney, Joseph & Plumert, Jodie. (2017). Changes in Perception-Action Tuning Over Long Time Scales: How Children and Adults Perceive and Act on Dynamic Affordances When Crossing Roads. *Journal of Experimental Psychology: Human Perception and Performance*. 44. 10.1037/xhp0000378.

## Walking Along Exposure Score

The walking along exposure score is calculated by summing the score for each individual segment that pupils walk along from origin to school. Each segment score is calculated by multiplying the factors of each of the five *Walking Along* criteria.

$$\text{Walking Along Exposure Score} = \sum W_D * W_P * W_V * W_S * W_R$$

Where

- $W_D$  = distance walked (mi);
- $W_P$  = available walking path;
- $W_V$  = hourly traffic volume;
- $W_S$  = posted speed limit;
- $W_R$  = parking activity and sight distance restrictions.

### ***Distance Walked (WD)***

The numerical value for walking distance,  $W_D$ , is the number of miles a student walks along the particular segment being analyzed.

### ***Available Walking Path (WP)\****

Numerical values for available walking path,  $W_P$ , are based on crash modification factors developed from research that showed sidewalks resulted in an 88% reduction in pedestrian crash risk<sup>2</sup> and that paved shoulders of at least 4 feet results in a 71% reduction in pedestrian crash risk<sup>3</sup>. The categories used in selecting  $W_P$  are shown in the following table.

| Category                                   | $W_P$ |
|--|-------|
| Walking Path $\geq$ 10 feet from Thru Lane | 1     |
| Sidewalk without Driveways                 | 5     |
| Sidewalk with Driveways                    | 10    |
| $\geq$ 4 feet                              | 25    |
| <4 feet*                                   | 50    |
| None                                       | 85    |

**\*Automatic hazard:** It is considered an automatic hazard if pupils would need to navigate an arterial roadway that does not have a sidewalk or multiuse path and has a posted speed limit of 35 mph or above for elementary/intermediate pupils and 45 mph or above for middle/high school pupils.

The values above were estimated based on the results of the referenced research. For example, the value of 10 used for the “*Sidewalk with Driveways*” category is 88 percent less than the value of 85 used for the “*None*” category [ $85 * (1 - 0.88) = 10$ ].

Most sidewalk crashes occur at driveway conflict points, thus stretches of sidewalk that do not have conflicting driveways are expected to have lower crash risk. Roadways with no access points have

<sup>2</sup> McMahon, P., Zegeer, C., Duncan, C., Knoblauch, R., Stewart, R., and Khattak, A., “An Analysis of Factors Contributing to ‘Walking Along Roadway’ Crashes: Research Study and Guidelines for Sidewalks and Walkways,” FHWA-RD-01-101, (March 2002).

<sup>3</sup> Gan, A., Shen, J., and Rodriguez, A., “Update of Florida Crash Reduction Factors and Countermeasures to improve the Development of District Safety Improvement Projects.” Florida Department of Transportation, (2005).

been shown to have crash reductions of up to 44 percent for all crash types<sup>4</sup>. Thus, stretches of sidewalk that do not have conflicting driveways, “Sidewalks without Driveways”, are expected to have a lower crash risk than sidewalks that cross driveways. The lower risk for sidewalks without driveways is reflected in the scoring criteria.

Lastly, when sidewalks or pathways do not have conflicting driveways, and have a large buffer zone from the travel lane, the risk to pedestrians is further reduced. To account for pathways with a large buffer, a category for pathways separated from the thru-lane of roadway travel by 10 feet or more was included and assigned a low risk exposure factor.

### **Hourly Traffic Volume ( $W_v$ )**

Numerical values for hourly traffic volume,  $W_v$ , assumes a linear relationship that more traffic volume will lead to more risk exposure to a pedestrian. The categories used in selecting  $W_v$  are shown in the following table and represent the peak hour of traffic volumes. If peak hour volumes were not available but daily traffic counts were available, the peak hour volumes were estimated to be 10 percent of the daily traffic volumes. Any roadways with peak hour volumes exceeding 3,000 vehicles per hour are considered an automatic hazard for walking along.

| Category  | $W_v$ | Category    | $W_v$ | Category    | $W_v$ |
|-----------|-------|-------------|-------|-------------|-------|
| ≤ 200     | 1     | 1,001-1,200 | 11    | 2,001-2,200 | 21    |
| 201-400   | 3     | 1,201-1,400 | 13    | 2,201-2,400 | 23    |
| 401-600   | 5     | 1,401-1,600 | 15    | 2,401-2,600 | 25    |
| 601-800   | 7     | 1,601-1,800 | 17    | 2,601-2,800 | 27    |
| 801-1,000 | 9     | 1,801-2,000 | 19    | 2,801-3,000 | 29    |

