



# City of Napoleon, Ohio

P.O. Box 151 ~ 255 West Riverview Avenue  
Napoleon, OH 43545  
Telephone: (419) 592-4010 Fax: (419) 599-8393

## Memorandum

**To:** Mayor and Members of City Council  
**From:** *Roxanne Dietrich, Executive Assistant to  
Appointing Authority/Clerk of Council*  
**cc:** Joel L. Mazur-City Manager,  
Billy D. Harmon-City Law Director,  
Kelly O'Boyle-City Finance Director  
**Date:** June 8, 2020  
**Subject:** General Information

### CALENDAR

#### MONDAY, JUNE 8, 2020

Agenda - Electric Committee and BOPA @6:15 pm

1. **Approval of Minutes**
2. **Review/Approval of PSCAF for June 2020**  
The June 2020 Power Supply Cost Adjustment Reports are attached.
3. **Update on Substations** – per Joel, there are not any new updates. An on-site meeting is being scheduled.
4. **Electric Department Reports**

Agenda – Municipal Properties, Building, Land Use and ED Committee @7:00 pm

1. **Approval of Minutes**
2. **American Road Tax Increment Financing District and State Infrastructure Bank Loans**  
Included in your packet is a Memorandum from Joel on this item.
3. **The use of City Assets to Promote Events, Activities or Economic Development Inside the City Limits in which the City is not a Traditional Partner**

#### TUESDAY, JUNE 9, 2020

Agenda – Preservation Commission @5:00 pm

1. Approval of Minutes
2. NPC 20-01 (Edward Jones Investments, LLC)
3. NCP 20-02 (St. Augustine Catholic Church)
4. NPC 20-03 (Property Prepers)

### MEETINGS CANCELED

Water, Sewer, Refuse, Recycling and Litter Committee  
Board of Zoning Appeals  
Planning Commission

## June 2020

Sun	Mon	Tue	Wed	Thu	Fri	Sat
	<b>1</b>  6:30 pm – Housing Council 7:00 pm – CITY COUNCIL	<b>2</b>	<b>3</b>	<b>4</b>  11:00 am – Bid Opening - Pool	<b>5</b>	<b>6</b>
<b>7</b>	<b>8</b>  6:15 pm – Electric Committee 6:15 pm – BOPA  7:00 pm – Municipal Properties Bldg/Land Use/ED Committee	<b>9</b>  5:00 pm Preservation Commission	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>
<b>14</b>	<b>15</b>  6:00 pm – Parks & Rec Comm.  6:00 pm – Tree Commission  7:00 pm – CITY COUNCIL	<b>16</b>	<b>17</b>	<b>18</b>	<b>19</b>	<b>20</b>
<b>21</b>	<b>22</b>  6:30 pm – Finance & Budget Committee  7:30 pm – Safety and Human Resources Committee	<b>23</b>  4:30 pm – Civil Service	<b>24</b>  11:00 am – Bid Opening – Concrete Crushing  6:30 pm – Parks and Rec Board	<b>25</b>	<b>26</b>	<b>27</b>
<b>28</b>	<b>29</b>  Fifth Monday No Scheduled Meetings	<b>30</b>	<b>01 – July</b>  11:00 am – Bid Opening Glenwood Waterline	<b>02 – July</b>	<b>03 – July</b>  City Offices Closed	<b>04 – July</b>

*City of Napoleon, Ohio*

## **ELECTRIC COMMITTEE**

Meeting Agenda

**Monday, June 08, 2020 at 6:15 pm**

LOCATION:

Council Chambers, 255 West Riverview Avenue, Napoleon, Ohio

*The WebEx link to the meeting will be posted on the City's website at [www.napoleonohio.com](http://www.napoleonohio.com)*

- 1) **Approval of Minutes: May 11, 2020** (In the absence of any objections or corrections, the Minutes shall stand approved)
- 2) **Review/Approval of the Power Supply Cost Adjustment Factor for June 2020:**  
PSCA 3-month averaged factor \$0.02697; JV2 \$0.018099
- 3) **Update on Substations**
- 4) **Electric Department Reports**
- 5) **Any other matters to come before the Committee**
- 6) **Adjournment**



Roxanne Dietrich

Executive Assistant to Appointing Authority/CLERK OF COUNCIL

*City of Napoleon, Ohio*  
**ELECTRIC COMMITTEE MEETING MINUTES**  
Monday, May 11, 2020 at 6:15 pm

**PRESENT**

Committee Members	Lori Siclair-Chair, Joe Bialorucki
on WebEx:	Ross Durham
BOPA Members	Michael J. DeWit-Chair, Dr. Dave Cordes, Rory Prigge
City Manager	Joel L. Mazur
City Staff on WebEx	Dennie Clapp-Electric Dist. Supt.
Admin. to Appointing	
Authority/CLERK OF COUNCIL	Roxanne Dietrich
Others	News Media

**ABSENT**

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**CALL TO ORDER**

Chairperson Siclair called the Electric Committee meeting to order at 6:16 pm.

**APPROVAL OF MINUTES**

The minutes from the February 10, 2020 meeting were approved as presented.

**POWER SUPPLY COST ADJUSTMENT FACTOR FOR MAY 2020: PSCA 3-MONTH AVERAGED FACTOR \$0.02137; JV2 \$0.017993**

Mazur reported the PSCAF is up a little. We have been tracking our usage quite a bit. This was a mild winter and that affects our usage greatly. At first we were down about 14% then it was around 8% now it's about 11%. This is a May billing month for March usage. Compared to prior years in March, our usage is down 800,000-900,000 kW used, which means our total usage is down 8%. DeWit commented that is relatively small considering there is not much industrial going right now. We may be compensated a little with more people at home now. Though the LED stuff in our homes runs more efficiently and does not use much electricity. Mazur said residential usage may be up a little, but it is not enough to balance out the loss from industrial and commercial. JAC Products was down and some of the other industries were down also. DeWit said Cold Storage is a big user of electric and water, the auto dealers are down. Mazur noted the commercial side is really down. Restaurants and small retail is down too. JAC Products has started back up and believe the other companies will start to ramp things up, especially the automotive related ones. I do not know what this will mean for next month. The June PSCAF will be April's billing/usage and we may see some fluctuation. Overall, revenues will be down. We are not buying as much power but are obligated to under generating unit contracts. We are consuming way less power. We've had to sell some. Dr. Cordes noted we were already long on power and this made it worse. Mazur commented until the end of the year when the Morgan Stanley contract ends and then we will be in much better shape. That contract cannot end soon enough. We are down, but we are not as bad as a lot of other communities around us. Bowling Green is down 27%, Bryan is down 18%-20% and Montpelier was down at one point by 40%. Across the whole AMP footprint, we are about average. Because Northwest Ohio is situated in an industrial base, everybody in Northwest Ohio is down a lot more. We are faring pretty well compared to others.



Motion: Bialorucki

Second: Durham

to accept the BOPA recommendation to Approve the May 2020 PSCAF as 3-month averaged factor \$0.02137; JV2 \$0.017993

Roll call vote on the above motion:

Yea-Bialorucki, Siclair, Durham

Nay-

**Yea-3, Nay-0. Motion Passed.**

### **SUBSTATION UPDATE**

Mazur stated we were on track to get information on the cost and numbers, and then the current issues started. The Electric Department had a site meeting set to review the system and substations that was canceled. We are trying to reschedule a site tour and still keep social distancing. We had last left with, what are our costs going to be? We are trying to differentiate what would be the difference between what would be considered transmission that is being upgraded and what is being considered distribution on our side that would need to be upgraded. The Industrial Substation cost would be 57% on the distribution side and 43% would be the transmission. We are just talking Industrial Substation right now. There will be a cost if we do go with AMP Transmission (AMPT). We would be paying the 57% anyways. DeWit said it's a lot of money that we didn't have before. Before it was 100% of us. Mazur noted 100% of us and the rate payers at \$3.3 million, so subtract off \$1.4 million. We do not have the net book value of what those assets cost now, so there is still value to that. By next month I think we will have a more solid number on what we can present. The next step would be, do we want to take this any further and if so, what is that next step. I think the next step would be, taking our estimate and actually getting the professional in here to do the net book value analysis. We could structure that in a way where that analysis is paid for by either us or AMPT. It would be a reimbursable cost if we were to go with AMPT. DeWit asked is this only Industrial or all three? Mazur said we have different package deals. What does that mean? If it is just Industrial how do we do that? If it is Industrial and the Northside Sub with a portion of the transmission line what is that? To see what analysis makes more sense. DeWit asked when will we have to make the decision whether we do Northside by itself or conglomerate them all together or any gyration of the three? It is hard to guess the magic right now of what they consider this and what they consider that. Mazur said that is why they have the split. I do not want to give too many numbers right now. When we have the total package, we will deliver that to the Board and Committee in a document. DeWit asked is there an advantage to doing one this year, one the next year and another the next year or do all at once? Mazur said if we are going to go with this, it is better to do it all at once. You are losing depreciation on those years that you do not move ahead with now. DeWit said the book value continues to go down as we wait. If we sell all at once it does not mean we have to do all three jobs at once, we can do them sequentially. Mazur said unless they configure a plan where they do them all at once. I don't know if that would be more expensive or not. DeWit stated it all comes down to OPM (Other People's Money). As long as you can use OPM you are good. The more OPM we can get, the better off we are. Mazur said if it is 43% for just the three substations, that's not including the lines in-between because it has to be integrated. If we are looking at just the three substations, we are looking at paying 43% of the \$9.2 million, that would be about \$4 million. DeWit said if we sell it they have to pay for the lines in-between too. Mazur said then there is the net book existing value of what they are purchasing plus the lines in-between. DeWit said we don't need to own the poles and wires if someone else owns the poles and wires and pays us for maintaining it. Mazur said that's the essential. DeWit said if it works, good for us. The other guys are doing it to us and we have been paying that for a long time and got nothing out of it. It's a good deal. Prigge asked it will probably be September, October or November before you bring it before everybody? Mazur said I'm hoping to

## ELECTRIC DEPARTMENT REPORTS

Motion: Bialorucki                      Second: Durham  
to adjourn the Electric Committee at 6:58 pm.

Roll call vote on the above motion:

Yea-Bialorucki, Siclair, Durham

Nay-

**Yea-3, Nay-0. Motion Passed.**

### **Approved**

June 8, 2020

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Lori Siclair  
Electric Committee Chair

DRAFT

## CITY OF NAPOLEON, OHIO - PSCAF

## POWER SUPPLY COST ADJUSTMENT FACTOR (PSCAF) - COMPUTATION OF MONTHLY PSCAF

COMPUTATIONS WITH CORRECTED DATA FROM JULY, 2015, THROUGH MARCH, 2017

AMP Billed Usage Month	PSCAF City Billing Month	AMP - kWh Delivered As Listed on AMP Invoices	Purchased Power Supply Costs (*=Net of Known) (+ OR - Other Cr's)	Rolling 3-Month Totals Current + Prior 2 Months kWh	Rolling 3-Month Totals Cost	Rolling 3 Month Average Cost	Less: Fixed Base Power Supply Cost	PSCA Dollar Difference + or (-)	PSCA-Corrted. 3 MONTH AVG.FACTOR + Line Loss	Total Residential Cost / kWh For Month
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	
		Actual Billed	Actual Billed w/Cr's	c + prior 2 Mo	d + prior 2 Mo	f / e	\$0.07194 Fixed	g + h	i X 1.075	
Apr'18	June'18	11,995,837	\$ 1,154,645.74	37,103,974	\$ 3,185,441.68	\$ 0.08585	\$ (0.07194)	\$ 0.01391	\$ 0.01495	
May'18	July'18	12,812,421	\$ 1,184,249.00	37,702,543	\$ 3,454,792.88	\$ 0.09163	\$ (0.07194)	\$ 0.01969	\$ 0.02117	
June'18	Aug'18	13,813,277	\$ 1,230,516.92	38,621,535	\$ 3,569,411.66	\$ 0.09242	\$ (0.07194)	\$ 0.02048	\$ 0.02202	
July'18	Sep'18	15,234,049	\$ 1,312,135.13	41,859,747	\$ 3,726,901.05	\$ 0.08903	\$ (0.07194)	\$ 0.01709	\$ 0.01837	
Aug'18	Oct'18	15,634,242	\$ 1,275,023.19	44,681,568	\$ 3,817,675.24	\$ 0.08544	\$ (0.07194)	\$ 0.01350	\$ 0.01451	
Sep'18	Nov'18	13,195,770	\$ 1,197,316.71	44,064,061	\$ 3,784,475.03	\$ 0.08589	\$ (0.07194)	\$ 0.01395	\$ 0.01500	
Oct'18	Dec'18	12,827,093	\$ 1,201,860.98	41,657,105	\$ 3,674,200.88	\$ 0.08820	\$ (0.07194)	\$ 0.01626	\$ 0.01748	
Nov'18	Jan'19	12,694,035	\$ 1,177,330.24	38,716,898	\$ 3,576,507.93	\$ 0.09238	\$ (0.07194)	\$ 0.02044	\$ 0.02197	
Dec'18	Feb'19	12,936,598	\$ 1,175,315.11	38,457,726	\$ 3,554,506.33	\$ 0.09243	\$ (0.07194)	\$ 0.02049	\$ 0.02203	
Jan'19	Mar'19	13,516,644	\$ 1,157,412.90	39,147,277	\$ 3,510,058.25	\$ 0.08966	\$ (0.07194)	\$ 0.01772	\$ 0.01905	
Feb'19	Apr'19	12,112,198	\$ 1,076,627.71	38,565,440	\$ 3,409,355.72	\$ 0.08840	\$ (0.07194)	\$ 0.01646	\$ 0.01769	
Mar'19	May'19	12,476,648	\$ 1,111,471.41	38,105,490	\$ 3,345,512.02	\$ 0.08780	\$ (0.07194)	\$ 0.01586	\$ 0.01705	
Apr'19	June'19	10,913,916	\$ 1,043,515.66	35,502,762	\$ 3,231,614.78	\$ 0.09102	\$ (0.07194)	\$ 0.01908	\$ 0.02051	
May'19	July'19	11,554,553	\$ 1,074,988.04	34,945,117	\$ 3,229,975.11	\$ 0.09243	\$ (0.07194)	\$ 0.02049	\$ 0.02203	
June'19	Aug'19	12,448,976	\$ 1,059,406.09	34,917,445	\$ 3,177,909.79	\$ 0.09101	\$ (0.07194)	\$ 0.01907	\$ 0.02050	
July'19	Sep'19	15,467,755	\$ 1,165,669.13	39,471,284	\$ 3,300,063.26	\$ 0.08361	\$ (0.07194)	\$ 0.01167	\$ 0.01255	
Aug'19	Oct'19	14,297,705	\$ 1,123,690.94	42,214,436	\$ 3,348,766.16	\$ 0.07933	\$ (0.07194)	\$ 0.00739	\$ 0.00794	
Sep'19	Nov'19	12,810,364	\$ 1,102,711.16	42,575,824	\$ 3,392,071.23	\$ 0.07967	\$ (0.07194)	\$ 0.00773	\$ 0.00831	
Oct'19	Dec'19	12,026,480	\$ 1,080,410.22	39,134,549	\$ 3,306,812.32	\$ 0.08450	\$ (0.07194)	\$ 0.01256	\$ 0.01350	0.1230
Nov'19	Jan'20	12,466,183	\$ 1,088,822.82	37,303,027	\$ 3,271,944.20	\$ 0.08771	\$ (0.07194)	\$ 0.01577	\$ 0.01695	0.1245
Dec'19	Feb'20	12,809,184	\$ 1,098,513.89	37,301,847	\$ 3,267,746.93	\$ 0.08760	\$ (0.07194)	\$ 0.01566	\$ 0.01683	0.1239
Jan' 20	Mar' 20	12,907,445	\$ 1,152,024.27	38,182,812	\$ 3,339,360.98	\$ 0.08746	\$ (0.07194)	\$ 0.01552	\$ 0.01668	0.1239
Feb' 20	Apr' 20	12,179,274	\$ 1,114,393.10	37,895,903	\$ 3,364,931.26	\$ 0.08879	\$ (0.07194)	\$ 0.01685	\$ 0.01811	0.1238
Mar 20	May 20	11,565,546	\$ 1,098,886.88	36,652,265	\$ 3,365,304.25	\$ 0.09182	\$ (0.07194)	\$ 0.01988	\$ 0.02137	0.1262
Apr 20	June 20	9,957,773	\$ 1,056,718.07	33,702,593	\$ 3,269,998.05	\$ 0.09703	\$ (0.07194)	\$ 0.02509	\$ 0.02697	0.1299

\* Total Includes Other (-) Credits / (+) Debits in Purchased Power Costs. Not Listed on AMP Billings:

## PSCAF - Preparers Signature:

Name - Lori A. Rausch, Utility Billing Administrator



5/21/2020

Signature

Date

## PSCAF - Reviewers Signature:

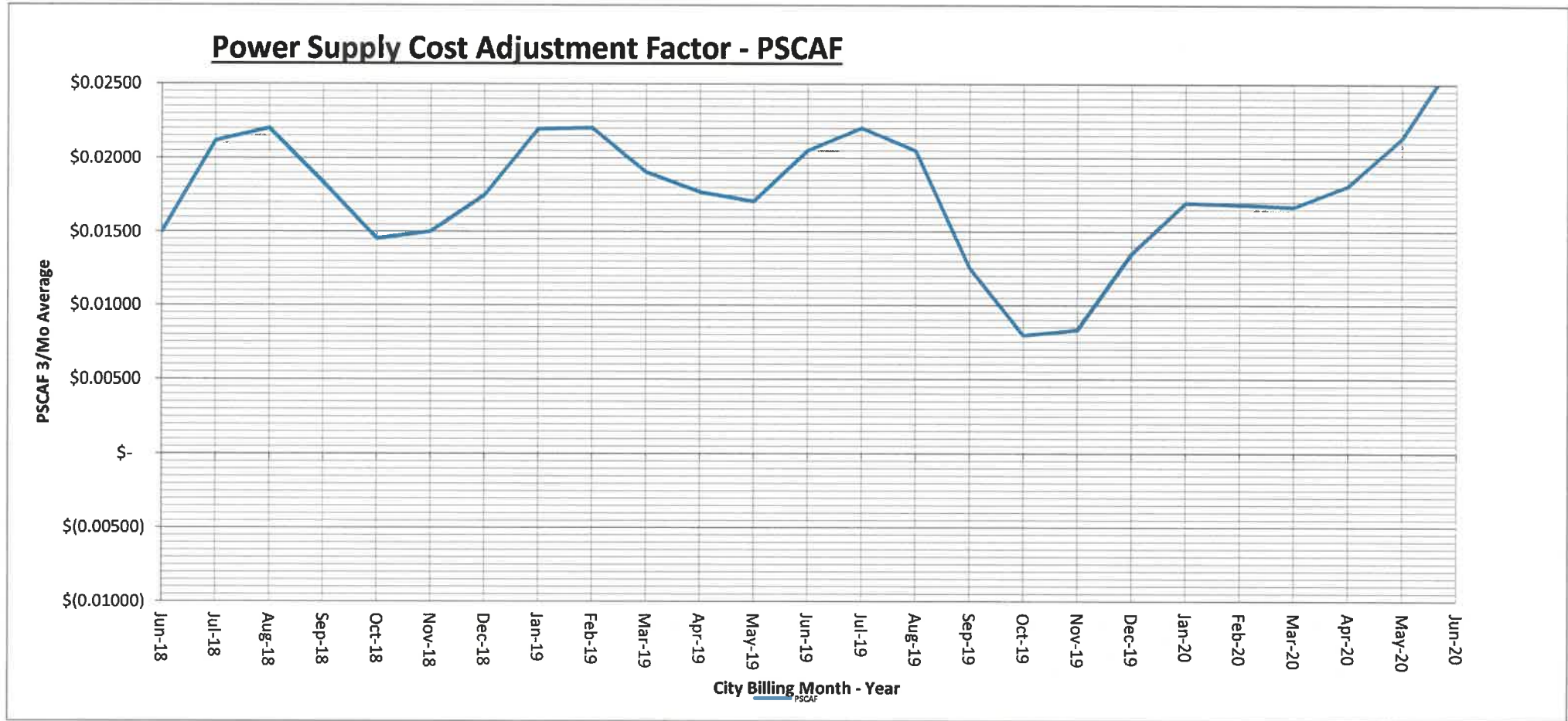
Name - Kelly O'Boyle, Finance Director



5/21/2020

Signature

Date





**BILLING SUMMARY AND CONSUMPTION for BILLING CYCLE - June, 2020**

2020 - JUNE BILLING WITH APRIL 2020 AMP BILLING PERIOD AND MAY 2020 CITY CONSUMPTION AND BILLING DATA

**PREVIOUS MONTH'S POWER BILLS - PURCHASED POWER KWH AND COST ALLOCATIONS BY DEMAND & ENERGY:**

DATA PERIOD	MONTH / YR	DAYS IN MONTH	MUNICIPAL PEAK						
AMP-Ohio Bill Month	APRIL, 2020	30	17.834						
City-System Data Month	MAY, 2020	31							
City-Monthly Billing Cycle	JUNE, 2020	30							
=====CONTRACTED AND OPEN MARKET POWER=====									
						==PEAKING==			=====HYDRO POWER=====
	AMP CT	FREEMONT ENERGY	PRAIRIE STATE SCHED. @ PJMC	MORGAN STNLY. REPLMNT.2015-20	NORTHERN POWER POOL	JV-2 PEAKING	AMP-HYDRO CSW	MELDAHL-HYDRO SCHED. @ PJMC	GREENUP HYDRO SCHED. @ PJMC
<b>PURCHASED POWER-RESOURCES -&gt;</b>	SCHED. @ ATSI	SCHEDULED	REPLMT@ PJMC	7x24 @ AD		SCHED. @ ATSI	SCHED. @ PJMC	MELDAHL BUS	GREENUP BUS
Delivered kWh (On Peak) ->	0	4,793,305	3,417,548	2,736,000	0	13	608,131	97,228	21,159
Delivered kWh (Off Peak) ->	-				2,274				
Delivered kWh (Replacement/Losses/Offset) ->									
Delivered kWh/Sale (Credits) ->					-4,792,708				
<b>Net Total Delivered kWh as Billed -&gt;</b>	<b>0</b>	<b>4,793,305</b>	<b>3,417,548</b>	<b>2,736,000</b>	<b>-4,790,434</b>	<b>13</b>	<b>608,131</b>	<b>97,228</b>	<b>21,159</b>
Percent % of Total Power Purchased->	0.0000%	48.1365%	34.3204%	27.4760%	-48.1075%	0.0001%	6.1071%	0.9764%	0.2125%
<b>COST OF PURCHASED POWER:</b>									
<b>DEMAND CHARGES (+Debits)</b>									
Demand Charges	\$32,983.53	\$41,115.56	\$64,140.68			\$691.68	\$174,116.47	\$13,422.51	\$8,639.40
Debt Services (Principal & Interest)		\$43,487.87	\$114,388.92						
<b>DEMAND CHARGES (-Credits)</b>									
Transmission Charges (Demand-Credits)	-\$47,332.03					-\$596.51			
Capacity Credit	-\$32,957.19	-\$20,410.02	-\$10,895.82			-\$818.35	-\$2,461.42	-\$1,209.60	-\$636.32
<b>Sub-Total Demand Charges</b>	<b>-\$47,305.69</b>	<b>\$64,193.41</b>	<b>\$167,633.78</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>-\$723.18</b>	<b>\$171,655.05</b>	<b>\$12,212.91</b>	<b>\$8,003.08</b>
<b>ENERGY CHARGES (+Debits):</b>									
Energy Charges - (On Peak)	\$0.00	\$91,802.39	\$22,768.28	\$172,231.20	\$0.00		\$21,892.73	\$3,500.19	\$190.43
Energy Charges - (Replacement/Off Peak)					\$32.05				
Net Congestion, Losses, FTR		\$3,004.03	\$6,976.78	\$1,693.36			\$1,147.18	\$36.97	\$1.30
Transmission Charges (Energy-Debits)			\$16,257.93						
ESPP Charges									
Bill Adjustments (General & Rate Levelization)						\$2.22			
<b>ENERGY CHARGES (-Credits or Adjustments):</b>									
Energy Charges - On Peak (Sale or Rate Stabilization)					-\$86,734.04				
Net Congestion, Losses, FTR					\$424.27				
Bill Adjustments (General & Rate Levelization)							-\$3,648.79	-\$583.37	-\$126.96
<b>Sub-Total Energy Charges</b>	<b>\$0.00</b>	<b>\$94,806.42</b>	<b>\$46,002.99</b>	<b>\$173,924.56</b>	<b>-\$86,277.72</b>	<b>\$2.22</b>	<b>\$19,391.12</b>	<b>\$2,953.79</b>	<b>\$64.77</b>
<b>TRANSMISSION &amp; SERVICE CHARGES, MISC.:</b>									
RPM / PJM Charges Capacity - (+Debit)									
RPM / PJM Charges Capacity - (-Credit)									
Service Fees AMP-Dispatch Center - (+Debit/-Credit)									
Service Fees AMP-Part A - (+Debit/-Credit)									
Service Fees AMP-Part B - (+Debit/-Credit)									
Other Charges & Bill Adjustments - (+Debit/-Credit)									
<b>Sub-Total Service Fees &amp; Other Charges</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>TOTAL NET COST OF PURCHASED POWER</b>	<b>-\$47,305.69</b>	<b>\$158,999.83</b>	<b>\$213,636.77</b>	<b>\$173,924.56</b>	<b>-\$86,277.72</b>	<b>-\$720.96</b>	<b>\$191,046.17</b>	<b>\$15,166.70</b>	<b>\$8,067.85</b>
Percent % of Total Power Cost->	-4.4767%	15.0466%	20.2170%	16.4589%	-8.1647%	-0.0682%	18.0792%	1.4353%	0.7635%
<b>Purchased Power Resources - Cost per kWh-&gt;</b>	<b>\$0.000000</b>	<b>\$0.033171</b>	<b>\$0.062512</b>	<b>\$0.063569</b>	<b>-\$0.018010</b>	<b>-\$55.458462</b>	<b>\$0.314153</b>	<b>\$0.155991</b>	<b>\$0.381296</b>

**BILLING SUMMARY AND CONS**

2020 - JUNE BILLING WITH APRIL 2020 AMP BI

**PREVIOUS MONTH'S POWER BILLS - PU****DATA PERIOD**

AMP-Ohio Bill Month  
 City-System Data Month  
 City-Monthly Billing Cycle

	====WIND=====			===SOLAR===	===TRANSMISSION, SERVICE FEES & MISC. CONTRACTS===				
(	NYPA	JV-5	JV-6	AMP SOLAR	EFFNCY.SMART	TRANSMISSION	SERVICE FEES	MISCELLANEOUS	TOTAL -
PURCHASED POWER-RESOURCES -> (	HYDRO	HYDRO	WIND	PHASE 1	POWER PLANT	CHARGES	DISPATCH, A & B	CHARGES &	ALL
(	SCHED. @ NYIS	7x24 @ ATSI	SCHED. @ ATSI	SCHED. @ ATSI	2017 - 2020	Other Charges	Other Charges	LEVELIZATION	RESOURCES
Delivered kWh (On Peak) ->	693,803	2,223,360	43,646	81,450	0	0	0	0	14,715,643
Delivered kWh (Off Peak) ->									2,274
Delivered kWh (Replacement/Losses/Offset) ->		32,565							32,565
Delivered kWh/Sale (Credits) ->									-4,792,708
<b>Net Total Delivered kWh as Billed -&gt;</b>	<b>693,803</b>	<b>2,255,925</b>	<b>43,646</b>	<b>81,450</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9,957,774</b>
Percent % of Total Power Purchased->	6.9675%	22.6549%	0.4383%	0.8180%	0.0000%	0.0000%	0.0000%	0.0000%	100.0002%
								Verification Total - >	100.0000%
<b>COST OF PURCHASED POWER:</b>									
<b>DEMAND CHARGES (+Debits)</b>									
Demand Charges	\$6,469.87	\$22,942.25	\$1,025.10			\$188,125.53			\$553,672.58
Debt Services (Principal & Interest)		\$55,381.81							\$213,258.60
<b>DEMAND CHARGES (-Credits)</b>									
Transmission Charges (Demand-Credits)		-\$19,143.60	-\$814.77	-\$3,506.49					-\$71,393.40
Capacity Credit	-\$2,851.75	-\$9,237.08	-\$234.83	-\$1,689.27					-\$83,401.65
<b>Sub-Total Demand Charges</b>	<b>\$3,618.12</b>	<b>\$49,943.38</b>	<b>-\$24.50</b>	<b>-\$5,195.76</b>	<b>\$0.00</b>	<b>\$188,125.53</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$612,136.13</b>
<b>ENERGY CHARGES (+Debits):</b>									
Energy Charges - (On Peak)	\$901.74	\$41,724.36		\$2,959.06		\$7,306.87			\$365,277.25
Energy Charges - (Replacement/Off Peak)									\$32.05
Net Congestion, Losses, FTR	\$1,159.74								\$14,019.36
Transmission Charges (Energy-Debits)									\$16,257.93
ESPP Charges					\$20,659.88				\$20,659.88
Bill Adjustments (General & Rate Levelization)									\$2.22
<b>ENERGY CHARGES (-Credits or Adjustments):</b>									
Energy Charges - On Peak (Sale or Rate Stabilization)									-\$86,734.04
Net Congestion, Losses, FTR									\$424.27
Bill Adjustments (General & Rate Levelization)	\$351.89								-\$4,007.23
<b>Sub-Total Energy Charges</b>	<b>\$2,413.37</b>	<b>\$41,724.36</b>	<b>\$0.00</b>	<b>\$2,959.06</b>	<b>\$20,659.88</b>	<b>\$7,306.87</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$325,931.69</b>
<b>TRANSMISSION &amp; SERVICE CHARGES, MISC.:</b>									
RPM / PJM Charges Capacity - (+Debit)						\$110,008.35			\$110,008.35
RPM / PJM Charges Capacity - (-Credit)									\$0.00
Service Fees AMP-Dispatch Center - (+Debit/-Credit)							\$0.00		\$0.00
Service Fees AMP-Part A - (+Debit/-Credit)							\$2,867.34		\$2,867.34
Service Fees AMP-Part B - (+Debit/-Credit)							\$5,774.56		\$5,774.56
Other Charges & Bill Adjustments - (+Debit/-Credit)									\$0.00
<b>Sub-Total Service Fees &amp; Other Charges</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$110,008.35</b>	<b>\$8,641.90</b>	<b>\$0.00</b>	<b>\$118,650.25</b>
<b>TOTAL NET COST OF PURCHASED POWER</b>	<b>\$6,031.49</b>	<b>\$91,667.74</b>	<b>-\$24.50</b>	<b>-\$2,236.70</b>	<b>\$20,659.88</b>	<b>\$305,440.75</b>	<b>\$8,641.90</b>	<b>\$0.00</b>	<b>\$1,056,718.07</b>
Percent % of Total Power Cost->	0.5708%	8.6748%	-0.0023%	-0.2117%	1.9551%	28.9047%	0.8178%	0.0000%	100.000%
								Verification Total - >	\$1,056,718.07
<b>Purchased Power Resources - Cost per kWh-&gt;</b>	<b>\$0.008693</b>	<b>\$0.040634</b>	<b>-\$0.000561</b>	<b>-\$0.027461</b>	<b>\$0.000000</b>	<b>\$0.000000</b>	<b>\$0.000000</b>	<b>\$0.000000</b>	<b>\$0.106120</b>
									(Northern Pool Power - On-Peak + Off-Peak - Energy Charge/kWh) = JV2 Electric Service Rate - >
									(Northern Pool Power - On-Peak + Off-Peak - Energy Charge/kWh) = JV5 Electric Service Rate - >

**AMERICAN MUNICIPAL POWER, INC.**

1111 Schrock Rd, Suite 100

COLUMBUS, OHIO 43229

PHONE: (614) 540-1111

FAX: (614) 540-1078

**INVOICE NUMBER:** 209052**INVOICE DATE:** 5/15/2020**DUE DATE:** 6/1/2020**TOTAL AMOUNT DUE:** \$1,056,718.07**CUSTOMER NUMBER:** 5020**CUSTOMER P.O. #:** RG10046**City of Napoleon**

Attn: Finance Director

255 W. Riverview Ave., P.O. Box 151

Napoleon, Ohio 43545-0151

PLEASE WRITE INVOICE NUMBER ON  
REMITTANCE. MAKE CHECK PAYABLE TO AMP

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**Northern Power Pool Billing - April, 2020**

MUNICIPAL PEAK:	17,834 kW
TOTAL METERED ENERGY:	9,956,131 kWh

Total Power Charges:	\$742,635.42
Transmission / Capacity / Ancillary Services:	\$305,440.75
Total Other Charges:	\$8,641.90
Total Miscellaneous Charges:	\$0.00

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<b>GRAND TOTAL POWER INVOICE:</b>	<b>\$1,056,718.07</b>
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\*\* The Total Charges on this invoice may include a credit paid to the Municipal for power supply which was invoiced separately and repurchased by AMP for use as a Northern Power Pool Resource.

**NOTE: PLEASE SEE ENCLOSED BACKUP FOR MORE DETAILED INFORMATION**

\*\*\* To avoid a delayed payment charge, payment must be made to provide available funds for use by AMP on or before the due date.

Wire or ACH Transfer Information :

Huntington National Bank

Columbus, Ohio

Account 0189-2204055

ABA: #044 000024

**Notes:**

Mailing Address :

AMP, Inc.

Dept. L614

Columbus, Oh 43260

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If you have any questions regarding the detail on this invoice, please contact Mitch Gross at [mgross@amppartners.org](mailto:mgross@amppartners.org) or at 614-540-0873.

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**DETAIL INFORMATION OF POWER CHARGES April , 2020**  
**Napoleon**

FOR THE MONTH OF:

April, 2020

Total Metered Load kWh: 9,956,131  
Transmission Losses kWh: 1,642  
Distribution Losses kWh: 0  
Total Energy Req. kWh: 9,957,773

TIME OF FENTS PEAK:  
TIME OF MUNICIPAL PEAK:  
TRANSMISSION PEAK:

04/17/2020 @ H.E. 12:00  
04/17/2020 @ H.E. 11:00  
July 19, 2019 15:00

COINCIDENT PEAK kW: 17,823  
MUNICIPAL PEAK kW: 17,834  
TRANSMISSION PEAK kW: 30,346  
PJM Capacity Requirement kW: 30,052

**Napoleon Resources**

**AMP CT - Sched @ ATSI**

Demand Charge:	\$2.659962 / kW *	12,400 kW =	\$32,983.53
Transmission Credit:	\$3.817099 / kW *	-12,400 kW =	-\$47,332.03
Capacity Credit:	\$2.657838 / kW *	-12,400 kW =	-\$32,957.19
<b>Subtotal</b>		<b>0 kWh =</b>	<b>-\$47,305.69</b>

**Fremont - sched @ Fremont**

Demand Charge:	\$4.689761 / kW *	8,767 kW =	\$41,115.56
Energy Charge:	\$0.019152 / kWh *	4,793,305 kWh =	\$91,802.39
Net Congestion, Losses, FTR:	\$0.000627 / kWh *		\$3,004.03
Capacity Credit:	\$2.328027 / kW *	-8,767 kW =	-\$20,410.02
Debt Service	\$4.960354 / kW	8,767 kW	\$43,487.87
<b>Subtotal</b>		<b>4,793,305 kWh =</b>	<b>\$158,999.83</b>

**AMP Hydro CSW - Sched @ PJMC**

Demand Charge:	\$49.776006 / kW *	3,498 kW =	\$174,116.47
Energy Charge:	\$0.036000 / kWh *	608,131 kWh =	\$21,892.73
Net Congestion, Losses, FTR:	\$0.001886 / kWh *		\$1,147.18
Capacity Credit:	\$0.703665 / kW *	-3,498 kW =	-\$2,461.42
REC Credit (Estimate)	-\$0.006000 / kWh	608,131 kWh	-\$3,648.79
<b>Subtotal</b>		<b>608,131 kWh =</b>	<b>\$191,046.17</b>

**Meldahl Hydro - Sched @ Meldahl Bus**

Demand Charge:	\$26.631964 / kW *	504 kW =	\$13,422.51
Energy Charge:	\$0.036000 / kWh *	97,228 kWh =	\$3,500.19
Net Congestion, Losses, FTR:	\$0.000380 / kWh *		\$36.97
Capacity Credit:	\$2.400000 / kW *	-504 kW =	-\$1,209.60
REC Credit (Estimate)	-\$0.006000 / kWh *	97,228 kWh =	-\$583.37
<b>Subtotal</b>		<b>97,228 kWh =</b>	<b>\$15,166.70</b>

**JV6 - Sched @ ATSI**

Demand Charge:	\$3.417000 / kW *	300 kW =	\$1,025.10
Energy Charge:		43,646 kWh	
Transmission Credit:	\$2.715900 / kW *	-300 kW =	-\$814.77
Capacity Credit:	\$0.782767 / kW *	-300 kW =	-\$234.83
<b>Subtotal</b>		<b>43,646 kWh =</b>	<b>-\$24.50</b>

**Greenup Hydro - Sched @ Greenup Bus**

Demand Charge:	\$26.180000 / kW *	330 kW =	\$8,639.40
Energy Charge:	\$0.009000 / kWh *	21,159 kWh =	\$190.43
Net Congestion, Losses, FTR:	\$0.000061 / kWh *		\$1.30
Capacity Credit:	\$1.928242 / kW *	-330 kW =	-\$636.32
REC Credit (Estimate)	-\$0.006000 / kWh *	21,159 kWh =	-\$126.96
<b>Subtotal</b>		<b>21,159 kWh =</b>	<b>\$8,067.85</b>

**Prairie State - Sched @ PJMC**

Demand Charge:	\$12.890008 / kW *	4,976 kW =	\$64,140.68
Energy Charge:	\$0.006662 / kWh *	3,417,548 kWh =	\$22,768.28
Net Congestion, Losses, FTR:	\$0.002041 / kWh *		\$6,976.78
Capacity Credit:	\$2.189674 / kW *	-4,976 kW =	-\$10,895.82
Debt Service	\$22.988127 / kW	4,976 kW	\$114,388.92
Transmission from PSEC to PJM/MISO, including non-Prairie State variable charges/credits	\$0.004757 / kWh	3,417,548 kWh	\$16,257.93
<b>Subtotal</b>		<b>3,417,548 kWh =</b>	<b>\$213,636.77</b>

**NYPA - Sched @ NYIS**

Demand Charge:	\$6.882840 / kW *	940 kW =	\$6,469.87
Energy Charge:	\$0.001300 / kWh *	693,803 kWh =	\$901.74
Net Congestion, Losses, FTR:	\$0.001672 / kWh *		\$1,159.74
Capacity Credit:	\$3.050000 / kW *	-935 kW =	-\$2,851.75
Adjustment for prior month:			\$351.89
<b>Subtotal</b>		<b>693,803 kWh =</b>	<b>\$6,031.49</b>

**JV5 - 7X24 @ ATSI**

Demand Charge:	\$7.429485 / kW *	3,088 kW =	\$22,942.25
Energy Charge:	\$0.018766 / kWh *	2,223,360 kWh =	\$41,724.36
Transmission Credit:	\$6.199352 / kW *	-3,088 kW =	-\$19,143.60
Capacity Credit:	\$2.991282 / kW *	-3,088 kW =	-\$9,237.08
Debt Service (current month)	\$17.934524 / kW	3,088 kW	\$55,381.81
<b>Subtotal</b>		<b>2,223,360 kWh =</b>	<b>\$91,667.74</b>

**JV5 Losses - Sched @ ATSI**

Energy Charge:		32,565 kWh	
<b>Subtotal</b>		<b>32,565 kWh =</b>	<b>\$0.00</b>

**JV2 - Sched @ ATSI**

Demand Charge:	\$2.620000 / kW *	264 kW =	\$691.68
Energy Charge:		13 kWh	
Transmission Credit:	\$2.259508 / kW *	-264 kW =	-\$596.51
Capacity Credit:	\$3.099811 / kW *	-264 kW =	-\$818.35
JV2 Project Fuel Costs not recovered through Energy Sales to Market			\$2.22
<b>Subtotal</b>		<b>13 kWh =</b>	<b>-\$720.96</b>

**DETAIL INFORMATION OF POWER CHARGES    April , 2020**  
**Napoleon**

**AMP Solar Phase I - Sched @ ATSI**

Demand Charge:		1,040 kW	
Energy Charge:	\$0.036330 / kWh *	81,450 kWh =	\$2,959.06
Transmission Credit:			-\$3,506.49
Capacity Credit:	\$1.624298 / kW *	-1,040 kW =	-\$1,689.27
<b>Subtotal</b>		<b>81,450 kWh =</b>	<b>-\$2,236.70</b>

**Morgan Stanley 2015-2020 - 7x24 @ AD**

Demand Charge:		3,800 kW	
Energy Charge:	\$0.062950 / kWh *	2,736,000 kWh =	\$172,231.20
Net Congestion, Losses, FTR:	\$0.000619 / kWh *		\$1,693.36
<b>Subtotal</b>		<b>2,736,000 kWh =</b>	<b>\$173,924.56</b>