### **Posted Speed Limit ( $W_s$ )**

Numerical values for posted speed limit,  $W_s$ , are based on a AAA research<sup>5</sup> regarding speed and pedestrian injury risk. The categories used in selecting  $W_s$  are shown in the following table.

| Category               | $W_s$ | Category | $W_s$ |
|------------------------|-------|----------|-------|
| ≤25 or NP <sup>^</sup> | 1.0   | 40       | 3.0   |
| 25                     | 1.5   | 45       | 3.1   |
| 30                     | 2.0   | 50       | 3.2   |
| 35                     | 2.5   | 55       | 3.3   |

<sup>^</sup>NP = not posted

### **Parking Activity & Sight Distance Restrictions ( $W_R$ )**

Limited research is available that specifically isolates the impact of parking on pedestrian crash risk with regard to walking along roadways, but it is known that limiting sight distance increases crash risk<sup>6</sup>. When a sidewalk is not available, parking activity is expected to increase the risk of pedestrian

<sup>4</sup> Lee, C., Xu, X., and Nguyen, V, "Non-intersection-related Crashes at Mid-block in an Urban Divided Arterial Road with High Truck Volume." Presented at the 90th Meeting of the Transportation Research Board, Washington, D.C., (2011).

<sup>5</sup> Tefft, B.C. (2011). Impact Speed and a Pedestrian’s Risk of Severe Injury or Death. AAA Foundation for Traffic Safety.

<sup>6</sup> Elvik, R. and Vaa, T., "Handbook of Road Safety Measures." Oxford, United Kingdom, Elsevier, (2004)

crashes as students would need to navigate around parked vehicles. This activity would put students closer to the travel lanes and could create sight distance restrictions as they navigate around vehicles.

The numerical values for parking activity and sight distance restrictions,  $W_R$ , were estimated based on research<sup>7</sup> regarding sight distance for injury crashes of all crash types. The categories used in selecting  $W_R$  are shown in the following table and defined below.

| Category   | $W_R$ | Definitions  |
|--|-------|--|
| N/A - Sidewalk   | 1.0   | A sidewalk is present for pupils to walk on.   |
| No Parking   | 1.0   | Parking is not allowed or rarely used.   |
| Light Parking  | 1.2   | Sporadically parked vehicles during school arrival or departure hours.   |
| Moderate Parking   | 1.5   | Approximately half of available on-street parking spaces are parked in during school arrival or departure hours.   |
| Heavy Parking <b>or</b><br>Other Sight<br>Distance Restriction | 2.0   | Majority of the available parking spaces are parked in during school arrival or departure hours <b>or</b> another sight distance restriction, such as horizontal or vertical curvature exists that could impede the visibility of pedestrians. |

### Crossing Exposure Score

The crossing exposure score is calculated by summing the score for each individual crossing that students must cross from origin to school. Each crossing score is calculated by multiplying the factors of each of the five crossing criteria.

$$\text{Crossing Exposure Score} = \sum C_W * C_V * C_S * C_R * C_E$$

Where

- $C_W$  = crossing width;
- $C_V$  = hourly traffic volume;
- $C_S$  = posted speed limit;
- $C_R$  = risk adjustments;
- $C_E$  = existing safety feature adjustment.

### Crossing Width ( $C_W$ )

Numerical values for crossing width,  $C_W$ , are based on an assumed linear relationship that more distance to cross will lead to more risk exposure. The categories used in selecting  $C_W$  are shown in the following table.

| Category | $C_W$ | Category | $C_W$ |
|----------|-------|----------|-------|
| ≤ 10 ft  | 1     | 51-60 ft | 6     |
| 11-20 ft | 2     | 61-70 ft | 7     |
| 21-30 ft | 3     | 71-80 ft | 8     |
| 31-40 ft | 4     | 81-90 ft | 9     |
| 41-50 ft | 5     | >90 ft   | 10    |

<sup>7</sup> Elvik, R. and Vaa, T., "Handbook of Road Safety Measures." Oxford, United Kingdom, Elsevier, (2004)

### Hourly Traffic Volume ( $C_V$ )\*

Numerical values for hourly traffic volume,  $C_V$ , assumes a linear relationship that more traffic volume will lead to more risk exposure to a pedestrian. The categories used in selecting  $C_V$  are shown in the following table and represent the peak hour of traffic volumes. If peak hour volumes were not available but daily traffic counts were available, the peak hour volumes were estimated to be 10 percent of the daily traffic volumes.

| Category   | $C_V$ | Category    | $C_V$ | Category    | $C_V$ |
|------------|-------|-------------|-------|-------------|-------|
| ≤ 200      | 1     | 1,001-1,200 | 11    | 2,001-2,200 | 21    |
| 201-400    | 3     | 1,201-1,400 | 13    | 2,201-2,400 | 23    |
| 401-600    | 5     | 1,401-1,600 | 15    | 2,401-2,600 | 25    |
| 601-800    | 7     | 1,601-1,800 | 17    | 2,601-2,800 | 27    |
| 801-1,000* | 9     | 1,801-2,000 | 19    | 2,801-3,000 | 29    |

\**Automatic hazard*: It is considered an automatic hazard if elementary/intermediate aged pupils would need to cross a roadway with an hourly traffic volume of 800 vehicles or greater.

### Posted Speed Limit ( $C_S$ )\*

Numerical values for posted speed limit,  $C_S$ , are based on a AAA research<sup>8</sup> regarding speed and pedestrian injury risk. The categories used in selecting  $C_S$  are shown in the following table and represent the posted speed of the roadway to be crossed.

| Category               | $C_S$ | Category | $C_S$ |
|------------------------|-------|----------|-------|
| ≤25 or NP <sup>^</sup> | 1.0   | 40       | 3.0   |
| 25                     | 1.5   | 45       | 3.1   |
| 30                     | 2.0   | 50       | 3.2   |
| 35                     | 2.5   | 55       | 3.3   |

<sup>^</sup>NP = not posted

\**Automatic hazard*: It is considered an automatic hazard if pupils would need to cross a roadway with a posted speed of 45 mph or greater.

### Risk Adjustments ( $C_R$ )

Numerical values for risk adjustments,  $C_R$ , are based on *CMF Clearinghouse* data regarding the impact of all-way stop control<sup>9</sup>, traffic signals with right-turn-on-red allowed<sup>10</sup> and sight distance restrictions<sup>11</sup>. Research has shown that these characteristics impact the likelihood of pedestrian related crashes. Intersections with all-way stop control, for instance, require all vehicles to stop thereby reducing vehicle speeds and reducing the risk to pedestrians. At signalized intersections, right-turn-on-reds (RTORs) can increase the risk to pedestrians as drivers can be focused on looking for approaching traffic to their left rather than looking for pedestrians in their path. Lastly, if the crossing has sight-distance restrictions, such as roadway curvature or nearby parking, applying the sight distance restrictions adjustment is suggested. The categories used in selecting  $C_R$  are shown in

<sup>8</sup> Tefft, B.C. (2011). Impact Speed and a Pedestrian's Risk of Severe Injury or Death. AAA Foundation for Traffic Safety.

<sup>9</sup> Lovell, J. and Hauer, E., "The Safety Effect of Conversion to All-Way Stop Control." Transportation Research Record 1068, Washington, D.C., Transportation Research Board, National Research Council, (1986) pp. 103-107.

<sup>10</sup> American Association of State Highway and Transportation Officials. Highway Safety Manual. Washington, DC, 2010.

<sup>11</sup> Elvik, R. and Vaa, T., "Handbook of Road Safety Measures." Oxford, United Kingdom, Elsevier, (2004)

the following table and include combination categories if all-way stop control or traffic signals with RTORs are combined with a sight distance restriction.

| Category   | $C_R$ |
|--|-------|
| Sight Distance Restriction                               | 2.0   |
| All-Way Stop Control                                     | 0.6   |
| All-Way Stop Control with Sight Distance Restriction     | 1.2   |
| Traffic Signal with RTORs                                | 1.7   |
| Traffic Signal with RTORs and Sight Distance Restriction | 3.4   |

### **Existing Safety Features ( $C_E$ )**

At roadway and intersection crossings, there are several safety improvements that have been shown to reduce the risk of pedestrian crashes. Numeric values for safety treatment adjustment,  $C_E$ , are based on research showing certain treatments reduce the risk of pedestrian crashes. Note that only one treatment can be selected for this analysis and it is suggested that the most effective treatment be chosen. For example, if the crossing has a high visibility crosswalk and a pedestrian countdown timer, the factor of 0.3 for pedestrian countdown timer is suggested. The categories used in selecting  $C_E$  are shown in the following table and are based on crash modification factors from either the Wisconsin DOT’s Crash Modification Factor Spreadsheet<sup>12</sup> or the Crash Modification Factor Clearinghouse<sup>13</sup>.