**Efficiency Smart Power Plant 2020-23**

ESPP 2020-2023 obligation @ \$1.650 /MWh x 150,253.7 MWh / 12			\$20,659.88
<b>Subtotal</b>		<b>0 kWh =</b>	<b>\$20,659.88</b>

**Northern Power Pool:**

Off Peak Energy Charge:	\$0.014093 / kWh *	2,274 kWh =	\$32.05
Sale of Excess Non-Pool Resources to Pool	\$0.018097 / kWh *	-4,792,708 kWh =	-\$86,734.04
Pool Congestion Hedge			\$424.27
<b>Subtotal</b>	<b>\$0.018010 / kWh *</b>	<b>-4,790,434 kWh =</b>	<b>-\$86,277.72</b>

**Total Demand Charges:**

**Total Energy Charges:**

**Total Power Charges:**

**9,957,773 kWh      \$742,635.42**

**TRANSMISSION / CAPACITY / ANCILLARY SERVICES:**

Demand Charge:	\$6.199352 / kW *	30,346 kW =	\$188,125.53
Energy Charge:	\$0.000945 / kWh *	7,734,413 kWh =	\$7,306.87
RPM (Capacity) Charges:	\$3.660600 / kW *	30,052 kW =	\$110,008.35
<b>TRANSMISSION / CAPACITY / ANCILLARY SERVICES:</b>	<b>\$0.039491 / kWh *</b>	<b>7,734,413 kWh =</b>	<b>\$305,440.75</b>

**Service Fee Part A,**

Based on Annual Municipal Sales	\$0.000229 / kWh *	150,253,707 kWh 1/12 =	\$2,867.34
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**Service Fee Part B,**

Energy Purchases	\$0.000580 /kWh *	9,956,131 kWh =	\$5,774.56
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<b>TOTAL OTHER CHARGES:</b>			<b>\$8,641.90</b>
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**GRAND TOTAL POWER INVOICE:**

**\$1,056,718.07**

Napoleon		Capacity Plan - Actual													
Apr	2020	ACTUAL DEMAND =		17.83	MW										
Days	30	ACTUAL ENERGY =		9,956	MWH										
SOURCE		DEMAND	DEMAND	ENERGY	LOAD	DEMAND	ENERGY	CONGESTION/L	CAPACITY	TRANSMISSION	TOTAL	EFFECTIVE	%		
(1)		MW	MW-MO	MWH	FACTOR	RATE	RATE	OSSES	CREDIT RATE	CREDIT RATE	CHARGES	RATE	OF		
		(2)	(3)	(4)	(5)	\$/KW	\$/MWH	\$/MWH	\$/KW	\$/KW	(16)	\$/MWH	DOLLARS		
1	NYPA - Ohio	0.94	0.94	694	103%	\$6.88	\$1.81	\$1.67	-\$3.03		\$6,031	\$8.69	0.6%		
2	JV5	3.09	3.09	2,223	100%	\$25.36	\$18.77		-\$2.99	-\$6.20	\$91,668	\$41.23	8.7%		
3	JV5 Losses	0.00	0.00	33	0%						\$0		0.0%		
4	JV6	0.30	0.30	44	20%	\$3.42			-\$2.72	-\$0.78	-\$25	-\$0.56	0.0%		
5	AMP-Hydro	3.50	3.50	608	24%	\$49.78	\$30.00	\$1.89	-\$0.70		\$191,046	\$314.15	18.1%		
6	Meldahl	0.50	0.50	97	27%	\$26.63	\$30.00	\$0.38	-\$2.40		\$15,167	\$155.99	1.4%		
7	Greenup	0.33	0.33	21	9%	\$26.18	\$3.00	\$0.06	-\$1.93		\$8,068	\$381.29	0.8%		
8	AFEC	8.77	8.77	4,793	76%	\$9.65	\$19.15	\$0.63	-\$2.33		\$159,000	\$33.17	15.1%		
9	Prakrie State	4.98	4.98	3,418	95%	\$35.88	\$11.42	\$2.04	-\$2.19		\$213,637	\$62.51	20.3%		
10	AMP Solar Phase I	1.04	1.04	81	11%		\$36.33		-\$1.62	-\$3.37	-\$2,237	-\$27.46	-0.2%		
11	Morgan Stanley 2015-2020 7x24	3.80	3.80	2,736	100%		\$62.95	\$0.62			\$173,925	\$63.57	16.5%		
12	AMPCT	12.40	12.40	0	0%	\$2.66			-\$2.66	-\$3.82	-\$47,306		-4.5%		
13	JV2	0.26	0.26	0	0%	\$2.62			-\$3.10	-\$2.26	-\$721		-0.1%		
14	NPP Pool Purchases	0.00	0.00	2	0%		\$200.65				\$456	\$200.65	0.0%		
15	NPP Pool Sales	0.00		-4,793	0%		\$18.10				-\$86,734	\$18.10	-8.2%		
POWER TOTAL		39.91	39.91	9,956	35%	\$578,606	\$283,946	\$1.41	-\$83,962	-\$70,813	\$721,976	\$72.50	68.5%		
16	Energy Efficiency			0							\$20,660		2.0%		
17	Installed Capacity	30.05	30.05			\$3.68					\$110,008	\$11.05	10.4%		
18	Transmission	30.35	30.35	7,734		\$6.20	\$0.94				\$195,432	\$19.63	18.5%		
19	Service Fee B			9,956			\$0.58				\$5,775	\$0.58	0.5%		
20	Dispatch Charge			9,956							\$0		0.0%		
OTHER TOTAL						\$288,134	\$33,741				\$331,875	\$33.33	31.5%		
GRAND TOTAL PURCHASED				9,958							\$1,053,851				
Delivered to members		17.834	17.834	9,956	78%						\$1,053,851	\$105.85	100.0%		
2020 Forecast		DEMAND		ENERGY	L.F.						TOTAL \$	\$/MWh	Avg Temp		
2019 Actual		20.03		11,123	77%						\$1,059,969	\$95.29	49.4		
2018 Actual		20.38		10,936	75%						\$1,046,479	\$95.70	50.7		
		21.64		12,018	77%						\$1,151,699	\$95.83	43.1		
											Actual Temp		47.8		

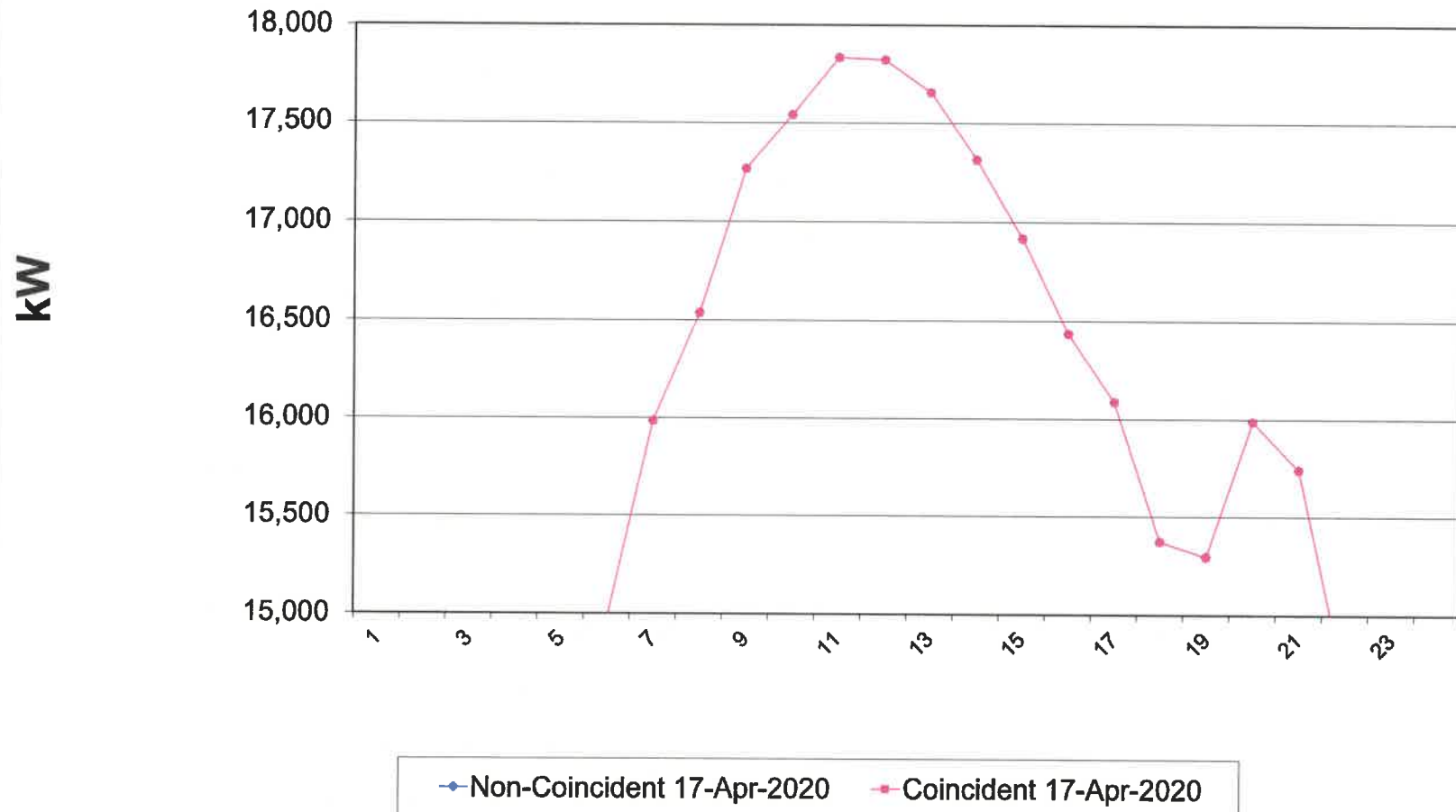
NAPOLEON

Date	Wednesday 4/1/2020	Thursday 4/2/2020	Friday 4/3/2020	Saturday 4/4/2020	Sunday 4/5/2020	Monday 4/6/2020	Tuesday 4/7/2020	Wednesday 4/8/2020	Thursday 4/9/2020	Friday 4/10/2020	Saturday 4/11/2020	Sunday 4/12/2020	Monday 4/13/2020	Tuesday 4/14/2020	Wednesday 4/15/2020
Hour															
100	13,279	12,984	12,619	10,302	10,431	11,110	11,765	11,767	11,316	13,321	11,205	10,143	10,163	13,162	13,439
200	13,064	12,871	12,415	10,106	10,278	11,213	11,638	11,498	11,230	12,856	10,997	9,935	10,209	13,103	13,234
300	12,896	12,876	12,334	10,135	10,304	11,314	11,805	11,301	11,131	12,813	10,984	9,876	10,502	13,143	13,280
400	13,043	13,023	12,605	10,276	10,305	11,657	11,770	11,627	11,310	12,803	11,120	9,873	10,529	13,371	13,423
500	13,828	13,759	13,300	10,637	10,484	12,449	12,631	12,323	12,214	13,128	11,460	9,987	11,400	14,295	14,449
600	14,607	14,902	14,508	11,009	10,777	13,849	13,738	13,355	13,194	13,334	11,747	10,246	12,576	15,215	15,207
700	15,896	15,873	15,187	11,398	11,232	14,822	14,879	14,256	14,469	13,754	11,951	10,832	14,111	16,182	16,185
800	16,459	16,273	15,688	11,972	11,736	15,468	15,675	14,966	15,391	14,169	12,446	11,485	14,650	16,823	16,860
900	16,832	16,587	15,913	12,684	12,436	15,508	16,084	15,385	15,605	14,669	12,936	12,016	15,457	17,237	17,093
1000	17,198	16,516	16,100	13,015	12,895	15,553	16,377	15,518	16,050	15,015	12,948	12,308	9,662	17,290	17,237
1100	17,182	16,476	15,814	12,758	13,259	15,656	16,543	15,723	16,338	15,038	12,937	12,481	16,367	17,398	17,470
1200	17,069	16,361	15,724	12,498	13,152	15,393	16,255	15,660	16,471	15,043	12,651	12,310	16,852	17,358	17,622
1300	16,773	16,104	15,283	12,333	12,731	15,173	15,837	15,490	16,234	14,677	12,358	12,198	17,005	17,117	17,784
1400	16,320	15,715	14,641	12,163	12,368	14,941	15,323	14,978	15,994	14,289	11,988	11,770	16,980	16,806	17,484
1500	15,995	15,282	13,975	11,772	11,968	14,449	15,052	14,603	15,666	13,989	11,736	11,141	16,426	16,270	16,936
1600	15,801	14,722	13,305	11,728	11,810	14,215	14,591	14,343	15,362	13,902	11,610	11,075	15,827	15,751	16,203
1700	15,943	14,465	13,272	11,971	12,304	14,209	14,490	14,503	15,363	13,953	11,415	11,246	15,578	15,683	15,989
1800	15,614	14,371	12,960	12,323	12,076	14,242	14,367	14,151	15,256	13,846	11,551	11,014	15,383	15,284	15,924
1900	15,637	14,141	12,735	12,161	12,072	14,057	14,034	13,853	14,921	13,598	11,425	11,182	14,970	15,330	15,735
2000	15,608	14,738	13,195	12,465	12,811	14,307	14,404	14,339	15,481	13,855	12,021	11,990	15,439	15,543	16,122
2100	15,095	14,482	13,124	12,240	12,629	14,089	14,005	14,032	15,191	13,644	11,877	11,672	15,229	15,311	16,121
2200	14,394	13,887	12,132	11,577	12,202	13,308	13,391	13,237	14,457	13,054	11,421	11,335	14,374	14,527	15,189
2300	13,856	13,323	11,031	11,126	11,764	12,558	12,686	12,333	13,824	12,272	10,735	10,882	13,617	13,921	14,482
2400	13,446	12,891	10,551	10,772	11,290	12,111	12,037	11,564	13,424	11,434	10,369	10,305	13,351	13,685	14,085
Total	365,835	352,622	328,411	279,421	283,314	331,651	339,377	330,805	345,892	328,456	281,888	267,302	336,657	369,805	377,563

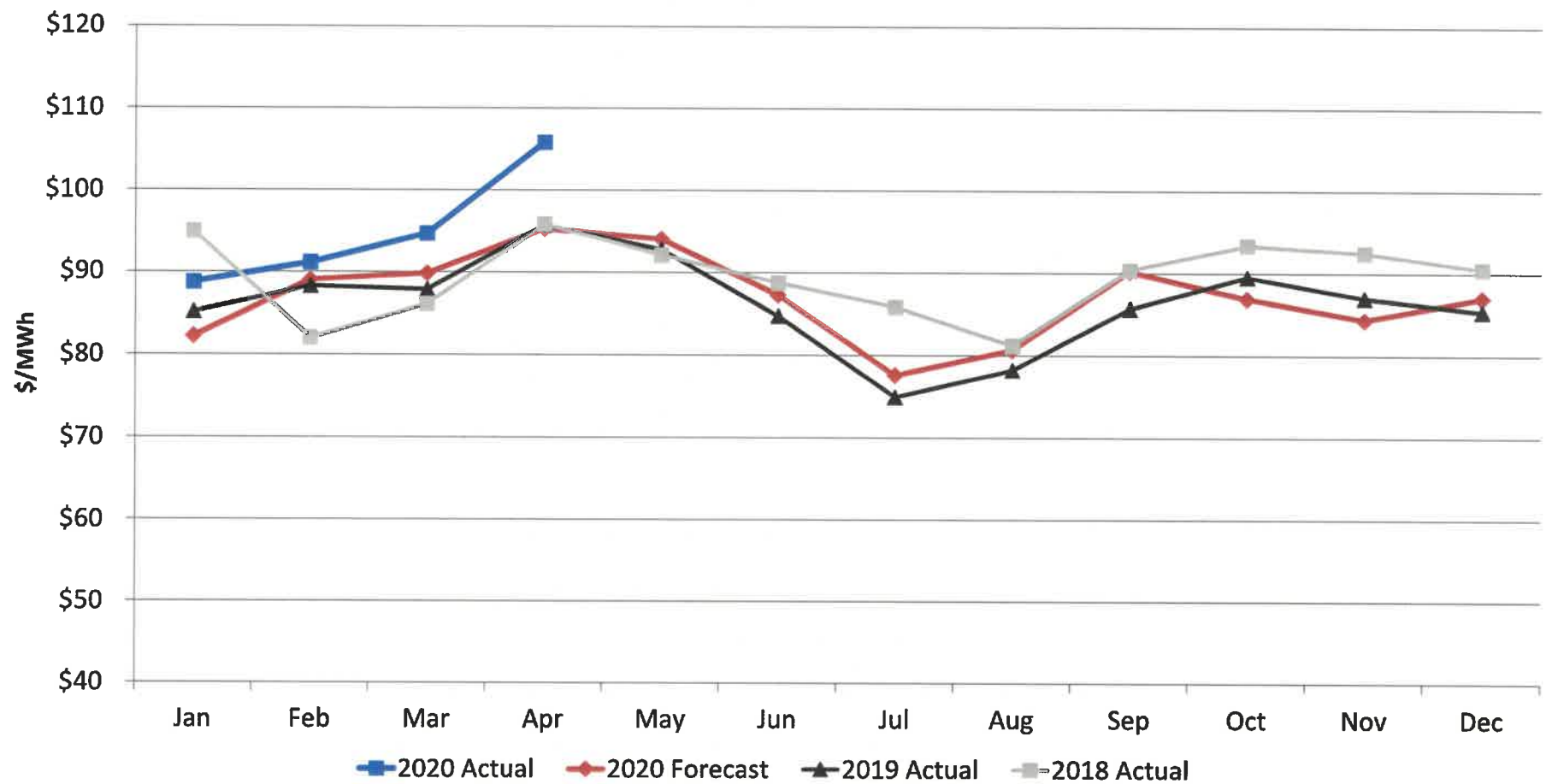
  

Date	Thursday 4/16/2020	Friday 4/17/2020	Saturday 4/18/2020	Sunday 4/19/2020	Monday 4/20/2020	Tuesday 4/21/2020	Wednesday 4/22/2020	Thursday 4/23/2020	Friday 4/24/2020	Saturday 4/25/2020	Sunday 4/26/2020	Monday 4/27/2020	Tuesday 4/28/2020	Wednesday 4/29/2020	Thursday 4/30/2020	Friday 5/1/2020
100	13,761	13,182	12,579	11,639	12,202	12,203	13,179	13,323	12,221	10,708	10,953	11,666	11,907	11,695	11,921	-
200	13,655	12,910	12,317	11,454	12,123	12,064	13,008	12,899	11,992	10,614	10,849	11,640	11,682	11,488	11,834	-
300	13,623	12,812	12,283	11,437	12,285	12,106	13,093	12,814	12,008	10,509	10,696	11,782	11,676	11,407	11,718	-
400	13,851	13,240	12,281	11,504	12,725	12,184	13,364	13,083	12,246	10,596	10,721	11,975	11,912	11,525	11,898	-
500	14,796	14,151	12,606	11,672	13,692	13,205	14,167	13,765	13,068	10,768	11,117	13,077	12,938	12,200	12,625	-
600	15,625	14,953	12,879	11,775	14,613	14,163	14,983	14,466	13,982	11,049	11,370	13,994	13,737	13,032	13,474	-
700	16,463	15,987	13,286	11,967	15,241	15,052	15,996	15,329	14,825	11,625	11,691	15,119	14,769	13,964	14,561	-
800	16,881	16,538	13,808	12,590	15,864	15,692	16,630	15,910	15,545	12,272	12,179	15,944	15,448	14,808	15,491	-
900	17,028	17,269	14,073	13,005	16,388	16,275	17,040	16,218	15,963	13,006	12,658	16,293	15,614	15,304	16,036	-
1000	17,000	17,542	14,314	13,318	16,408	16,716	17,129	16,278	15,942	13,448	12,777	16,429	15,558	15,606	15,985	-
1100	17,585	17,834	14,341	13,347	16,378	17,046	17,193	16,459	15,884	13,740	13,201	16,285	15,983	16,270	16,414	-
1200	17,677	17,823	14,133	13,328	16,319	16,850	17,139	16,425	15,740	13,713	13,074	16,273	15,858	16,157	16,366	-
1300	17,468	17,657	13,963	13,011	15,984	16,638	16,885	16,145	15,282	13,555	12,878	15,916	15,798	15,868	16,132	-
1400	16,764	17,316	13,741	12,443	15,534	16,359	16,464	15,758	14,806	12,990	12,537	15,302	15,503	15,515	15,843	-
1500	15,973	16,918	13,233	12,042	14,801	15,868	16,052	15,153	13,973	12,805	12,046	14,496	14,808	14,938	15,278	-
1600	15,307	16,436	12,869	12,137	14,429	15,373	16,061	14,673	13,624	12,558	12,235	14,070	14,331	14,601	14,992	-
1700	14,926	16,089	13,090	12,506	14,077	15,249	15,962	14,488	13,559	12,828	12,281	13,872	14,231	14,461	15,158	-
1800	14,636	15,372	12,823	12,507	13,961	14,871	15,808	14,177	13,363	12,800	12,256	13,797	14,191	14,252	14,673	-
1900	14,743	15,293	12,736	12,543	14,024	14,838	15,711	14,230	13,134	12,771	12,264	13,760	14,036	14,046	14,503	-
2000	15,291	15,989	13,214	12,944	14,612	15,193	15,820	14,685	13,610	13,034	12,694	13,900	14,258	14,120	14,718	-
2100	15,209	15,740	13,362	13,113	14,224	15,226	15,438	14,601	13,582	12,939	12,974	13,836	14,107	14,117	14,427	-
2200	14,466	14,669	12,914	12,624	13,437	14,549	14,806	13,755	12,677	12,258	12,449	13,066	13,330	13,346	13,800	-
2300	13,826	13,583	12,435	12,228	12,591	13,810	14,043	13,043	11,685	11,708	12,042	12,542	12,731	12,509	12,991	-
2400	13,438	12,922	11,800	12,086	12,260	13,430	13,560	12,588	11,007	11,271	11,806	12,209	12,129	12,211	12,600	-
Total	369,992	359,303	315,080	297,220	344,172	354,960	369,531	350,265	329,718	293,565	289,748	337,243	336,535	333,440	343,438	-
											Maximum	17,834	Minimum	9,662	Grand Total	9,956,131