Research is limited on the specific safety benefit of crossing guards – which are difficult to isolate in studies. It is reasonable to conclude, however, that the safety benefits of crossing guards are expected to exceed that of engineering countermeasures. In a 2009 study of school zones in Florida<sup>14</sup>, it was stated “perhaps the clearest observation from the site visits and data analysis conducted for the 14 school sites throughout Florida was the great beneficial value of school crossing guards”. It is suggested that sites with a crossing guard or guards be provided with a high-visibility crosswalk to help users of the crosswalk and the roadway recognize the importance of the crossing.

| Category                   | $C_E$ | Category                       | $C_E$ |
|----------------------------|-------|--------------------------------|-------|
| Multiple Crossing Guards   | 0.1   | Rectangular Rapid Flash Beacon | 0.5   |
| Single Crossing Guard      | 0.2   | High-Visibility Crosswalk      | 0.6   |
| Pedestrian Hybrid Beacon   | 0.25  | Median Refuge                  | 0.7   |
| Pedestrian Countdown Timer | 0.3   | Standard Crosswalk             | 1.0   |

<sup>12</sup> <https://wisconsindot.gov/Pages/doing-bus/local-gov/traffic-ops/manuals-and-standards/teops/ch12.aspx>

<sup>13</sup> [www.cmfclearinghouse.org/](http://www.cmfclearinghouse.org/)

<sup>14</sup> Study of school zones with traffic signals: final report, June 2009. M3 - Tech Report M1 - Report No. 7762-110 UR - [https://rosap.ntl.bts.gov/view/dot/17495/dot\\_17495\\_DS1.pdf?](https://rosap.ntl.bts.gov/view/dot/17495/dot_17495_DS1.pdf?)

## UHT PLAN RECOMMENDATIONS

The areas recommended to be classified as unusually hazardous are displayed on Exhibits 1 – 6. Also included in the exhibits are the proposed walk zones and recommendations for safety improvements to potentially expand the walk zones and/or reduce crash risk.

- Exhibit 1 – Arboretum Elementary School
- Exhibit 2 – Prairie Elementary School
- Exhibit 3 – Heritage Elementary School
- Exhibit 4 – Waunakee Intermediate School
- Exhibit 5a – Waunakee Community Middle School
- Exhibit 5b – Waunakee Community Middle School (zoomed)
- Exhibit 6 – Waunakee Community High School

For the convenience of the reader, safety improvement recommendations are summarized below. Certain recommendations are suggested to enable some areas identified as “unusually hazardous” to become sections of the walk zone. Other recommendations are also provided to potentially reduce crash risk in the community but do not specifically impact the proposed limits of the walk zones.

### **Arboretum Elementary School**

No recommended changes to existing walk zone based on the focus area evaluation.

#### *Arboretum Drive Intersection with Hogan Road*

The following recommendations are intended to improve the walking conditions for crossing Arboretum Drive at Hogan Road as described in *Exhibit 1*:

1. Consider adding high-visibility crosswalk to the Arboretum Drive crossing (west leg).
2. Consider improving street lighting at the Arboretum Drive crossing (west leg) to provide more visibility.

### **Prairie Elementary School**

No recommended changes to existing walk zone based on the focus area evaluation.

### **Heritage Elementary School**

The following recommendations are intended to improve the walking conditions to make area “A” southwest of WIS 19 and County Q score below the threshold of 50 for elementary school students as described in *Exhibit 3*:

1. Add high-visibility crosswalks along routes on Aldora Lane, Dorn Drive, Ganser Drive, Centennial Parkway, Holiday Drive, Fourth Street and Raymond Road.

## **Waunakee Intermediate School**

### *County Q/Century Avenue Intersection with Woodland Drive*

The following recommendations are intended to reduce crash risk for pedestrians crossing County Q/Century Avenue and Woodland Drive, as described in *Exhibit 4*, but will not change the limits of the walk zone:

1. Consider adding one or two crossing guards to assist students in crossing the intersection.
2. Consider adding “no turn on red” LED signs for all vehicular right-turn movements that are activated when the pedestrian push buttons are pressed.

## **Waunakee Community Middle School**

### *Century Avenue Intersection with Fairview Drive*

The following recommendations are intended to reduce crash risk for pedestrians crossing Century Avenue at Fairview Drive, as described in *Exhibit 5b*, but will not change the limits of the walk zone:

1. Consider adding high-visibility crosswalk to the Century Ave crossing on the south leg of the intersection.
2. Consider extending the 30-mph speed limit along Century Avenue further north through the Fairview Drive intersection. It is recommended to extend the 30-mph speed limit approximately 450-feet north of Fairview Drive.
3. Consider adding a rectangular rapid flashing beacon (RRFB) to the Century Ave crossing on the south leg of the intersection.

### *WIS 19/Main Street Intersection with Holiday Drive*

The following recommendation is intended to reduce crash risk for pedestrians crossing WIS 19/Main Street at Holiday Drive, as described in *Exhibit 5b*, but will not change the limits of the walk zone:

1. Consider adding “no turn on red” LED signs for all vehicular right-turn movements that are activated when the pedestrian push buttons are pressed.

## **Waunakee Community High School**

No additional high school specific improvement recommendations.

# UHT EXHIBITS

No recommended changes to walk zone based on focus area evaluation.



**Recommendations for Arboretum Drive Crossing**

The following recommendations are intended to improve the walking conditions for crossing Arboretum Drive at Hogan Road:

1. Add high-visibility crosswalk to the Arboretum Drive Crossing.
2. Improve street lighting at crossing to provide more visibility.



**Hazardous Rating Thresholds**

|                               |                   |
|-------------------------------|-------------------|
| Elementary School Threshold   | > 50 = Hazardous  |
| Intermediate School Threshold | > 100 = Hazardous |
| Middle School Threshold       | > 200 = Hazardous |
| High School Threshold         | > 400 = Hazardous |



**LEGEND**

- Focus Area
- XX  
### Hazardous evaluation label & score
- X  
### Crossing guard location

**EXHIBIT 1  
ARBORETUM ELEMENTARY SCHOOL  
FOCUS AREA EVALUATION**



**Recommendations (Area "A")**

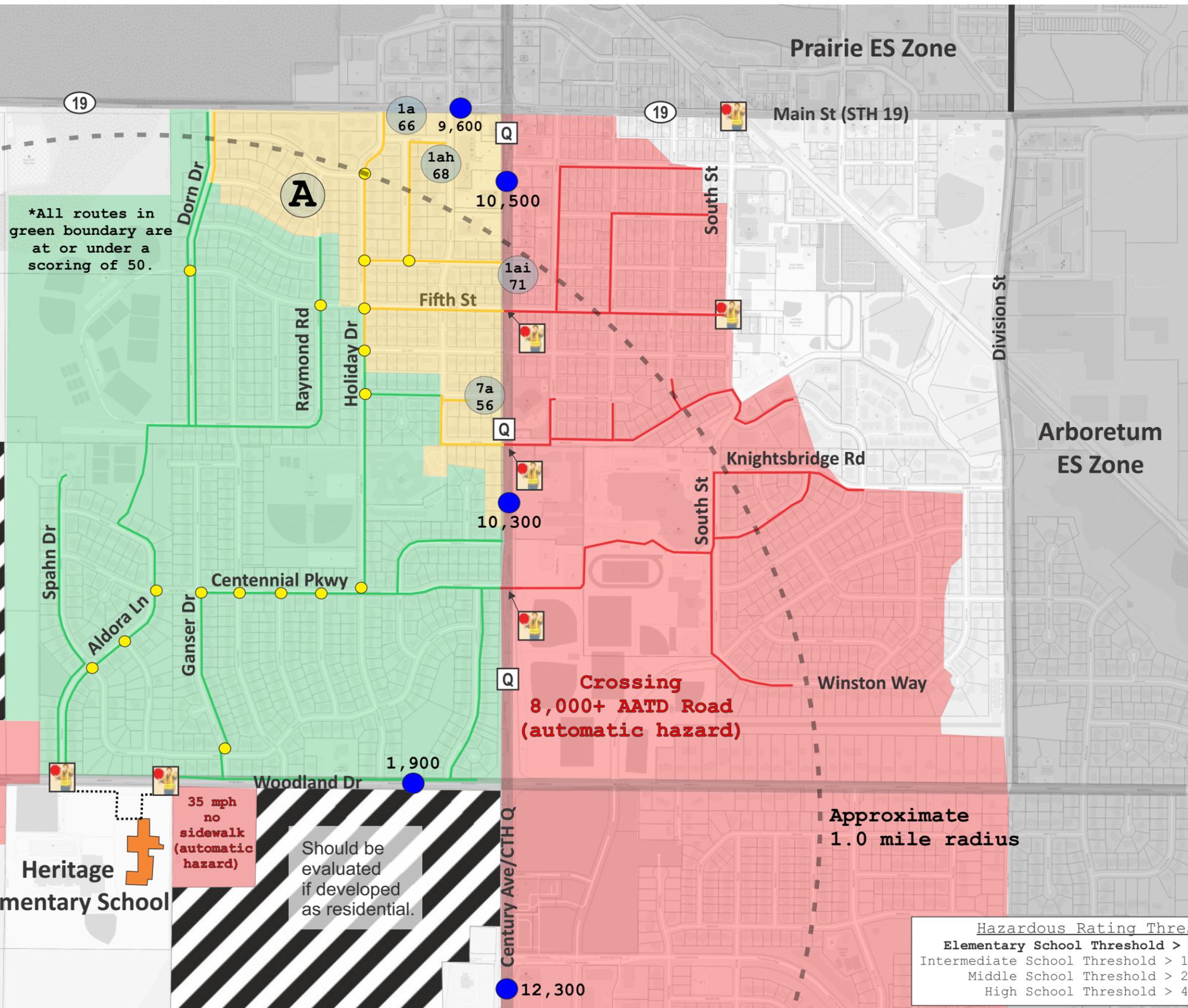
The following recommendation is intended to improve the walking conditions to/from Area "A":