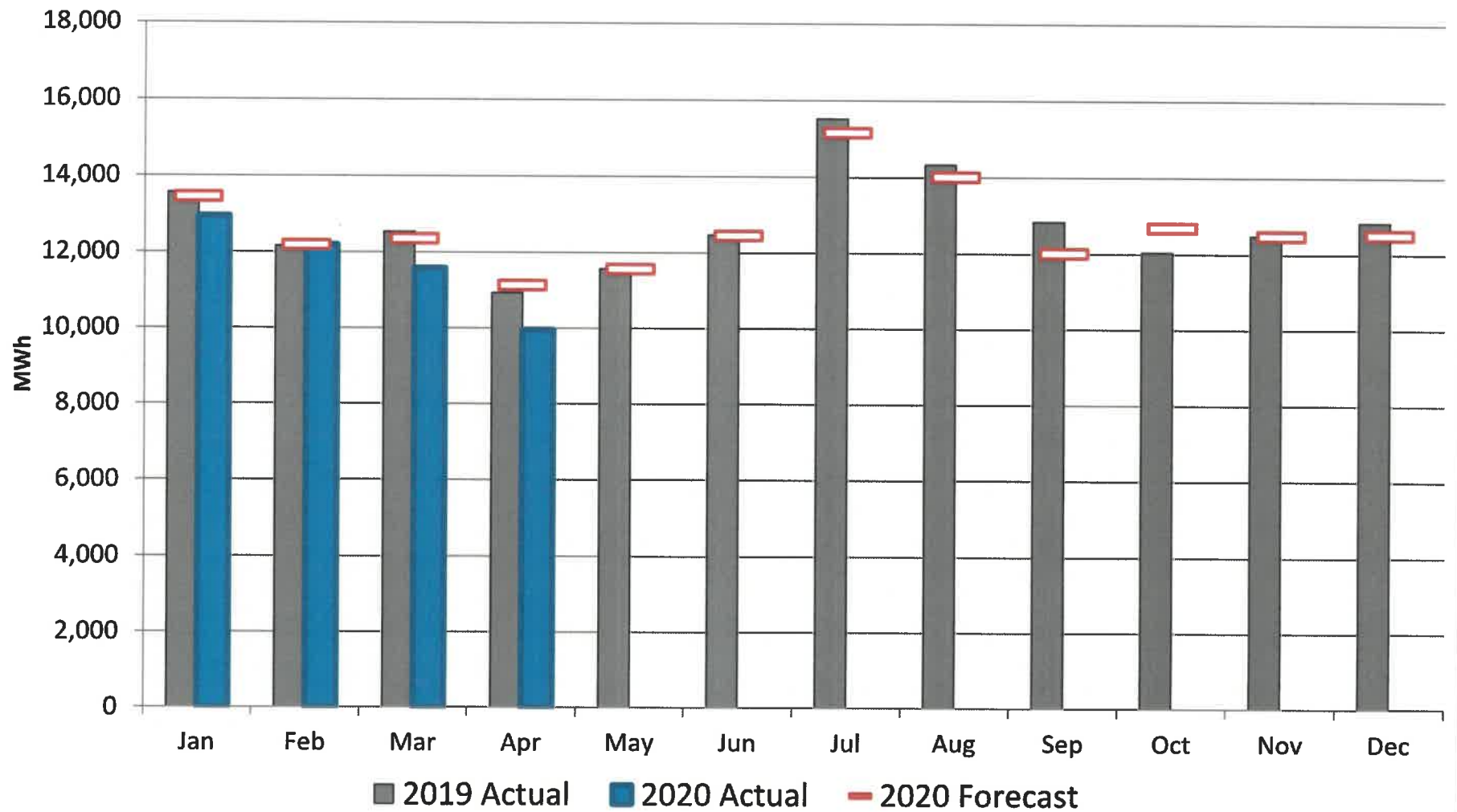
## Napoleon Peak Day Load Curve



## Napoleon 2020 Monthly Rates



## Napoleon 2020 Monthly Energy Usage



**RATE REVIEW COMPARISONS - Current to Prior Month and Prior Year**

**2020 JUNE BILLING - ELECTRIC PSCAF - BILLING COMPARISONS TO PRIOR PERIODS**

Rate Comparisons to Prior Month and Prior Year for Same Period

	Service	Service	Current	Prior Month	Prior Year			Current	Prior Month	Prior Year
	Usage	Units	JUNE	MAY	JUNE			JUNE	MAY	JUNE
Customer Type	Usage	Units	2020 Rate	2020 Rate	2019 Rate	Service	Usage	2020 Rate	2020 Rate	2019 Rate
<u>Customer Type -&gt;</u>										
			<b>RESIDENTIAL USER - (w/Gas Heat)</b>					<b>RESIDENTIAL USER - (All Electric)</b>		
Customer Charge			\$6.00	\$6.00	\$6.00			\$6.00	\$6.00	\$6.00
Distribution Energy Charge			\$20.93	\$20.93	\$20.93			\$33.39	\$33.39	\$33.39
Distribution Demand Charge										
Power Supply Energy Charge	978	kWh	\$71.20	\$71.20	\$71.20	1,976	kWh	\$143.85	\$143.85	\$143.85
Power Supply Demand Charge										
PSCAF - Monthly Factor	978	kWh	\$26.38	\$20.90	\$21.55	1,976	kWh	\$53.29	\$42.23	\$43.53
kWh Tax- Level 1	978	kWh	\$4.55	\$4.55	\$4.55	1,976	kWh	\$9.19	\$9.19	\$9.19
kWh Tax- Level 2										
kWh Tax- Level 3										
<b>Total Electric</b>			<b>\$129.06</b>	<b>\$123.58</b>	<b>\$124.23</b>			<b>\$245.72</b>	<b>\$234.66</b>	<b>\$235.96</b>
Water	6	CCF	\$55.35	\$55.35	\$50.55	11	CCF	\$91.89	\$91.89	\$83.14
Sewer (w/Stm.Sew. & Lat.)	6	CCF	\$74.13	\$74.13	\$70.89	11	CCF	\$104.83	\$104.83	\$98.89
Storm Water (Rate/ERU)			\$9.50	\$9.50	\$9.50			\$9.50	\$9.50	\$9.50
Refuse (Rate/Service)			\$18.00	\$18.00	\$18.00			\$18.00	\$18.00	\$18.00
<b>Sub-Other Services</b>			<b>\$156.98</b>	<b>\$156.98</b>	<b>\$148.94</b>			<b>\$224.22</b>	<b>\$224.22</b>	<b>\$209.53</b>
<b>Total Billing - All Services</b>			<b>\$286.04</b>	<b>\$280.56</b>	<b>\$273.17</b>			<b>\$469.94</b>	<b>\$458.88</b>	<b>\$445.49</b>
Verification Totals->			\$286.04	\$280.56	\$273.17			\$469.94	\$458.88	\$445.49
				<u>Cr.Mo to Pr.Mo</u>	<u>Cr.Yr to Pr.Yr</u>				<u>Cr.Mo to Pr.Mo</u>	<u>Cr.Yr to Pr.Yr</u>
Dollar Chg.to Prior Periods				\$5.48	\$12.87				\$11.06	\$24.45
% Inc/Dec(-) to Prior Periods				1.95%	4.71%				2.41%	5.49%
=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Cost/kWh - Electric	978	kWh	\$0.13196	\$0.12636	\$0.12702	1,976	kWh	\$0.12435	\$0.11876	\$0.11941
% Inc/Dec(-) to Prior Periods				4.43%	3.89%				4.71%	4.14%
Cost/CCF - Water	6	CCF	\$9.22500	\$9.22500	\$8.42500	11	CCF	\$8.35364	\$8.35364	\$7.55818
Cost/GALLONS - Water	4,488	GAL	\$0.01233	\$0.01233	\$0.01126	8,229	GAL	\$0.01117	\$0.01117	\$0.01010
% Inc/Dec(-) to Prior Periods				0.00%	9.50%				0.00%	10.52%
Cost/CCF - Sewer	6	CCF	\$12.35500	\$12.35500	\$11.81500	11	CCF	\$9.53000	\$9.53000	\$8.99000
Cost/GALLON - Sewer	4,488	GAL	\$0.01652	\$0.01652	\$0.01580	8,229	GAL	\$0.01274	\$0.01274	\$0.01202
% Inc/Dec(-) to Prior Periods				0.00%	4.57%				0.00%	6.01%
(Listed Accounts Assume SAME USAGE for kWh and Water (CCF) for All Billing Periods)										
(One "1" Unit CCF of Water = "Hundred Cubic Foot" = 748.05 Gallons)										



**RATE REVIEW COMPARISONS - Current to Prior Month and Prior Year**

**2020 JUNE BILLING - ELECTRIC**

**Rate Comparisons to Prior Month and**

	Service	Service	Current	Prior Month	Prior Year			Current	Prior Month	Prior Year
	Usage	Units	JUNE	MAY	JUNE			JUNE	MAY	JUNE
Customer Type	Usage	Units	2020 Rate	2020 Rate	2019 Rate	Service	Usage	2020 Rate	2020 Rate	2019 Rate
Customer Type ->	<b>COMMERCIAL USER - (3 Phase w/Demand)</b>						<b>INDUSTRIAL USER - (3 Phase w/Demand)</b>			
Customer Charge			\$18.00	\$18.00	\$18.00			\$100.00	\$100.00	\$100.00
Distribution Energy Charge	7,040	kWh	\$38.02	\$38.02	\$38.02	98,748	Reactive	\$2,303.85	\$2,303.85	\$2,303.85
Distribution Demand Charge	20.32	kW/Dmd	\$92.86	\$92.86	\$92.86	1510.1	kW/Dmd	\$8,215.30	\$8,215.30	\$8,215.30
Power Supply Energy Charge	7,040	kWh	\$623.04	\$623.04	\$623.04	866,108	kWh	\$39,165.42	\$39,165.42	\$39,165.42
Power Supply Demand Charge								\$15,296.55	\$15,296.55	\$15,296.55
PSCAF - Monthly Factor	7,040	kWh	\$189.87	\$150.44	\$155.09			\$22,191.00	\$17,583.30	\$18,126.35
kWh Tax- Level 1			\$9.66	\$9.66	\$9.66			\$9.66	\$9.66	\$9.66
kWh Tax- Level 2			\$20.80	\$20.80	\$20.80			\$56.24	\$56.24	\$56.24
kWh Tax- Level 3								\$3,087.71	\$3,087.71	\$3,087.71
<b>Total Electric</b>			<b>\$992.25</b>	<b>\$952.82</b>	<b>\$957.47</b>			<b>\$90,425.73</b>	<b>\$85,818.03</b>	<b>\$86,361.08</b>
Water	25	CCF	\$190.17	\$190.17	\$170.92	300	CCF	\$2,152.61	\$2,152.61	\$1,936.11
Sewer (w/Stm.Sew. & Lat.)	25	CCF	\$192.19	\$192.19	\$177.29	300	CCF	\$1,880.69	\$1,880.69	\$1,717.29
Storm Water (Rate/ERU)			\$9.50	\$9.50	\$9.50			\$330.00	\$330.00	\$330.00
Refuse (Rate/Service)			\$5.00	\$5.00	\$5.00			\$5.00	\$5.00	\$5.00
<b>Sub-Other Services</b>			<b>\$396.86</b>	<b>\$396.86</b>	<b>\$362.71</b>			<b>\$4,368.30</b>	<b>\$4,368.30</b>	<b>\$3,988.40</b>
<b>Total Billing - All Services</b>			<b>\$1,389.11</b>	<b>\$1,349.68</b>	<b>\$1,320.18</b>			<b>\$94,794.03</b>	<b>\$90,186.33</b>	<b>\$90,349.48</b>
Verification Totals->			\$1,389.11	\$1,349.68	\$1,320.18			\$94,794.03	\$90,186.33	\$90,349.48
				<u>Cr.Mo to Pr.Mo</u>	<u>Cr.Yr to Pr.Yr</u>				<u>Cr.Mo to Pr.Mo</u>	<u>Cr.Yr to Pr.Yr</u>
Dollar Chg.to Prior Periods				\$39.43	\$68.93				\$4,607.70	\$4,444.55
% Inc/Dec(-) to Prior Periods				2.92%	5.22%				5.11%	4.92%
=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Cost/kWh - Electric	7,040	kWh	\$0.14094	\$0.13534	\$0.13600	866,108	kWh	\$0.10440	\$0.09908	\$0.09971
% Inc/Dec(-) to Prior Periods				4.14%	3.63%				5.37%	4.70%
Cost/CCF - Water	25	CCF	\$7.60680	\$7.60680	\$6.83680	300	CCF	\$7.17537	\$7.17537	\$6.45370
Cost/GALLONS - Water	18,701	GAL	\$0.01017	\$0.01017	\$0.00914	224,415	GAL	\$0.00959	\$0.00959	\$0.00863
% Inc/Dec(-) to Prior Periods				0.00%	11.26%				0.00%	11.18%
Cost/CCF - Sewer	25	CCF	\$7.68760	\$7.68760	\$7.09160	300	CCF	\$6.26897	\$6.26897	\$5.72430
Cost/GALLON - Sewer	18,701	GAL	\$0.01028	\$0.01028	\$0.00948	224,415	GAL	\$0.00838	\$0.00838	\$0.00765
% Inc/Dec(-) to Prior Periods				0.00%	8.40%				0.00%	9.52%
(Listed Accounts Assume SAME USA)										
(One "1" Unit CCF of Water = "Hundre										