1. Add high-visibility crosswalks along routes on Aldora Ln, Dorn Dr, Ganser Dr, Centennial Pkwy, Holiday Dr, Fourth St and Raymond Rd.

- The scores south of STH 19 and west of CTH Q would reduce to 50 and below.



High-Visibility Crosswalk



Should be evaluated if developed as residential.

45 mph no sidewalk (automatic hazard)

35 mph no sidewalk (automatic hazard)

Should be evaluated if developed as residential.

Crossing 8,000+ AATD Road (automatic hazard)

Approximate 1.0 mile radius

1.75 miles boundary limits are estimated at this time and will be finalized at a later date.

Walking route evaluations completed to a distance of 1.75 miles walking distance from school.

| Hazardous Rating Thresholds   |                   |
|-------------------------------|-------------------|
| Elementary School Threshold   | > 50 = Hazardous  |
| Intermediate School Threshold | > 100 = Hazardous |
| Middle School Threshold       | > 200 = Hazardous |
| High School Threshold         | > 400 = Hazardous |



| LEGEND   |  |
|--|--|
| <span style="color: green;">■</span>                           | Acceptable                                 |
| <span style="color: yellow;">■</span>                          | Acceptable if improvements are implemented |
| <span style="color: red;">■</span>                             | Unusually hazardous area                   |
| <span style="border: 1px solid black; padding: 2px;">XX</span> | Hazardous evaluation label & score         |
| <span style="color: blue;">●</span>                            | Average Annual Daily Traffic (AADT)        |
| <span style="color: yellow;">●</span>                          | High-Visibility Crosswalk Recommendation   |



Should be evaluated if developed as residential.

45 mph no sidewalk (automatic hazard)

Waunakee Intermediate School

Should be evaluated if developed as residential.

**Hazardous Rating Thresholds**  
 Elementary School Threshold > 50 = Hazardous  
 Intermediate School Threshold > 100 = Hazardous  
 Middle School Threshold > 200 = Hazardous  
 High School Threshold > 400 = Hazardous

1.75 miles boundary limits are estimated at this time and will be finalized at a later date.

Walking route evaluations completed to a distance of 1.75 miles walking distance from school.

55 mph no sidewalk (automatic hazard)

35 mph no sidewalk (automatic hazard)

Should be evaluated if developed as residential.



No RTOR Sign

Recommendations to consider to lower crash risk for students crossing CTH Q at Woodland Drive.



**Improvements at CTH Q & Woodland Dr.**

|                                   | North Leg Crossing Score | East Leg Crossing Score |
|-----------------------------------|--------------------------|-------------------------|
| Existing Conditions               | 168                      | 28                      |
| Multiple Crossing Guards, no RTOR | 33                       | 5                       |
| Multiple Crossing Guards          | 56                       | 9                       |
| Single Crossing Guards, no RTOR   | 66                       | 11                      |
| Single Crossing Guards            | 112                      | 18                      |

**LEGEND**

- Acceptable
- Acceptable if improvements are implemented
- Unusually hazardous area
- Hazardous evaluation label & score
- Average Annual Daily Traffic (AADT)
- High-Visibility Crosswalk
- Recommendation





**Recommendation (Route "2b")**

The following recommendation is intended to reduce crash risk crossing STH 19/Main Street at Holiday Drive.

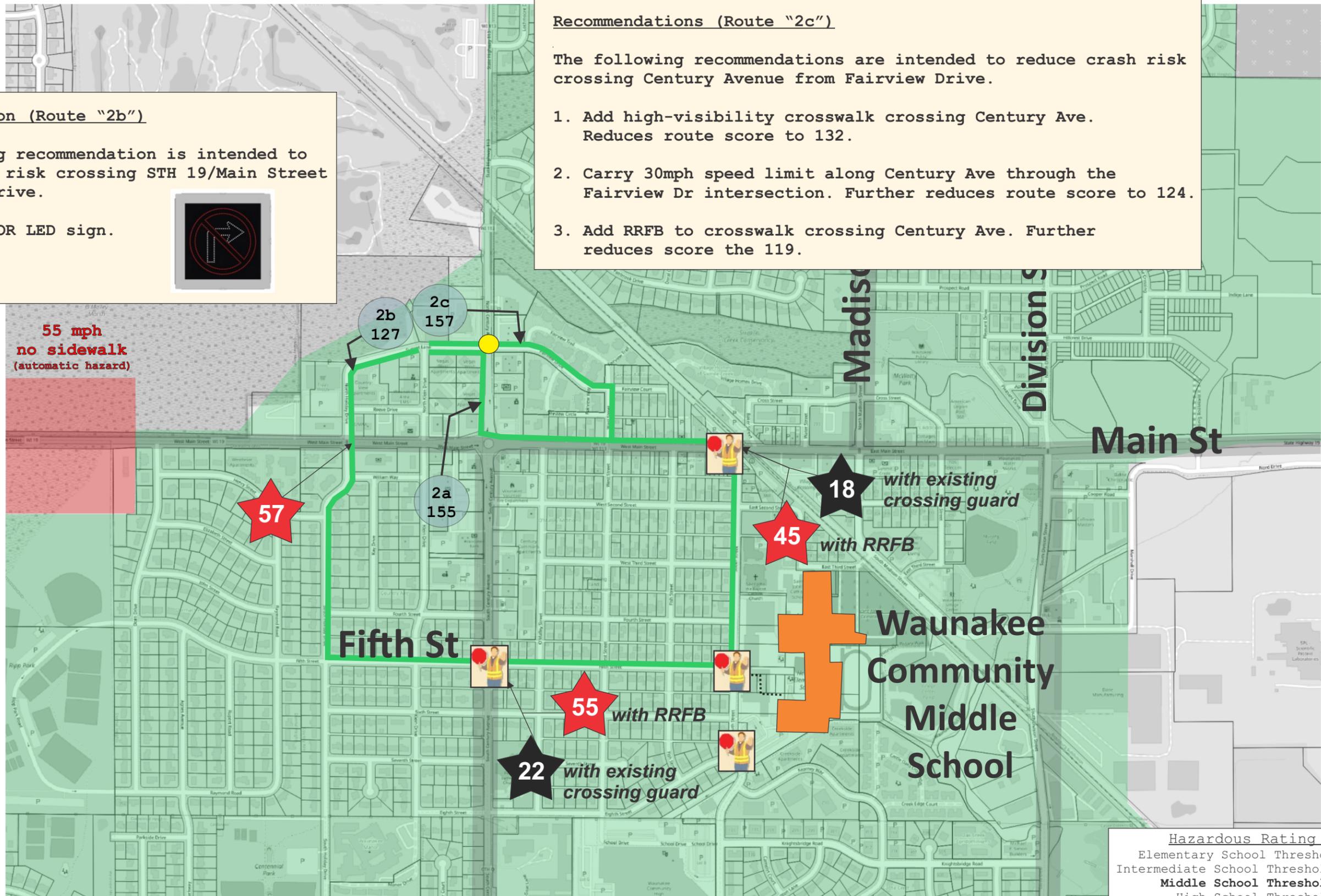
1. Add no RTOR LED sign.



**Recommendations (Route "2c")**

The following recommendations are intended to reduce crash risk crossing Century Avenue from Fairview Drive.

1. Add high-visibility crosswalk crossing Century Ave. Reduces route score to 132.
2. Carry 30mph speed limit along Century Ave through the Fairview Dr intersection. Further reduces route score to 124.
3. Add RRFB to crosswalk crossing Century Ave. Further reduces score the 119.