**BILLING SUMMARY AND CONSUMPTION for BILLING CYCLE - June, 2020**

APRIL, 2020

2020 - JUNE BILLING WITH APRIL 2020 AMP BILLING PERIOD AND MAY 2020 CITY CONSUMPTION AND BILLING DATA

Class and/or Schedule	Rate Code	May-20 # of Bills	May-20 (kWh Usage)	May-20 Billed	Billed kVa of Demand	Cost / kWh Prior 12 Mo Average	Jun-19 # of Bills	Jun-19 (kWh Usage)	Jun-19 Billed	Cost / kWh For Month	Jul-19 # of Bills	Jul-19 (kWh Usage)	Jul-19 Billed	Cost / kWh For Month
Residential (Dom-In)	E1	3,379	1,957,424	\$255,584.56		\$0.1306	3,339	1,637,164	\$215,454.91	\$0.1316	3,344	1,867,903	\$245,887.24	\$0.1316
Residential (Dom-In) w/Ecosmart	E1E	6	2,843	\$377.81		\$0.1329	8	2,976	\$403.19	\$0.1355	7	3,714	\$490.94	\$0.1322
Residential (Dom-In - All Electric)	E2	634	521,516	\$66,499.40		\$0.1275	629	394,726	\$50,889.72	\$0.1289	628	344,748	\$45,441.85	\$0.1318
Res. (Dom-In - All Elec.) w/Ecosmart	E2E	1	464	\$61.79		\$0.1332	1	458	\$60.66	\$0.1324	1	558	\$73.44	\$0.1316
<b>Total Residential (Domestic)</b>		<b>4,020</b>	<b>2,482,247</b>	<b>\$322,523.56</b>	<b>0</b>	<b>\$0.1299</b>	<b>3,977</b>	<b>2,035,324</b>	<b>\$266,808.48</b>	<b>\$0.1311</b>	<b>3,980</b>	<b>2,216,923</b>	<b>\$291,873.47</b>	<b>\$0.1317</b>
Residential (Rural-Out)	ER1	793	758,108	\$102,630.03		\$0.1354	778	617,058	\$84,339.73	\$0.1367	786	641,759	\$88,459.44	\$0.1378
Residential (Rural-Out) w/Ecosmart	ER1E	4	2,635	\$369.16		\$0.1401	4	2,319	\$327.68	\$0.1413	4	2,594	\$365.77	\$0.1410
Residential (Rural-Out - All Electric)	ER2	363	429,735	\$57,305.95		\$0.1334	370	347,201	\$46,775.22	\$0.1347	367	325,561	\$44,556.81	\$0.1369
Res. (Rural-Out - All Electric) w/Ecosmart	ER2E	2	2,299	\$307.21		\$0.1336	2	1,967	\$264.01	\$0.1342	2	1,372	\$192.30	\$0.1402
Residential (Rural-Out w/Dmd)	ER3	15	27,829	\$3,619.72	231	\$0.1301	15	23,350	\$3,042.66	\$0.1303	15	15,858	\$2,139.28	\$0.1349
Residential (Rural-Out - All Electric w/Dmd)	ER4	9	5,975	\$836.42	35	\$0.1400	9	7,985	\$1,080.63	\$0.1353	9	7,763	\$1,064.90	\$0.1372
<b>Total Residential (Rural)</b>		<b>1,186</b>	<b>1,226,581</b>	<b>\$165,068.49</b>	<b>266</b>	<b>\$0.1346</b>	<b>1,178</b>	<b>999,880</b>	<b>\$135,829.93</b>	<b>\$0.1358</b>	<b>1,183</b>	<b>994,907</b>	<b>\$136,778.50</b>	<b>\$0.1375</b>
Commercial (1 Ph-In - No Dmd)	EC2	74	32,131	\$5,326.82		\$0.1658	72	31,708	\$5,216.75	\$0.1645	72	33,471	\$5,496.30	\$0.1642
Commercial (1 Ph-Out - No Dmd)	EC2O	50	11,004	\$2,119.67		\$0.1926	50	8,791	\$1,806.71	\$0.2055	50	8,924	\$1,838.47	\$0.2060
<b>Total Commercial (1 Ph) No Dmd</b>		<b>124</b>	<b>43,135</b>	<b>\$7,446.49</b>	<b>0</b>	<b>\$0.1726</b>	<b>122</b>	<b>40,499</b>	<b>\$7,023.46</b>	<b>\$0.1734</b>	<b>122</b>	<b>42,395</b>	<b>\$7,334.77</b>	<b>\$0.1730</b>
Commercial (1 Ph-In - w/Demand)	EC1	257	274,832	\$46,322.88	2252	\$0.1685	260	267,791	\$42,762.13	\$0.1597	259	279,300	\$44,966.50	\$0.1610
Commercial (1 Ph-Out - w/Demand)	EC1O	25	42,962	\$6,270.11	181	\$0.1459	24	39,876	\$5,796.90	\$0.1454	24	38,602	\$5,730.99	\$0.1485
<b>Total Commercial (1 Ph) w/Demand</b>		<b>282</b>	<b>317,794</b>	<b>\$52,592.99</b>	<b>2,433</b>	<b>\$0.1655</b>	<b>284</b>	<b>307,667</b>	<b>\$48,559.03</b>	<b>\$0.1578</b>	<b>283</b>	<b>317,902</b>	<b>\$50,697.49</b>	<b>\$0.1595</b>
Commercial (3 Ph-Out - No Dmd)	EC4O	2	760	\$140.89	20	\$0.1854	2	80	\$46.97	\$0.5871	2	40	\$41.55	\$1.0388
<b>Total Commercial (3 Ph) No Dmd</b>		<b>2</b>	<b>760</b>	<b>\$140.89</b>	<b>20</b>	<b>\$0.1854</b>	<b>2</b>	<b>80</b>	<b>\$46.97</b>	<b>\$0.5871</b>	<b>2</b>	<b>40</b>	<b>\$41.55</b>	<b>\$1.0388</b>
Commercial (3 Ph-In - w/Demand)	EC3	212	1,435,766	\$198,136.69	5171	\$0.1380	214	1,672,860	\$228,330.04	\$0.1365	215	1,710,073	\$236,293.10	\$0.1382
Commercial (3 Ph-Out - w/Demand)	EC3O	36	251,993	\$35,672.91	1156	\$0.1416	37	235,437	\$33,446.06	\$0.1421	37	239,673	\$34,913.66	\$0.1457
Commercial (3 Ph-Out - w/Dmd.&Sub-St.)	E3SO	3	79,200	\$10,324.59	350	\$0.1304	3	91,160	\$11,798.87	\$0.1294	3	101,960	\$13,281.90	\$0.1303
Commercial (3 Ph-In - w/Demand, No Tariff)	EC3T	1	1,320	\$187.89	4	\$0.1423	1	1,720	\$235.63	\$0.1370	1	1,400	\$199.68	\$0.1426
Commercial (3 Ph-In - w/Dmd.&Sub-St.C)	EC3S	1	79,680	\$10,114.70	256	\$0.1269	0	0	\$0.00	\$0.0000	0	0	\$0.00	\$0.0000
<b>Total Commercial (3 Ph) w/Demand</b>		<b>253</b>	<b>1,847,959</b>	<b>\$254,436.78</b>	<b>6,937</b>	<b>\$0.1377</b>	<b>255</b>	<b>2,001,177</b>	<b>\$273,810.60</b>	<b>\$0.1368</b>	<b>256</b>	<b>2,053,106</b>	<b>\$284,688.34</b>	<b>\$0.1387</b>
Large Power (In - w/Dmd & Rct)	EL1	14	1,798,307	\$197,248.46	3846	\$0.1097	15	1,621,674	\$178,664.86	\$0.1102	15	1,880,311	\$209,268.21	\$0.1113
Large Power (In - w/Dmd & Rct, w/SbCr)	EL2	2	900,600	\$91,681.73	1666	\$0.1018	3	1,002,197	\$104,581.35	\$0.1044	3	983,750	\$104,878.64	\$0.1066
Large Power (Out - w/Dmd & Rct, w/SbCr)	EL2O	1	122,400	\$24,150.88	837	\$0.1973	1	452,400	\$52,253.99	\$0.1155	1	478,800	\$54,694.42	\$0.1142
Large Power (In - w/Dmd & Rct, w/SbCr)	EL3	2	85,309	\$11,457.31	302	\$0.1343	2	60,593	\$21,241.23	\$0.3506	2	87,622	\$16,661.21	\$0.1901
<b>Total Large Power</b>		<b>19</b>	<b>2,906,616</b>	<b>\$324,538.38</b>	<b>6,651</b>	<b>\$0.1117</b>	<b>21</b>	<b>3,136,864</b>	<b>\$356,741.43</b>	<b>\$0.1137</b>	<b>21</b>	<b>3,430,483</b>	<b>\$385,502.48</b>	<b>\$0.1124</b>
Industrial (In - w/Dmd & Rct, w/SbCr)	EI1	1	410,316	\$52,124.53	1500	\$0.1270	1	772,121	\$80,559.60	\$0.1043	1	895,662	\$91,373.85	\$0.1020
Industrial (In - w/Dmd & Rct, No/SbCr)	EI2	1	722,408	\$77,272.88	1629	\$0.1070	1	706,069	\$73,992.70	\$0.1048	1	776,994	\$81,131.34	\$0.1044
<b>Total Industrial</b>		<b>2</b>	<b>1,132,724</b>	<b>\$129,397.41</b>	<b>3,129</b>	<b>\$0.1142</b>	<b>2</b>	<b>1,478,190</b>	<b>\$154,552.30</b>	<b>\$0.1046</b>	<b>2</b>	<b>1,672,656</b>	<b>\$172,505.19</b>	<b>\$0.1031</b>
Interdepartmental (In - No Dmd)	ED1	11	24,215	\$3,230.94	64	\$0.1334	10	23,142	\$3,163.33	\$0.1367	10	36,343	\$5,023.47	\$0.1382
Interdepartmental (Out - w/Dmd)	ED2O	2	718	\$123.24		\$0.1716	2	446	\$85.32	\$0.1913	2	459	\$87.80	\$0.1913
Interdepartmental (In - w/Dmd)	ED2	27	45,285	\$6,571.66		\$0.1451	27	31,110	\$4,592.92	\$0.1476	27	20,591	\$3,182.19	\$0.1546
Interdepartmental (3Ph-In - w/Dmd)	ED3	10	173,829	\$23,742.28	722	\$0.1366	10	158,726	\$21,128.86	\$0.1331	10	146,248	\$20,261.76	\$0.1385
Interdepartmental (Street Lights)	EDSL	6	31,302	\$3,019.83		\$0.0965	6	21,490	\$2,074.95	\$0.0966	6	21,490	\$2,075.51	\$0.0966
Interdepartmental (Traffic Signals)	EDTS	8	1,213	\$112.15		\$0.0925	8	1,386	\$128.17	\$0.0925	8	1,342	\$124.07	\$0.0925
Generators (JV2 Power Cost Only)	GJV2	1	19,727	\$354.89	34	\$0.0180	1	17,475	\$444.56	\$0.0254	1	18,630	\$448.80	\$0.0241
Generators (JV5 Power Cost Only)	GJV5	0	0	\$0.00		\$0.0000	0	0	\$0.00	\$0.0000	0	0	\$0.00	\$0.0000
<b>Total Interdepartmental</b>		<b>65</b>	<b>296,289</b>	<b>\$37,154.99</b>	<b>820</b>	<b>\$0.1254</b>	<b>64</b>	<b>253,775</b>	<b>\$31,616.11</b>	<b>\$0.1246</b>	<b>64</b>	<b>245,093</b>	<b>\$31,203.60</b>	<b>\$0.1273</b>
<b>SUB-TOTAL CONSUMPTION &amp; DEMAND</b>		<b>5,953</b>	<b>10,254,105</b>	<b>\$1,293,299.98</b>	<b>20,256</b>	<b>\$0.1261</b>	<b>5,905</b>	<b>10,253,456</b>	<b>\$1,274,988.31</b>	<b>\$0.1243</b>	<b>5,913</b>	<b>10,973,505</b>	<b>\$1,360,625.39</b>	<b>\$0.1240</b>
Street Lights (In)	SLO	14	0	\$13.44		\$0.0000	14	0	\$13.44	\$0.0000	14	0	\$13.44	\$0.0000
Street Lights (Out)	SLOO	2	0	\$1.92		\$0.0000	2	0	\$1.92	\$0.0000	2	0	\$1.92	\$0.0000
<b>Total Street Light Only</b>		<b>16</b>	<b>0</b>	<b>\$15.36</b>	<b>0</b>	<b>\$0.0000</b>	<b>16</b>	<b>0</b>	<b>\$15.36</b>	<b>\$0.0000</b>	<b>16</b>	<b>0</b>	<b>\$15.36</b>	<b>\$0.0000</b>
<b>TOTAL CONSUMPTION &amp; DEMAND</b>		<b>5,969</b>	<b>10,254,105</b>	<b>\$1,293,315.34</b>	<b>20,256</b>	<b>\$0.1261</b>	<b>5,921</b>	<b>10,253,456</b>	<b>\$1,275,003.67</b>	<b>\$0.1243</b>	<b>5,929</b>	<b>10,973,505</b>	<b>\$1,360,640.75</b>	<b>\$0.1240</b>



**BILLING SUMMARY AND COST**

APRIL, 2020

2020 - JUNE BILLING WITH APRIL 2020 AMP BIL

Class and/or Schedule	Rate Code	Aug-19				Sep-19				Oct-19				Nov-19			
		# of Bills	(kWh Usage)	Billed	Cost / kWh For Month	# of Bills	(kWh Usage)	Billed	Cost / kWh For Month	# of Bills	(kWh Usage)	Billed	Cost / kWh For Month	# of Bills	(kWh Usage)	Billed	Cost / kWh For Month
Residential (Dom-In)	E1	3,346	2,732,680	\$346,222.17	\$0.1267	3,359	3,350,534	\$393,425.78	\$0.1174	3,342	2,627,375	\$300,713.94	\$0.1145	3,346	2,107,090	\$245,966.62	\$0.1167
Residential (Dom-In) w/Ecosmart	E1E	7	5,114	\$652.39	\$0.1276	7	5,542	\$659.37	\$0.1190	6	4,129	\$476.93	\$0.1155	6	3,114	\$369.72	\$0.1187
Residential (Dom-In - All Electric)	E2	632	440,183	\$56,326.12	\$0.1280	630	510,776	\$60,676.95	\$0.1188	626	418,793	\$48,478.09	\$0.1158	628	355,532	\$41,867.14	\$0.1178
Res.(Dom-In - All Elec.) w/Ecosmart	E2E	1	834	\$105.55	\$0.1266	1	859	\$101.69	\$0.1184	1	659	\$76.37	\$0.1159	1	544	\$64.29	\$0.1182
<b>Total Residential (Domestic)</b>		<b>3,986</b>	<b>3,178,811</b>	<b>\$403,306.23</b>	<b>\$0.1269</b>	<b>3,997</b>	<b>3,867,711</b>	<b>\$454,863.79</b>	<b>\$0.1176</b>	<b>3,975</b>	<b>3,050,956</b>	<b>\$349,745.33</b>	<b>\$0.1146</b>	<b>3,981</b>	<b>2,466,280</b>	<b>\$288,267.77</b>	<b>\$0.1169</b>
Residential (Rural-Out)	ER1	786	867,108	\$115,416.57	\$0.1331	783	957,566	\$118,989.72	\$0.1243	787	780,581	\$94,896.91	\$0.1216	793	665,163	\$82,340.16	\$0.1238
Residential (Rural-Out) w/Ecosmart	ER1E	4	3,894	\$523.03	\$0.1343	4	3,819	\$483.39	\$0.1266	4	2,819	\$354.28	\$0.1257	4	2,437	\$312.61	\$0.1283
Residential (Rural-Out - All Electric)	ER2	367	424,736	\$56,355.32	\$0.1327	367	472,761	\$58,550.99	\$0.1238	367	388,564	\$46,991.85	\$0.1209	369	340,605	\$41,792.81	\$0.1227
Res. (Rural-Out - All Electric) w/Ecosmart	ER2E	2	1,219	\$171.23	\$0.1405	2	2,134	\$267.77	\$0.1255	2	1,794	\$220.01	\$0.1226	2	1,589	\$197.74	\$0.1244
Residential (Rural-Out w/Dmd)	ER3	15	19,604	\$2,578.69	\$0.1315	15	14,462	\$1,828.22	\$0.1264	15	12,756	\$1,571.27	\$0.1232	15	11,385	\$1,422.85	\$0.1250
Residential (Rural-Out - All Electric w/Dmd)	ER4	9	8,355	\$1,126.27	\$0.1348	9	9,737	\$1,220.01	\$0.1253	9	8,911	\$1,083.02	\$0.1215	9	7,443	\$922.40	\$0.1239
<b>Total Residential (Rural)</b>		<b>1,183</b>	<b>1,324,916</b>	<b>\$176,771.11</b>	<b>\$0.1330</b>	<b>1,180</b>	<b>1,460,479</b>	<b>\$181,340.10</b>	<b>\$0.1242</b>	<b>1,184</b>	<b>1,195,425</b>	<b>\$145,117.34</b>	<b>\$0.1214</b>	<b>1,192</b>	<b>1,028,622</b>	<b>\$126,988.57</b>	<b>\$0.1235</b>
Commercial (1 Ph-In - No Dmd)	EC2	73	28,115	\$4,736.29	\$0.1685	73	30,579	\$4,830.90	\$0.1560	74	28,344	\$4,423.71	\$0.1561	75	26,125	\$4,169.05	\$0.1596
Commercial (1 Ph-Out - No Dmd)	EC2O	50	8,740	\$1,799.65	\$0.2059	50	13,407	\$2,332.17	\$0.1740	50	10,059	\$1,854.12	\$0.1843	50	9,208	\$1,751.53	\$0.1902
<b>Total Commercial (1 Ph) No Dmd</b>		<b>123</b>	<b>36,855</b>	<b>\$6,535.94</b>	<b>\$0.1773</b>	<b>123</b>	<b>43,986</b>	<b>\$7,163.07</b>	<b>\$0.1628</b>	<b>124</b>	<b>38,403</b>	<b>\$6,277.83</b>	<b>\$0.1635</b>	<b>125</b>	<b>35,333</b>	<b>\$5,920.58</b>	<b>\$0.1676</b>
Commercial (1 Ph-In - w/Demand)	EC1	260	316,168	\$49,374.46	\$0.1562	259	434,957	\$61,778.60	\$0.1420	258	377,106	\$52,169.22	\$0.1383	259	314,297	\$45,469.05	\$0.1447
Commercial (1 Ph-Out - w/Demand)	EC1O	24	40,570	\$5,859.69	\$0.1469	24	50,125	\$6,798.92	\$0.1356	24	46,145	\$6,129.64	\$0.1328	25	39,651	\$5,351.54	\$0.1350
<b>Total Commercial (1 Ph) w/Demand</b>		<b>284</b>	<b>356,738</b>	<b>\$55,334.15</b>	<b>\$0.1551</b>	<b>283</b>	<b>485,082</b>	<b>\$68,577.52</b>	<b>\$0.1414</b>	<b>282</b>	<b>423,251</b>	<b>\$58,298.86</b>	<b>\$0.1377</b>	<b>284</b>	<b>353,948</b>	<b>\$50,820.59</b>	<b>\$0.1436</b>
Commercial (3 Ph-Out - No Dmd)	EC4O	2	80	\$46.97	\$0.5871	2	40	\$41.17	\$1.0293	2	240	\$65.91	\$0.2746	2	160	\$55.99	\$0.3499
<b>Total Commercial (3 Ph) No Dmd</b>		<b>2</b>	<b>80</b>	<b>\$46.97</b>	<b>\$0.5871</b>	<b>2</b>	<b>40</b>	<b>\$41.17</b>	<b>\$1.0293</b>	<b>2</b>	<b>240</b>	<b>\$65.91</b>	<b>\$0.2746</b>	<b>2</b>	<b>160</b>	<b>\$55.99</b>	<b>\$0.3499</b>
Commercial (3 Ph-In - w/Demand)	EC3	216	1,921,250	\$260,730.87	\$0.1357	214	2,176,647	\$275,955.59	\$0.1268	214	2,333,225	\$284,939.75	\$0.1221	214	2,026,057	\$250,461.66	\$0.1236
Commercial (3 Ph-Out - w/Demand)	EC3O	37	274,728	\$38,593.50	\$0.1405	37	302,688	\$39,850.84	\$0.1317	37	298,438	\$37,614.65	\$0.1260	37	311,185	\$39,378.01	\$0.1265
Commercial (3 Ph-Out - w/Dmd.&Sub-St.)	E3SO	3	113,080	\$14,331.86	\$0.1267	3	119,120	\$14,130.30	\$0.1186	3	115,840	\$13,235.25	\$0.1143	3	107,040	\$12,418.98	\$0.1160
Commercial (3 Ph-In - w/Demand, No Tax)	EC3T	1	2,800	\$439.96	\$0.1571	1	7,360	\$907.68	\$0.1233	1	8,160	\$955.95	\$0.1172	1	5,800	\$714.10	\$0.1231
Commercial (3 Ph-In - w/Dmd.&Sub-St.C)	EC3S	0	0	\$0.00	\$0.0000	0	0	\$0.00	\$0.0000	0	0	\$0.00	\$0.0000	0	0	\$0.00	\$0.0000
<b>Total Commercial (3 Ph) w/Demand</b>		<b>257</b>	<b>2,311,858</b>	<b>\$314,096.19</b>	<b>\$0.1359</b>	<b>255</b>	<b>2,605,815</b>	<b>\$330,844.41</b>	<b>\$0.1270</b>	<b>255</b>	<b>2,755,663</b>	<b>\$336,745.60</b>	<b>\$0.1222</b>	<b>255</b>	<b>2,450,082</b>	<b>\$302,972.75</b>	<b>\$0.1237</b>
Large Power (In - w/Dmd & Rct)	EL1	15	2,010,579	\$221,306.70	\$0.1101	15	2,252,991	\$222,017.11	\$0.0985	15	2,215,279	\$211,874.83	\$0.0956	15	2,018,915	\$196,488.29	\$0.0973
Large Power (In - w/Dmd & Rct, w/SbCr)	EL2	3	1,027,578	\$108,238.53	\$0.1053	3	848,595	\$89,630.95	\$0.1056	3	1,062,552	\$99,051.98	\$0.0932	3	1,069,099	\$98,928.35	\$0.0925
Large Power (Out - w/Dmd & Rct, w/SbCr)	EL2O	1	427,200	\$50,434.47	\$0.1181	1	432,000	\$46,652.40	\$0.1080	1	382,800	\$38,486.91	\$0.1005	1	290,400	\$33,017.98	\$0.1137
Large Power (In - w/Dmd & Rct, w/SbCr)	EL3	2	79,464	\$15,662.73	\$0.1971	2	82,829	\$14,994.63	\$0.1810	2	82,589	\$13,470.01	\$0.1631	2	80,550	\$13,127.04	\$0.1630
<b>Total Large Power</b>		<b>21</b>	<b>3,544,821</b>	<b>\$395,642.43</b>	<b>\$0.1116</b>	<b>21</b>	<b>3,616,415</b>	<b>\$373,295.09</b>	<b>\$0.1032</b>	<b>21</b>	<b>3,743,220</b>	<b>\$362,883.73</b>	<b>\$0.0969</b>	<b>21</b>	<b>3,458,964</b>	<b>\$341,561.66</b>	<b>\$0.0987</b>
Industrial (In - w/Dmd & Rct, w/SbCr)	EI1	1	853,053	\$85,795.44	\$0.1006	1	949,284	\$85,931.28	\$0.0905	1	934,470	\$80,449.52	\$0.0861	1	880,467	\$77,265.04	\$0.0878
Industrial (In - w/Dmd & Rct, No/SbCr)	EI2	1	694,184	\$79,070.77	\$0.1139	1	813,670	\$78,886.15	\$0.0970	1	892,849	\$79,725.62	\$0.0893	1	815,531	\$74,982.37	\$0.0919
<b>Total Industrial</b>		<b>2</b>	<b>1,547,237</b>	<b>\$164,866.21</b>	<b>\$0.1066</b>	<b>2</b>	<b>1,762,954</b>	<b>\$164,817.43</b>	<b>\$0.0935</b>	<b>2</b>	<b>1,827,319</b>	<b>\$160,175.14</b>	<b>\$0.0877</b>	<b>2</b>	<b>1,695,998</b>	<b>\$152,247.41</b>	<b>\$0.0898</b>
Interdepartmental (In - No Dmd)	ED1	10	46,865	\$6,385.89	\$0.1363	10	46,090	\$5,885.60	\$0.1277	10	23,257	\$3,136.55	\$0.1349	10	22,917	\$3,073.64	\$0.1341
Interdepartmental (Out - w/Dmd)	ED2O	2	605	\$107.12	\$0.1771	2	629	\$105.41	\$0.1676	2	574	\$95.67	\$0.1687	2	540	\$91.63	\$0.1697
Interdepartmental (In - w/Dmd)	ED2	29	23,478	\$3,570.98	\$0.1521	27	23,322	\$3,340.49	\$0.1432	27	20,200	\$2,844.59	\$0.1408	27	22,433	\$3,130.49	\$0.1395
Interdepartmental (3Ph-In - w/Dmd)	ED3	10	149,378	\$19,861.26	\$0.1330	10	139,132	\$17,754.02	\$0.1276	10	137,778	\$16,928.90	\$0.1229	10	147,910	\$18,169.78	\$0.1228
Interdepartmental (Street Lights)	EDSL	6	21,490	\$2,073.47	\$0.0965	6	21,490	\$2,070.47	\$0.0963	6	21,490	\$2,075.89	\$0.0966	6	32,771	\$3,138.42	\$0.0958
Interdepartmental (Traffic Signals)	EDTS	8	1,281	\$118.45	\$0.0925	8	1,410	\$130.39	\$0.0925	8	1,378	\$127.40	\$0.0925	8	1,345	\$124.40	\$0.0925
Generators (JV2 Power Cost Only)	GJV2	1	15,267	\$341.06	\$0.0223	1	16,041	\$374.08	\$0.0233	1	16,161	\$354.73	\$0.0219	1	17,934	\$311.69	\$0.0174
Generators (JV5 Power Cost Only)	GJV5	0	0	\$0.00	\$0.0000	0	0	\$0.00	\$0.0000	0	0	\$0.00	\$0.0000	0	0	\$0.00	\$0.0000
<b>Total Interdepartmental</b>		<b>66</b>	<b>258,364</b>	<b>\$32,458.23</b>	<b>\$0.1256</b>	<b>64</b>	<b>248,114</b>	<b>\$29,660.46</b>	<b>\$0.1195</b>	<b>64</b>	<b>220,838</b>	<b>\$25,563.73</b>	<b>\$0.1158</b>	<b>64</b>	<b>245,850</b>	<b>\$28,040.05</b>	<b>\$0.1141</b>
<b>SUB-TOTAL CONSUMPTION &amp; DEMAND</b>		<b>5,924</b>	<b>12,559,680</b>	<b>\$1,548,457.46</b>	<b>\$0.1233</b>	<b>5,927</b>	<b>14,090,596</b>	<b>\$1,610,603.04</b>	<b>\$0.1143</b>	<b>5,909</b>	<b>13,255,315</b>	<b>\$1,444,873.47</b>	<b>\$0.1090</b>	<b>5,926</b>	<b>11,735,237</b>	<b>\$1,296,875.37</b>	<b>\$0.1105</b>
Street Lights (In)	SLO	14	0	\$13.43	\$0.0000	14	0	\$13.44	\$0.0000	14	0	\$13.44	\$0.0000	14	0	\$13.43	\$0.0000
Street Lights (Out)	SLOO	2	0	\$1.92	\$0.0000	2	0	\$1.92	\$0.0000	2	0	\$1.92	\$0.0000	2	0	\$1.91	\$0.0000
<b>Total Street Light Only</b>		<b>16</b>	<b>0</b>	<b>\$15.35</b>	<b>\$0.0000</b>	<b>16</b>	<b>0</b>	<b>\$15.36</b>	<b>\$0.0000</b>	<b>16</b>	<b>0</b>	<b>\$15.36</b>	<b>\$0.0000</b>	<b>16</b>	<b>0</b>	<b>\$15.34</b>	<b>\$0.0000</b>
<b>TOTAL CONSUMPTION &amp; DEMAND</b>		<b>5,940</b>	<b>12,559,680</b>	<b>\$1,548,472.81</b>	<b>\$0.1233</b>	<b>5,943</b>	<b>14,090,596</b>	<b>\$1,610,618.40</b>	<b>\$0.1143</b>	<b>5,925</b>	<b>13,255,315</b>	<b>\$1,444,888.83</b>	<b>\$0.1090</b>	<b>5,942</b>	<b>11,735,237</b>	<b>\$1,296,890.71</b>	<b>\$0.1105</b>