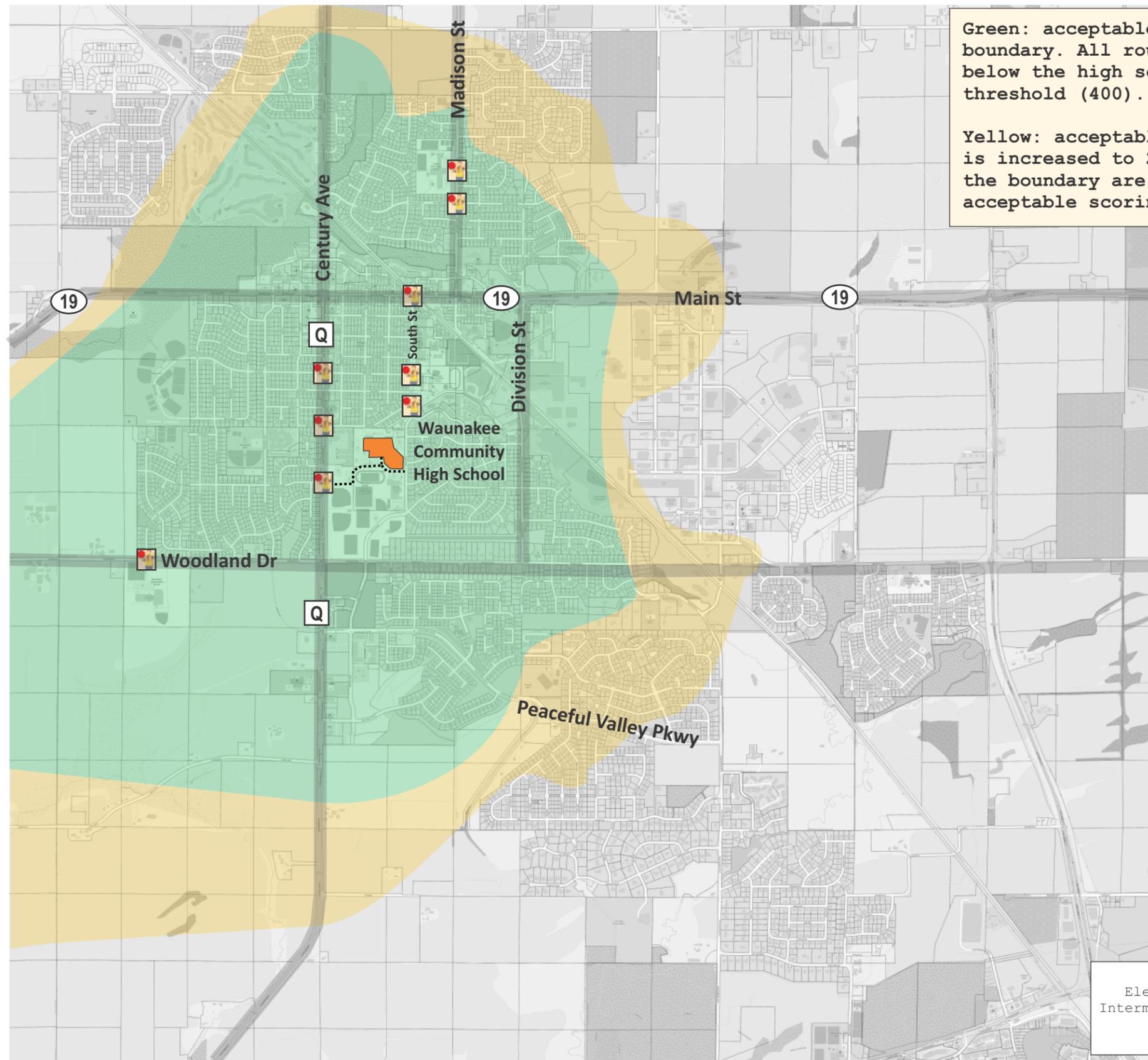
**Hazardous Rating Thresholds**

|                               |                   |
|-------------------------------|-------------------|
| Elementary School Threshold   | > 50 = Hazardous  |
| Intermediate School Threshold | > 100 = Hazardous |
| Middle School Threshold       | > 200 = Hazardous |
| High School Threshold         | > 400 = Hazardous |



**LEGEND**

|                                       |  |
|---------------------------------------|--|
| <span style="color: green;">█</span>  | Acceptable                                 |
| <span style="color: orange;">█</span> | Acceptable if improvements are implemented |
| <span style="color: red;">█</span>    | Unusually hazardous area                   |
|                                       | Hazardous evaluation label & score         |
|                                       | High-Visibility Crosswalk                  |
|                                       | Recommendation                             |



Green: acceptable walk zone within a 1.75-mile boundary. All routes within the boundary are below the high school acceptable scoring threshold (400).

Yellow: acceptable walk zone if distance limit is increased to 2.0 miles. All routes within the boundary are below the high school acceptable scoring threshold (400).

1.75-mile boundary limits are estimated at this time and will be finalized at a later date.

2-mile boundary limits are estimated at this time and will be finalized at a later date.

| Hazardous Rating Thresholds         |             |
|-------------------------------------|-------------|
| Elementary School Threshold > 50    | = Hazardous |
| Intermediate School Threshold > 100 | = Hazardous |
| Middle School Threshold > 200       | = Hazardous |
| High School Threshold > 400         | = Hazardous |



**EXHIBIT 6  
WAUNAKEE COMMUNITY HIGH SCHOOL  
UHT EVALUATION**

WAUNAKEE, WISCONSIN