**BILLING SUMMARY AND COST**

APRIL, 2020

2020 - JUNE BILLING WITH APRIL 2020 AMP BILL

Class and/or Schedule	Rate Code	Dec-19				Jan-20				Feb-20				Mar-20			
		# of Bills	Dec-19 (kWh Usage)	Dec-19 Billed	Cost / kWh For Month	# of Bills	Jan-20 (kWh Usage)	Jan-20 Billed	Cost / kWh For Month	# of Bills	Feb-20 (kWh Usage)	Feb-20 Billed	Cost / kWh For Month	# of Bills	Mar-20 (kWh Usage)	Mar-20 Billed	Cost / kWh For Month
Residential (Dom-In)	E1	3,352	1,800,455	\$222,392.91	\$0.1235	3,349	2,102,112	\$263,500.39	\$0.1254	3,353	2,227,957	\$277,842.04	\$0.1247	3,357	2,194,203	\$273,619.51	\$0.1247
Residential (Dom-In) w/Ecosmart	E1E	6	2,459	\$312.29	\$0.1270	6	2,754	\$354.93	\$0.1289	6	2,826	\$362.90	\$0.1284	6	2,816	\$361.36	\$0.1283
Residential (Dom-In - All Electric)	E2	636	441,766	\$53,448.48	\$0.1210	634	630,624	\$76,820.23	\$0.1218	628	670,954	\$81,369.44	\$0.1213	630	704,823	\$85,183.87	\$0.1209
Res. (Dom-In - All Elec.) w/Ecosmart	E2E	1	492	\$61.28	\$0.1246	1	490	\$62.75	\$0.1281	1	532	\$67.53	\$0.1269	1	551	\$69.65	\$0.1264
<b>Total Residential (Domestic)</b>		<b>3,995</b>	<b>2,245,172</b>	<b>\$276,214.96</b>	<b>\$0.1230</b>	<b>3,990</b>	<b>2,735,980</b>	<b>\$340,738.30</b>	<b>\$0.1245</b>	<b>3,988</b>	<b>2,902,269</b>	<b>\$359,641.91</b>	<b>\$0.1239</b>	<b>3,994</b>	<b>2,902,393</b>	<b>\$359,234.39</b>	<b>\$0.1238</b>
Residential (Rural-Out)	ER1	796	663,550	\$85,631.27	\$0.1291	792	807,336	\$105,185.25	\$0.1303	790	849,808	\$110,182.04	\$0.1297	788	826,839	\$107,272.00	\$0.1297
Residential (Rural-Out) w/Ecosmart	ER1E	4	2,621	\$346.78	\$0.1323	4	3,204	\$426.09	\$0.1330	4	3,438	\$453.88	\$0.1320	4	3,100	\$412.73	\$0.1331
Residential (Rural-Out - All Electric)	ER2	366	384,009	\$48,605.53	\$0.1266	364	481,607	\$61,650.77	\$0.1280	362	508,585	\$64,818.71	\$0.1274	362	513,989	\$65,386.64	\$0.1272
Res. (Rural-Out - All Electric) w/Ecosmart	ER2E	2	2,162	\$273.05	\$0.1263	2	2,699	\$345.23	\$0.1279	2	2,654	\$339.49	\$0.1279	2	2,764	\$352.31	\$0.1275
Residential (Rural-Out w/Dmd)	ER3	15	25,028	\$3,074.29	\$0.1228	15	100,391	\$12,192.74	\$0.1215	15	146,970	\$17,739.27	\$0.1207	15	25,307	\$3,187.36	\$0.1259
Residential (Rural-Out - All Electric w/Dmd)	ER4	9	7,187	\$931.24	\$0.1296	9	14,140	\$1,793.23	\$0.1268	9	11,986	\$1,532.42	\$0.1279	9	9,809	\$1,269.02	\$0.1294
<b>Total Residential (Rural)</b>		<b>1,192</b>	<b>1,084,557</b>	<b>\$138,862.16</b>	<b>\$0.1280</b>	<b>1,186</b>	<b>1,409,377</b>	<b>\$181,593.31</b>	<b>\$0.1288</b>	<b>1,182</b>	<b>1,523,441</b>	<b>\$195,065.81</b>	<b>\$0.1280</b>	<b>1,180</b>	<b>1,381,808</b>	<b>\$177,880.06</b>	<b>\$0.1287</b>
Commercial (1 Ph-In - No Dmd)	EC2	73	28,919	\$4,644.14	\$0.1606	73	34,043	\$5,428.03	\$0.1594	74	35,871	\$5,678.93	\$0.1583	74	35,797	\$5,664.22	\$0.1582
Commercial (1 Ph-Out - No Dmd)	EC2O	52	9,411	\$1,848.51	\$0.1964	50	13,491	\$2,402.69	\$0.1781	50	11,780	\$2,173.33	\$0.1845	50	11,970	\$2,196.80	\$0.1835
<b>Total Commercial (1 Ph) No Dmd</b>		<b>125</b>	<b>38,330</b>	<b>\$6,492.65</b>	<b>\$0.1694</b>	<b>123</b>	<b>47,534</b>	<b>\$7,830.72</b>	<b>\$0.1647</b>	<b>124</b>	<b>47,651</b>	<b>\$7,852.26</b>	<b>\$0.1648</b>	<b>124</b>	<b>47,767</b>	<b>\$7,861.02</b>	<b>\$0.1646</b>
Commercial (1 Ph-In - w/Demand)	EC1	259	270,782	\$42,443.32	\$0.1567	258	281,890	\$44,567.60	\$0.1581	257	302,449	\$47,334.25	\$0.1565	257	313,276	\$49,189.61	\$0.1570
Commercial (1 Ph-Out - w/Demand)	EC1O	24	36,593	\$5,245.08	\$0.1433	24	43,441	\$6,278.22	\$0.1445	25	41,403	\$5,935.19	\$0.1434	25	43,547	\$6,095.83	\$0.1400
<b>Total Commercial (1 Ph) w/Demand</b>		<b>283</b>	<b>307,375</b>	<b>\$47,688.40</b>	<b>\$0.1551</b>	<b>282</b>	<b>325,331</b>	<b>\$50,845.82</b>	<b>\$0.1563</b>	<b>282</b>	<b>343,852</b>	<b>\$53,269.44</b>	<b>\$0.1549</b>	<b>282</b>	<b>356,823</b>	<b>\$55,285.44</b>	<b>\$0.1549</b>
Commercial (3 Ph-Out - No Dmd)	EC4O	2	80	\$46.41	\$0.5801	2	4,440	\$628.10	\$0.1415	2	1,040	\$174.82	\$0.1681	2	400	\$89.33	\$0.2233
<b>Total Commercial (3 Ph) No Dmd</b>		<b>2</b>	<b>80</b>	<b>\$46.41</b>	<b>\$0.5801</b>	<b>2</b>	<b>4,440</b>	<b>\$628.10</b>	<b>\$0.1415</b>	<b>2</b>	<b>1,040</b>	<b>\$174.82</b>	<b>\$0.1681</b>	<b>2</b>	<b>400</b>	<b>\$89.33</b>	<b>\$0.2233</b>
Commercial (3 Ph-In - w/Demand)	EC3	212	1,797,126	\$233,151.82	\$0.1297	213	1,740,229	\$229,454.61	\$0.1319	212	1,688,719	\$222,678.01	\$0.1319	214	1,837,506	\$239,708.56	\$0.1305
Commercial (3 Ph-Out - w/Demand)	EC3O	36	507,722	\$63,884.66	\$0.1258	36	416,639	\$53,651.15	\$0.1288	36	285,800	\$38,879.27	\$0.1360	36	286,076	\$38,698.15	\$0.1353
Commercial (3 Ph-Out - w/Dmd.&Sub-St.)	E3SO	3	109,440	\$13,095.45	\$0.1197	3	100,680	\$12,423.31	\$0.1234	3	98,320	\$12,243.36	\$0.1245	3	99,880	\$12,474.53	\$0.1249
Commercial (3 Ph-In - w/Demand, No Tax)	EC3T	1	4,280	\$580.40	\$0.1356	1	1,400	\$195.31	\$0.1395	1	1,480	\$209.30	\$0.1414	1	1,400	\$193.28	\$0.1381
Commercial (3 Ph-In - w/Dmd.&Sub-St.C)	EC3S	0	0	\$0.00	\$0.0000	0	0	\$0.00	\$0.0000	0	0	\$0.00	\$0.0000	1	102,720	\$11,249.52	\$0.1095
<b>Total Commercial (3 Ph) w/Demand</b>		<b>252</b>	<b>2,418,568</b>	<b>\$310,712.33</b>	<b>\$0.1285</b>	<b>253</b>	<b>2,258,948</b>	<b>\$295,724.38</b>	<b>\$0.1309</b>	<b>252</b>	<b>2,074,319</b>	<b>\$274,009.94</b>	<b>\$0.1321</b>	<b>255</b>	<b>2,327,582</b>	<b>\$302,324.04</b>	<b>\$0.1299</b>
Large Power (In - w/Dmd & Rct)	EL1	15	2,005,027	\$198,903.63	\$0.0992	15	1,748,187	\$184,229.31	\$0.1054	15	1,598,234	\$172,601.65	\$0.1080	13	1,721,351	\$179,206.40	\$0.1041
Large Power (In - w/Dmd & Rct, w/SbCr)	EL2	3	1,089,944	\$102,810.47	\$0.0943	3	1,006,691	\$101,740.34	\$0.1011	3	937,001	\$95,111.19	\$0.1015	2	935,415	\$89,858.29	\$0.0961
Large Power (Out - w/Dmd & Rct, w/SbCr)	EL2O	1	324,000	\$35,708.02	\$0.1102	1	365,200	\$39,268.32	\$0.1106	1	274,800	\$33,004.71	\$0.1201	1	379,200	\$40,656.81	\$0.1072
Large Power (In - w/Dmd & Rct, w/SbCr)	EL3	2	113,457	\$19,884.22	\$0.1753	2	126,563	\$19,833.72	\$0.1567	2	108,215	\$10,418.87	\$0.0963	2	74,380	\$10,314.37	\$0.1387
<b>Total Large Power</b>		<b>21</b>	<b>3,532,428</b>	<b>\$357,306.34</b>	<b>\$0.1012</b>	<b>21</b>	<b>3,236,641</b>	<b>\$345,071.69</b>	<b>\$0.1066</b>	<b>21</b>	<b>2,918,250</b>	<b>\$311,136.42</b>	<b>\$0.1066</b>	<b>18</b>	<b>3,110,346</b>	<b>\$320,035.87</b>	<b>\$0.1029</b>
Industrial (In - w/Dmd & Rct, w/SbCr)	EI1	1	814,630	\$75,719.92	\$0.0930	1	782,625	\$77,014.37	\$0.0984	1	648,953	\$67,477.05	\$0.1040	1	886,576	\$85,953.58	\$0.0970
Industrial (In - w/Dmd & Rct, No/SbCr)	EI2	1	831,049	\$78,113.33	\$0.0940	1	777,345	\$79,927.37	\$0.1028	1	748,763	\$77,149.51	\$0.1030	1	837,502	\$82,186.49	\$0.0981
<b>Total Industrial</b>		<b>2</b>	<b>1,645,679</b>	<b>\$153,833.25</b>	<b>\$0.0935</b>	<b>2</b>	<b>1,559,970</b>	<b>\$156,941.74</b>	<b>\$0.1006</b>	<b>2</b>	<b>1,397,716</b>	<b>\$144,626.56</b>	<b>\$0.1035</b>	<b>2</b>	<b>1,724,078</b>	<b>\$168,140.07</b>	<b>\$0.0975</b>
Interdepartmental (In - No Dmd)	ED1	10	23,899	\$3,069.72	\$0.1284	10	34,098	\$4,308.99	\$0.1264	12	36,405	\$4,558.19	\$0.1252	10	32,325	\$4,076.93	\$0.1261
Interdepartmental (Out - w/Dmd)	ED2O	2	477	\$86.23	\$0.1808	2	470	\$86.96	\$0.1850	2	476	\$87.69	\$0.1842	2	466	\$86.28	\$0.1852
Interdepartmental (In - w/Dmd)	ED2	27	45,949	\$6,300.76	\$0.1371	27	60,814	\$8,439.35	\$0.1388	29	61,731	\$8,578.30	\$0.1390	27	68,568	\$9,453.34	\$0.1379
Interdepartmental (3Ph-In - w/Dmd)	ED3	10	160,730	\$20,314.79	\$0.1264	10	151,425	\$19,242.97	\$0.1271	10	158,974	\$20,332.08	\$0.1279	10	192,052	\$24,619.47	\$0.1282
Interdepartmental (Street Lights)	EDSL	6	32,771	\$3,159.27	\$0.0964	6	32,671	\$3,128.40	\$0.0958	6	32,771	\$3,158.23	\$0.0964	6	32,771	\$3,147.92	\$0.0961
Interdepartmental (Traffic Signals)	EDTS	8	1,192	\$110.22	\$0.0925	8	1,203	\$111.24	\$0.0925	8	1,243	\$114.93	\$0.0925	8	1,239	\$114.55	\$0.0925
Generators (JV2 Power Cost Only)	GJV2	1	27,105	\$264.54	\$0.0098	1	30,054	\$1,887.69	\$0.0628	1	27,895	\$3,378.92	\$0.1211	1	26,760	\$145.31	\$0.0054
Generators (JV5 Power Cost Only)	GJV5	0	0	\$0.00	\$0.0000	0	0	\$0.00	\$0.0000	0	0	\$0.00	\$0.0000	0	0	\$0.00	\$0.0000
<b>Total Interdepartmental</b>		<b>64</b>	<b>292,123</b>	<b>\$33,305.53</b>	<b>\$0.1140</b>	<b>64</b>	<b>310,735</b>	<b>\$37,205.60</b>	<b>\$0.1197</b>	<b>68</b>	<b>319,495</b>	<b>\$40,208.34</b>	<b>\$0.1258</b>	<b>64</b>	<b>354,181</b>	<b>\$41,353.18</b>	<b>\$0.1168</b>
<b>SUB-TOTAL CONSUMPTION &amp; DEMAND</b>		<b>5,936</b>	<b>11,564,312</b>	<b>\$1,324,462.03</b>	<b>\$0.1145</b>	<b>5,923</b>	<b>11,888,956</b>	<b>\$1,416,579.66</b>	<b>\$0.1192</b>	<b>5,921</b>	<b>11,528,033</b>	<b>\$1,385,985.50</b>	<b>\$0.1202</b>	<b>5,921</b>	<b>12,205,378</b>	<b>\$1,432,203.40</b>	<b>\$0.1173</b>
Street Lights (In)	SLO	14	0	\$13.43	\$0.0000	14	0	\$13.44	\$0.0000	14	0	\$13.43	\$0.0000	14	0	\$13.43	\$0.0000
Street Lights (Out)	SLOO	2	0	\$1.91	\$0.0000	2	0	\$1.91	\$0.0000	2	0	\$1.92	\$0.0000	2	0	\$1.92	\$0.0000
<b>Total Street Light Only</b>		<b>16</b>	<b>0</b>	<b>\$15.34</b>	<b>\$0.0000</b>	<b>16</b>	<b>0</b>	<b>\$15.35</b>	<b>\$0.0000</b>	<b>16</b>	<b>0</b>	<b>\$15.35</b>	<b>\$0.0000</b>	<b>16</b>	<b>0</b>	<b>\$15.35</b>	<b>\$0.0000</b>
<b>TOTAL CONSUMPTION &amp; DEMAND</b>		<b>5,952</b>	<b>11,564,312</b>	<b>\$1,324,477.37</b>	<b>\$0.1145</b>	<b>5,939</b>	<b>11,888,956</b>	<b>\$1,416,595.01</b>	<b>\$0.1192</b>	<b>5,937</b>	<b>11,528,033</b>	<b>\$1,386,000.85</b>	<b>\$0.1202</b>	<b>5,937</b>	<b>12,205,378</b>	<b>\$1,432,218.75</b>	<b>\$0.1173</b>



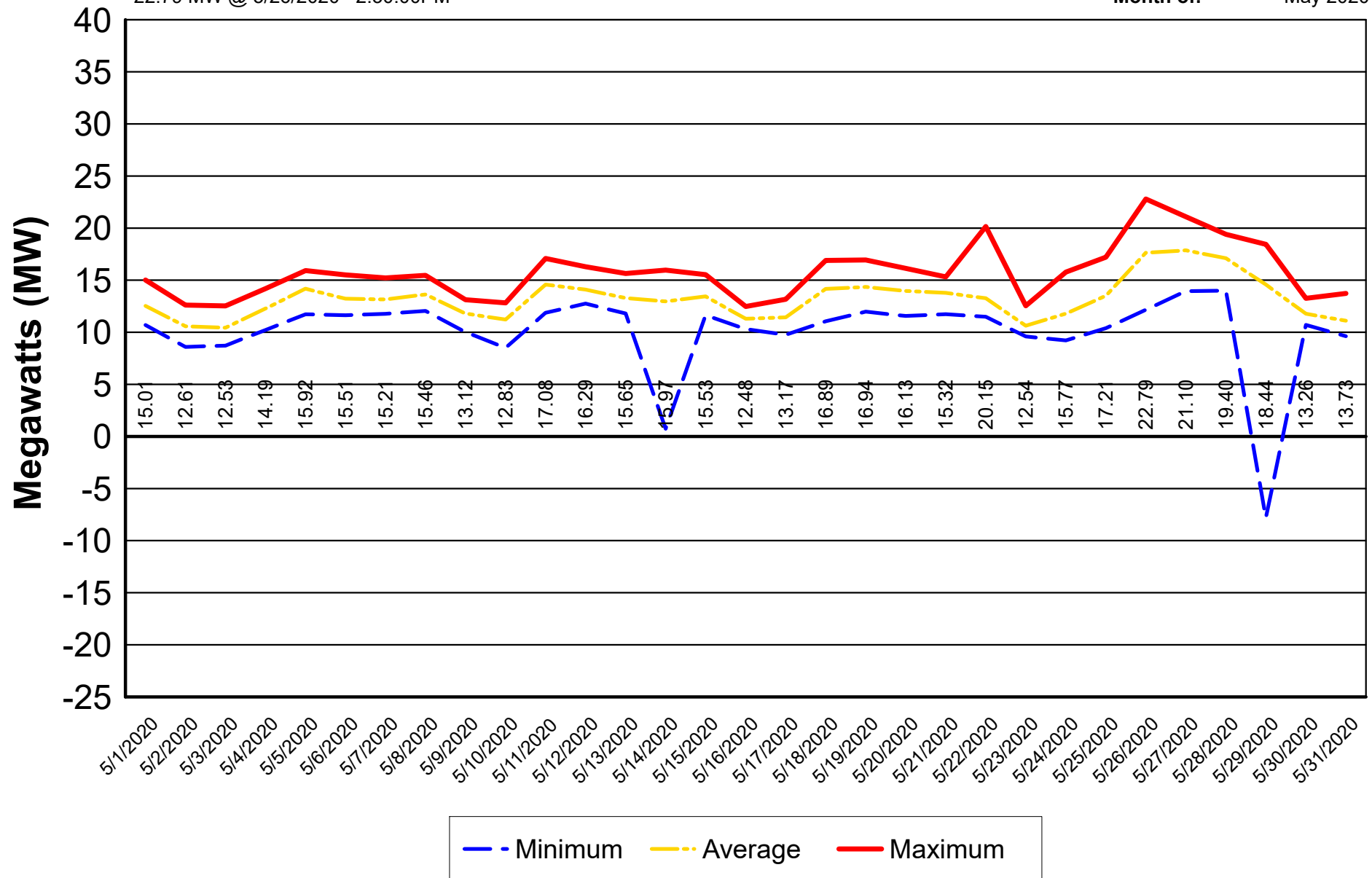
<b>BILLING SUMMARY AND COMPARISON</b>													
<b>APRIL, 2020</b>													
<b>2020 - JUNE BILLING WITH APRIL 2020 AMP BILL</b>													
Class and/or Schedule	Rate Code	Apr-20 # of Bills	Apr-20 (kWh Usage)	Apr-20 Bill	Cost / kWh For Month	May-20 # of Bills	May-20 (kWh Usage)	May-20 Bill	TOTAL KWH USAGE PRIOR 12 MO	TOTAL BILLING PRIOR 12 MO	Avg.Cost Per kWh For Period	Avg.Num. of Bills For Period	Avg.Per. % of Bills For Period
Residential (Dom-In)	E1	3,370	1,989,944	\$252,935.61	\$0.1271	3,379	1,957,424	\$255,584.56	26,594,841	\$3,293,525.68	\$0.1238	3,353	56.4423%
Residential (Dom-In) w/Ecosmart	E1E	6	2,587	\$338.58	\$0.1309	6	2,843	\$377.81	40,874	\$5,160.41	\$0.1263	6	0.1080%
Residential (Dom-In - All Electric)	E2	631	619,040	\$76,175.24	\$0.1231	634	521,516	\$66,499.40	6,053,481	\$743,176.53	\$0.1228	631	10.6134%
Res. (Dom-In - All Elec.) w/Ecosmart	E2E	1	448	\$58.39	\$0.1303	1	464	\$61.79	6,889	\$863.39	\$0.1253	1	0.0168%
<b>Total Residential (Domestic)</b>		<b>4,008</b>	<b>2,612,019</b>	<b>\$329,507.82</b>	<b>\$0.1262</b>	<b>4,020</b>	<b>2,482,247</b>	<b>\$322,523.56</b>	<b>32,696,085</b>	<b>\$4,042,726.01</b>	<b>\$0.1236</b>	<b>3,991</b>	<b>67.1806%</b>
Residential (Rural-Out)	ER1	791	742,059	\$98,164.62	\$0.1323	793	758,108	\$102,630.03	9,176,935	\$1,193,507.74	\$0.1301	789	13.2745%
Residential (Rural-Out) w/Ecosmart	ER1E	4	2,828	\$384.07	\$0.1358	4	2,635	\$369.16	35,708	\$4,759.47	\$0.1333	4	0.0673%
Residential (Rural-Out - All Electric)	ER2	362	446,437	\$57,912.35	\$0.1297	363	429,735	\$57,305.95	5,063,790	\$650,702.95	\$0.1285	366	6.1526%
Res. (Rural-Out - All Electric) w/Ecosmart	ER2E	2	2,335	\$304.08	\$0.1302	2	2,299	\$307.21	24,988	\$3,234.43	\$0.1294	2	0.0337%
Residential (Rural-Out w/Dmd)	ER3	15	27,525	\$3,492.32	\$0.1269	15	27,829	\$3,619.72	450,465	\$55,888.67	\$0.1241	15	0.2525%
Residential (Rural-Out - All Electric w/Dmd)	ER4	9	7,128	\$957.19	\$0.1343	9	5,975	\$836.42	106,419	\$13,816.75	\$0.1298	9	0.1515%
<b>Total Residential (Rural)</b>		<b>1,183</b>	<b>1,228,312</b>	<b>\$161,214.63</b>	<b>\$0.1312</b>	<b>1,186</b>	<b>1,226,581</b>	<b>\$165,068.49</b>	<b>14,858,305</b>	<b>\$1,921,910.01</b>	<b>\$0.1293</b>	<b>1,184</b>	<b>19.9321%</b>
Commercial (1 Ph-In - No Dmd)	EC2	74	35,365	\$5,656.59	\$0.1599	74	32,131	\$5,326.82	380,468	\$61,271.73	\$0.1610	73	1.2358%
Commercial (1 Ph-Out - No Dmd)	EC2O	50	12,742	\$2,317.77	\$0.1819	50	11,004	\$2,119.67	129,527	\$24,441.42	\$0.1887	50	0.8445%
<b>Total Commercial (1 Ph) No Dmd</b>		<b>124</b>	<b>48,107</b>	<b>\$7,974.36</b>	<b>\$0.1658</b>	<b>124</b>	<b>43,135</b>	<b>\$7,446.49</b>	<b>509,995</b>	<b>\$85,713.15</b>	<b>\$0.1681</b>	<b>124</b>	<b>2.0803%</b>
Commercial (1 Ph-In - w/Demand)	EC1	257	299,425	\$48,508.19	\$0.1620	257	274,832	\$46,322.88	3,732,273	\$574,885.81	\$0.1540	258	4.3486%
Commercial (1 Ph-Out - w/Demand)	EC1O	25	43,400	\$6,107.31	\$0.1407	25	42,962	\$6,270.11	506,315	\$71,699.42	\$0.1416	24	0.4110%
<b>Total Commercial (1 Ph) w/Demand</b>		<b>282</b>	<b>342,825</b>	<b>\$54,615.50</b>	<b>\$0.1593</b>	<b>282</b>	<b>317,794</b>	<b>\$52,592.99</b>	<b>4,238,588</b>	<b>\$646,585.23</b>	<b>\$0.1525</b>	<b>283</b>	<b>4.7596%</b>
Commercial (3 Ph-Out - No Dmd)	EC4O	2	40	\$41.39	\$1.0348	2	760	\$140.89	7,400	\$1,419.50	\$0.1918	2	0.0337%
<b>Total Commercial (3 Ph) No Dmd</b>		<b>2</b>	<b>40</b>	<b>\$41.39</b>	<b>\$1.0348</b>	<b>2</b>	<b>760</b>	<b>\$140.89</b>	<b>7,400</b>	<b>\$1,419.50</b>	<b>\$0.1918</b>	<b>2</b>	<b>0.0337%</b>
Commercial (3 Ph-In - w/Demand)	EC3	212	1,635,535	\$217,693.09	\$0.1331	212	1,435,766	\$198,136.69	21,974,993	\$2,877,533.79	\$0.1309	214	3.5939%
Commercial (3 Ph-Out - w/Demand)	EC3O	36	273,659	\$37,755.85	\$0.1380	36	251,993	\$35,672.91	3,684,038	\$492,338.71	\$0.1336	37	0.6144%
Commercial (3 Ph-Out - w/Dmd.&Sub-St.)	E3SO	3	94,040	\$11,791.91	\$0.1254	3	79,200	\$10,324.59	1,229,760	\$151,550.31	\$0.1232	3	0.0505%
Commercial (3 Ph-In - w/Demand, No Tax)	EC3T	1	1,360	\$186.96	\$0.1375	1	1,320	\$187.89	38,480	\$5,006.14	\$0.1301	1	0.0168%
Commercial (3 Ph-In - w/Dmd.&Sub-St.C)	EC3S	1	97,440	\$11,923.12	\$0.1224	1	79,680	\$10,114.70	279,840	\$33,287.34	\$0.1190	0	0.0042%
<b>Total Commercial (3 Ph) w/Demand</b>		<b>253</b>	<b>2,102,034</b>	<b>\$279,350.93</b>	<b>\$0.1329</b>	<b>253</b>	<b>1,847,959</b>	<b>\$254,436.78</b>	<b>27,207,111</b>	<b>\$3,559,716.29</b>	<b>\$0.1308</b>	<b>254</b>	<b>4.2799%</b>
Large Power (In - w/Dmd & Rct)	EL1	14	1,817,253	\$196,177.95	\$0.1080	14	1,798,307	\$197,248.46	22,688,108	\$2,367,987.40	\$0.1044	15	0.2469%
Large Power (In - w/Dmd & Rct, w/SbCr)	EL2	2	800,590	\$82,287.74	\$0.1028	2	900,600	\$91,681.73	11,664,012	\$1,168,799.56	\$0.1002	3	0.0463%
Large Power (Out - w/Dmd & Rct, w/SbCr)	EL2O	1	356,400	\$39,110.59	\$0.1097	1	122,400	\$24,150.88	4,275,600	\$487,439.50	\$0.1140	1	0.0168%
Large Power (In - w/Dmd & Rct, w/SbCr)	EL3	2	57,600	\$6,250.96	\$0.1085	2	85,309	\$11,457.31	1,039,171	\$173,316.30	\$0.1668	2	0.0337%
<b>Total Large Power</b>		<b>19</b>	<b>3,031,843</b>	<b>\$323,827.24</b>	<b>\$0.1068</b>	<b>19</b>	<b>2,906,616</b>	<b>\$324,538.38</b>	<b>39,666,891</b>	<b>\$4,197,542.76</b>	<b>\$0.1058</b>	<b>20</b>	<b>0.3437%</b>
Industrial (In - w/Dmd & Rct, w/SbCr)	EI1	1	805,455	\$80,592.47	\$0.1001	1	410,316	\$52,124.53	9,633,612	\$940,256.65	\$0.0976	1	0.0168%
Industrial (In - w/Dmd & Rct, No/SbCr)	EI2	1	739,129	\$77,982.87	\$0.1055	1	722,408	\$77,272.88	9,355,493	\$940,421.40	\$0.1005	1	0.0168%
<b>Total Industrial</b>		<b>2</b>	<b>1,544,584</b>	<b>\$158,575.34</b>	<b>\$0.1027</b>	<b>2</b>	<b>1,132,724</b>	<b>\$129,397.41</b>	<b>18,989,105</b>	<b>\$1,880,678.05</b>	<b>\$0.0990</b>	<b>2</b>	<b>0.0337%</b>
Interdepartmental (In - No Dmd)	ED1	10	32,250	\$4,167.98	\$0.1292	11	24,215	\$3,230.94	381,806	\$50,081.23	\$0.1312	10	0.1725%
Interdepartmental (Out - w/Dmd)	ED2O	2	536	\$96.39	\$0.1798	2	718	\$123.24	6,396	\$1,139.74	\$0.1782	2	0.0337%
Interdepartmental (In - w/Dmd)	ED2	27	55,966	\$7,858.32	\$0.1404	27	45,285	\$6,571.66	479,437	\$67,863.39	\$0.1415	27	0.4601%
Interdepartmental (3Ph-In - w/Dmd)	ED3	10	223,743	\$28,648.01	\$0.1280	10	173,829	\$23,742.28	1,939,925	\$251,002.18	\$0.1294	10	0.1683%
Interdepartmental (Street Lights)	EDSL	6	31,302	\$3,024.88	\$0.0966	6	31,302	\$3,019.83	333,809	\$32,147.24	\$0.0963	6	0.1010%
Interdepartmental (Traffic Signals)	EDTS	8	1,146	\$105.96	\$0.0925	8	1,213	\$112.15	15,378	\$1,421.93	\$0.0925	8	0.1347%
Generators (JV2 Power Cost Only)	GJV2	1	23,021	\$1.84	\$0.0001	1	19,727	\$354.89	256,070	\$8,017.49	\$0.0313	1	0.0168%
Generators (JV5 Power Cost Only)	GJV5	0	0	\$0.00	\$0.0000	0	0	\$0.00	0	\$0.00	\$0.0000	0	0.0000%
<b>Total Interdepartmental</b>		<b>64</b>	<b>367,964</b>	<b>\$43,903.38</b>	<b>\$0.1193</b>	<b>65</b>	<b>296,289</b>	<b>\$37,154.99</b>	<b>3,412,821</b>	<b>\$411,673.20</b>	<b>\$0.1206</b>	<b>65</b>	<b>1.0872%</b>
<b>SUB-TOTAL CONSUMPTION &amp; DEMAND</b>		<b>5,937</b>	<b>11,277,728</b>	<b>\$1,359,010.59</b>	<b>\$0.1205</b>	<b>5,953</b>	<b>10,254,105</b>	<b>\$1,293,299.98</b>	<b>141,586,301</b>	<b>\$16,747,964.20</b>	<b>\$0.1183</b>	<b>5,925</b>	<b>99.7307%</b>
Street Lights (In)	SLO	14	0	\$13.43	\$0.0000	14	0	\$13.44	0	\$161.22	\$0.0000	14	0.2357%
Street Lights (Out)	SLOO	2	0	\$1.91	\$0.0000	2	0	\$1.92	0	\$23.00	\$0.0000	2	0.0337%
<b>Total Street Light Only</b>		<b>16</b>	<b>0</b>	<b>\$15.34</b>	<b>\$0.0000</b>	<b>16</b>	<b>0</b>	<b>\$15.36</b>	<b>0</b>	<b>\$184.22</b>	<b>\$0.0000</b>	<b>16</b>	<b>0.2693%</b>
<b>TOTAL CONSUMPTION &amp; DEMAND</b>		<b>5,953</b>	<b>11,277,728</b>	<b>\$1,359,025.93</b>	<b>\$0.1205</b>	<b>5,969</b>	<b>10,254,105</b>	<b>\$1,293,315.34</b>	<b>141,586,301</b>	<b>\$16,748,148.42</b>	<b>\$0.1183</b>	<b>5,941</b>	<b>100.0000%</b>

# Napoleon Power & Light

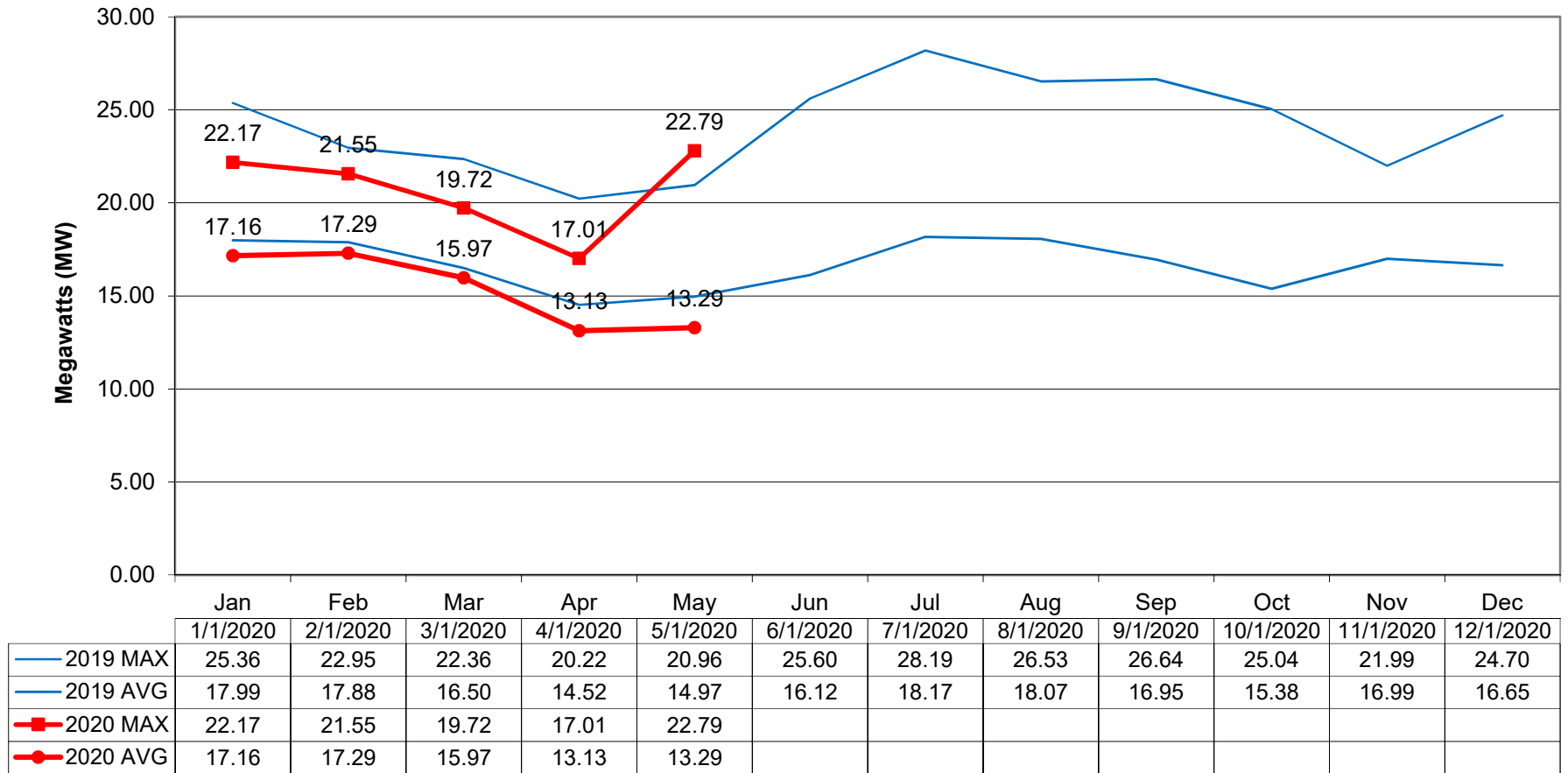
## System Load

Peak Load:  
22.79 MW @ 5/26/2020 2:30:00PM

Month of: May 2020



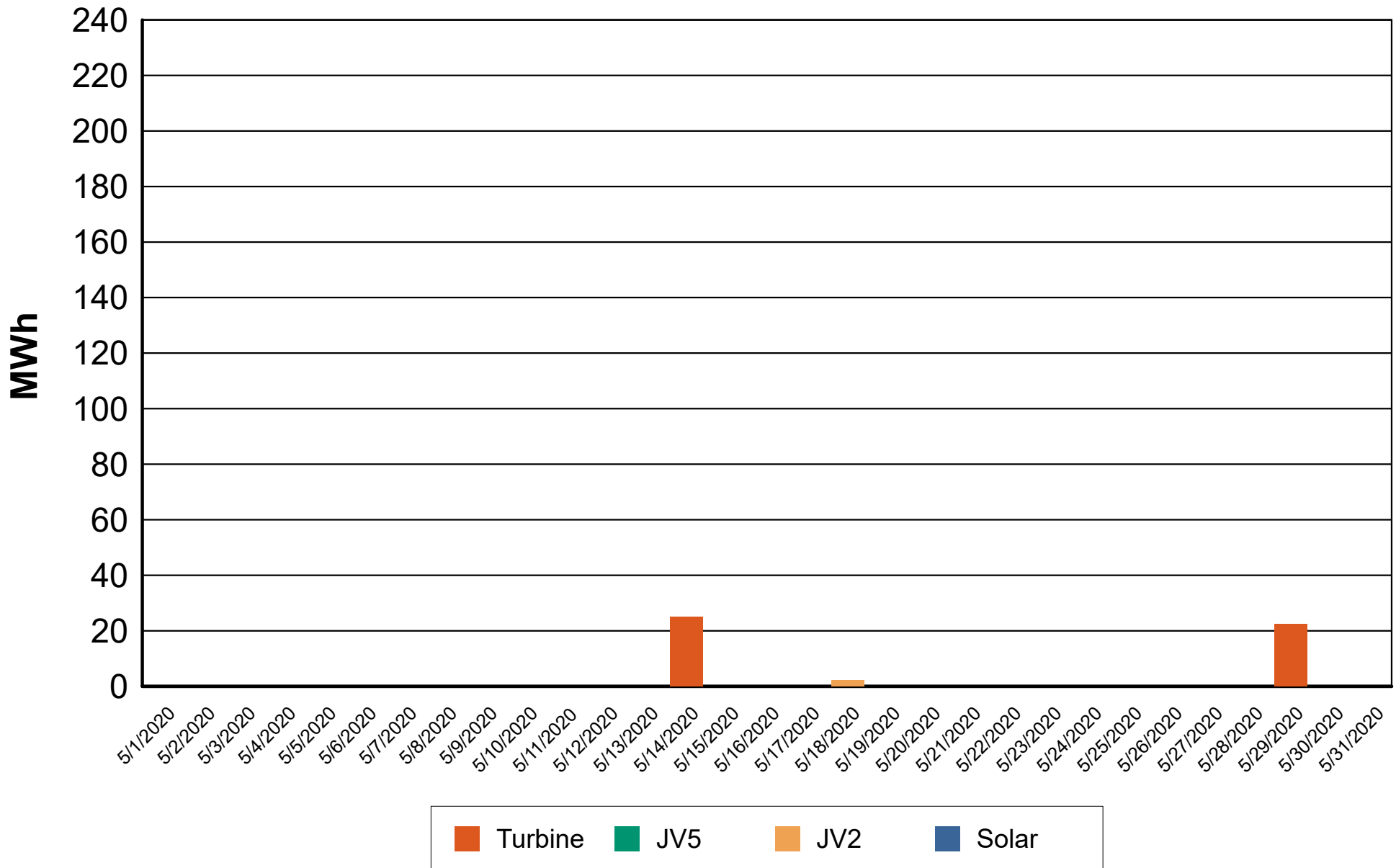
# NAPOLEON POWER & LIGHT



— 2019 MAX   
 — 2019 AVG   
 —■— 2020 MAX   
 —●— 2020 AVG

# Napoleon Power & Light

## Daily Generation Output

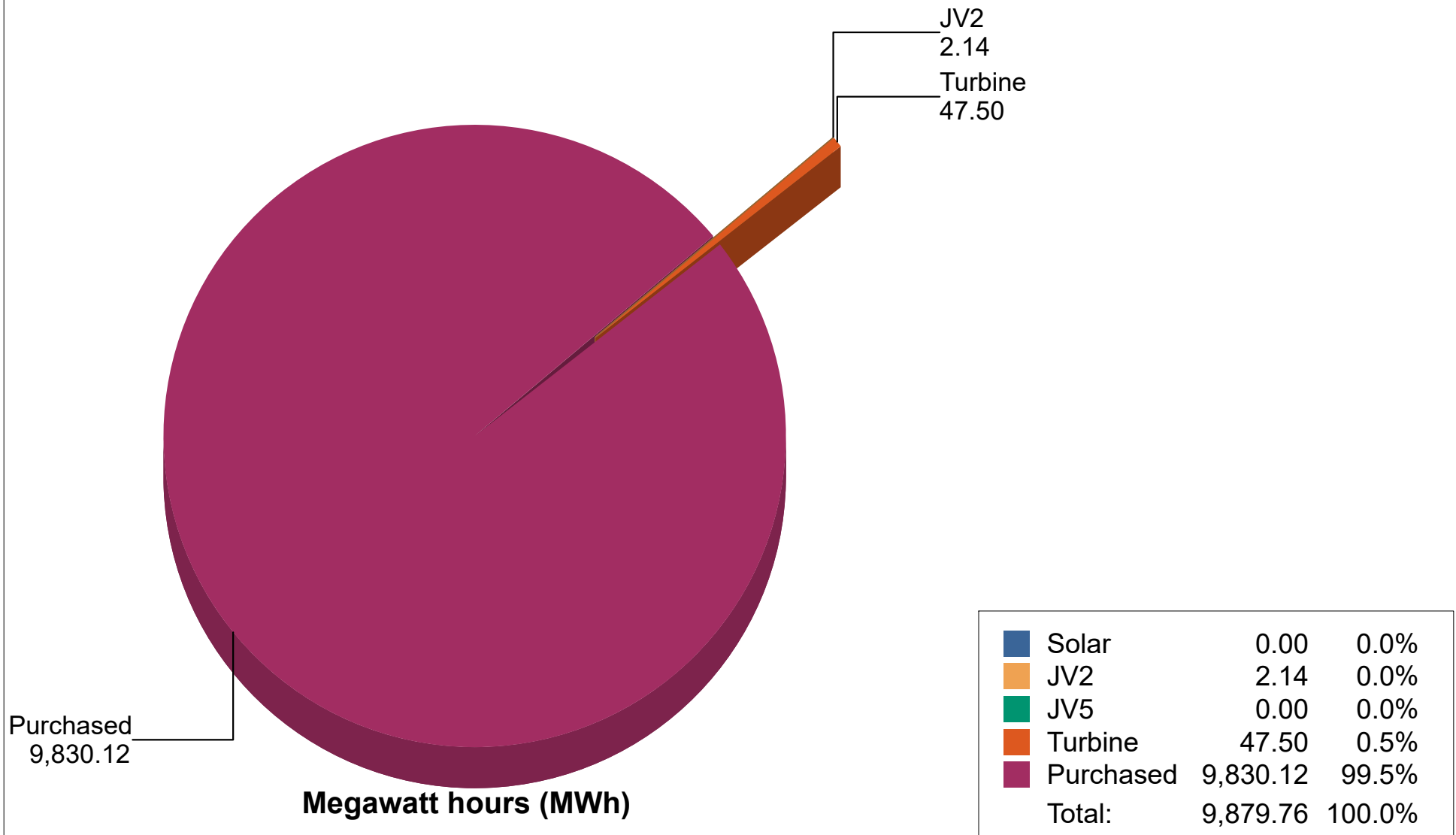




# Napoleon Power & Light

## Power Portfolio

May 2020



*City of Napoleon, Ohio*

**MUNICIPAL PROPERTIES, BUILDINGS, LAND USE, AND ECONOMIC DEVELOPMENT  
COMMITTEE**

**SPECIAL MEETING AGENDA**

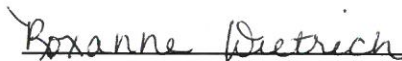
**Monday, June 08, 2020 at 7:00 pm**

**LOCATION:**

Council Chambers, 255 West Riverview Avenue, Napoleon, Ohio

*The WebEx link to the meeting will be posted on the City's website at [www.napoleonohio.com](http://www.napoleonohio.com)*

- 1) Approval of Minutes: May 11, 2020 (In the absence of any objections or corrections, the Minutes shall stand approved)
- 2) American Road Tax Increment Financing District and State Infrastructure Bank Loans
- 3) The Use of City Assets to Promote Events, Activities or Economic Development Inside the City Limits in which the City is not a Traditional Partner
- 4) Any other matters currently assigned to the Committee
- 5) Adjournment



Roxanne Dietrich

Executive Assistant to Appointing Authority/CLERK OF COUNCIL

*City of Napoleon, Ohio*  
**MUNICIPAL PROPERTIES, BUILDING, LAND USE AND ECONOMIC DEVELOPMENT**  
**COMMITTEE MEETING MINUTES**  
Monday, May 11, 2020 at 7:30 pm

**PRESENT**

Committee Members Molly Knepley, Lori Siclair, Joe Bialorucki  
on WebEx: Jason Maassel  
City Manager Joel L. Mazur  
Admin. to Appointing  
Authority/CLERK OF COUNCIL Roxanne Dietrich  
Others News Media

**ABSENT**

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**CALL TO ORDER**

Chairperson Knepley called the Municipal Properties, Building, Land Use and Economic Development Committee meeting to order at 7:30 pm.

**APPROVAL OF MINUTES**

The minutes from the February 10, 2020 meeting were approved as presented.

**DOWNTOWN FLOWER POTS REPLACEMENT PLAN**

Mazur explained Napoleon Alive and the Chamber are working to put together a plan to replace the downtown planters. Last year there was an attempt to stain some of the current planters to see how they would hold up as they are chipping away. Jeff Rathge has said it is getting more and more difficult every year to move the planters. The road salt splashes up on them and is starting to eat away at the concrete and they are starting to fall apart. The original purchase of flower pots was made by the Chamber and donated to the City of Napoleon. Concrete planters usually last 12-15 years and I think that is just about where we are. We emptied out one of the containers at the corner of Front and Perry. You could see where the inside is starting to come apart and the bottom is crumbling. Options were looked at to try to salvage what we have. Sand blasting was even looked into. How much do we spend to save a couple of years? Since it is city property there is a process we have to go through. I wanted to make sure you knew we were looking at all the options to save what we have out there. We are planning on repurposing some of the planters. A few departments want some for their buildings. We have the Jahns Road and Trail projects coming up and maybe we can salvage a planter to put out there. The planters that cannot be salvaged will be disposed of. The planters that can be salvaged and are not used will be put on govdeals or kept as spares. Napoleon Alive purchased twelve planters to be put on Perry Street and a couple will be put at where 108 at Scott Street comes into the downtown. Next year the Chamber may purchase twelve more planters to be put on Washington Street. These planters are much larger being 40' x 52'. They are wicking flower pots and a certain soil has to be put in that requires less watering. Bialorucki asked will the planters be on Perry Street? Mazur said there will be one at the corner of Clinton and Perry, at all four corners on Washington and Perry, the north corner of Main Street and Perry, one at Riverview and Perry on the east side, south intersection of Riverview and Perry, one at Clinton and Scott, and one on Washington and Scott. This will be a two-year project. Maassel commented during Ribfest the flower pots get moved. It does not look like there is an easy way to move these with a forklift. In looking at the picture, I do not see how a 400 lb. planter with water can be moved safely. We don't want extra stuff from Ribfest in the flowers. Mazur said the flower pots are

## OTHER MATTERS

**ADJOURN**

Roll call vote on the above motion:  
Yea-Siclair, Bialorucki, Knepley, Maassel  
Nay-  
**Yea-4, Nay-0. Motion Passed.**

June 8, 2020

Page 2



# City of *NAPOLÉON*, Ohio

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Web Page: [www.napoleonohio.com](http://www.napoleonohio.com)

## MEMORANDUM

June 5, 2020

**Mayor**  
Jason Maassel

TO: Municipal Properties, Land Use, Buildings, and Economic Development Comm.

FROM: Joel L. Mazur, City Manager

### **Members of Council**

**PRESIDENT:**  
Joseph Bialorucki

**PRESIDENT PRO-TEM:**  
Daniel Baer

John Ross Durham  
Jeff Comadoll  
Kenneth Haase  
Molly Knepley  
Lori Siclair

SUBJECT: Proposed Tax Increment Financing (TIF) District and State Infrastructure Bank (SIB) Loan for American Road

During the Budget hearings and in City Council Meetings, we discussed the American Road project, along with the financing mechanism, the organizations involved and the project schedules. Below is a brief explanation on how to move forward with the completion of this project:

### **TIF District:**

A TIF District is a public financing method that is used as a subsidy for redevelopment, infrastructure, and other community-improvement projects. In summary, properties that have improvements made to them will have an increase in property taxes. The increase to the property taxes owed are what pay for the infrastructure improvements (See attached TIF information for more details). Since it would take many years to collect on the amount needed to pay for the infrastructure improvements, another loan would be needed to pay for the project up front. Therefore, a SIB Loan is being proposed in conjunction with the TIF District.

### **SIB Loan:**

A SIB loan is a financing mechanism operated by the State of Ohio that allows for flexibility in financing projects such as this. In summary, the terms and conditions of the Agreement would allow for the following:

- 3% fixed interest rate
- Maximum term of 25 years
- The first payment does not need to be made until 30 months after closing, no interest the first year and only interest owed in the second year
- Loan repayment can be tailored to fit our situation
- Additional funds can be made available if the project goes over budget, with a revised repayment schedule

The loan repayment can be tailored to fit our need. What we are proposing would be to have the bulk of the loan repaid after the first 10 years. This would potentially allow us to use property tax increases from projects that have existing CRA Agreements. This can only occur if the TIF is established prior to the property improvements making it to the tax rolls (See the attached SIB Loan information for more details).

**City Manager**  
Joel L. Mazur

**Finance Director**  
Kelly O'Boyle

**Law Director**  
Billy D. Harmon

### **Project Background:**

This project began when the Love's Travel Stop was proposing to develop in Napoleon. This development requires modifications to American Road for the length of the property, which is an obligation of Love's. The Maumee Valley Planning Organization (MVPO) has been working with Love's during this whole process, including helping them secure a \$500,000 grant from the CDBG Economic Development Program.

As we reviewed the Love's portion of the project, we were able to secure \$600,000 from three (3) different grant funds to assist with further road reconstruction work and engineering work. We were able to secure the funds from the RGP, ODOT Jobs & Commerce and the Transportation Improvement District. The entire project includes American Road from Industrial Drive to Oakwood Avenue, then Oakwood Avenue from American Road to Freedom Drive, not including the intersection (See attached Map).

We are proposing to construct the Love's portion with an extension to the Pet Vet property in 2020, then the remainder in 2021. This would minimize the construction disturbance for the businesses in the area. The project for 2021 would be constructed utilizing SIB loan funds and paid back by the TIF District.

### **Additional Information:**

A TIF District only requires City Council approval if it is a 75% TIF rate for 10 years. If the percentage or length would increase, then it would require approval from the school district jurisdiction. In this particular case, we would need approval from both the Napoleon School District and Liberty Center School District. We have met with both districts and will continue discussions if City Council approves of moving forward.

We are proposing to move forward with a minimum 20-year TIF District at 75% TIF rate. There can be variations to this as well. We can get a 100% TIF rate, and then provide a payment in lieu of Taxes (PILOT) to the school districts.

### **Conclusion:**

In order to move forward, City Council would need to approve establishing a TIF District, then we would also need approval from the school districts. This will be the only opportunity to get this project completed using this mechanism due to the amount of development planned and occurring in this area. Not moving forward would require the City to make any necessary road improvements in this area with Capital funds. American Road is already in severe disrepair. We estimate that some form of road work will be needed within the next 5-7 years regardless. This proposal allows the City to complete this needed work potentially without using capital funds.



**Parcels**

**American Road Project**

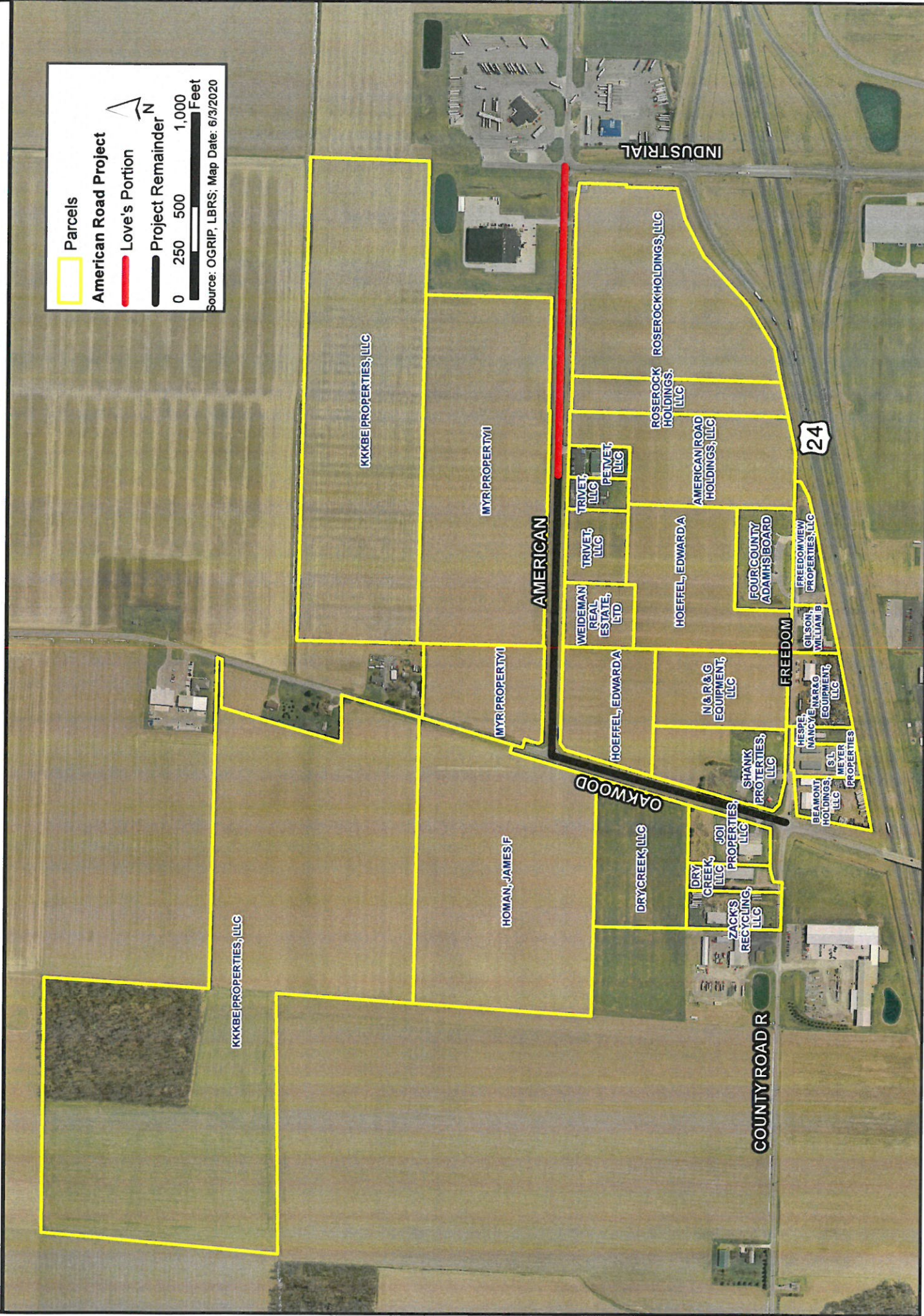
**Love's Portion**

**Project Remainder**

**North Arrow**

**Scale:** 0 250 500 1,000 Feet

**Source:** OGRIP, LBRIS; Map Date: 6/3/2020





# Tax Increment Financing –TIF

Tax Increment Financing (TIF) is an economic development mechanism available to local governments in Ohio to finance public infrastructure improvements and, in certain circumstances, residential rehabilitation. TIF districts (TIFs) are implemented at the local level and may be created by a township, municipality or county. Payments derived from the increased assessed value of any improvement to real property beyond the original value are directed towards a separate fund to finance the construction of public infrastructure defined within the TIF legislation.

**TIFs are established through legislation passed by City Council that:**

1. Designates the parcel(s) to be exempted from taxation,
2. Declares improvements to private property within the specified area as serving a public purpose,
3. Delineates the public infrastructure improvements to be made that will directly benefit the parcel, and
4. Specifies the equivalent funds to be created for those redirected monies.

## *Overview*

Tax Increment Financing (TIF) is an economic development mechanism available to local governments in Ohio to finance public infrastructure improvements and, in certain circumstances, residential rehabilitation.

## *For Whom*

TIFs are implemented at the local level and may be created by a township, municipality or county.

## *Benefits*

Payments derived from the increased assessed value of any improvement to real property beyond that amount are directed towards a separate fund to finance the construction of public infrastructure defined within the TIF legislation.

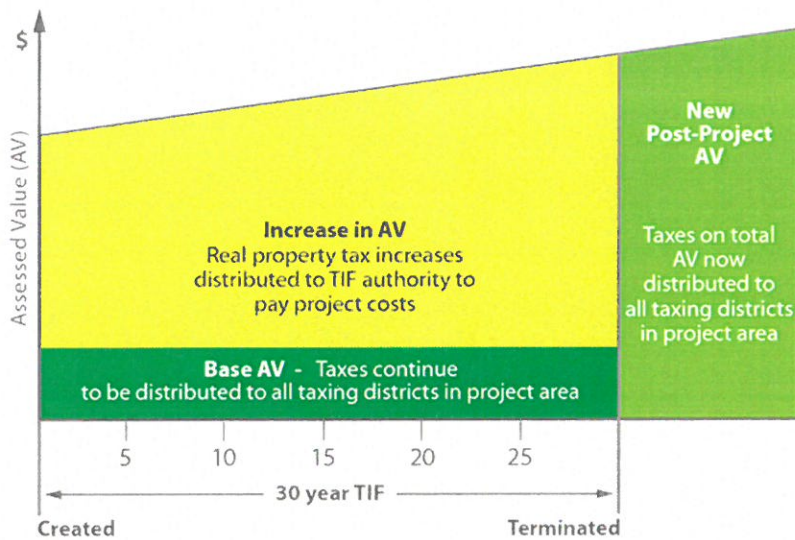
## *How to Establish a TIF*

Local jurisdictions seeking to establish a TIF project must enact legislation that (a) designates the parcel(s) to be exempted from taxation, (b) declares improvements to private property within the specified area as serving a public purpose, (c) delineates the public infrastructure improvements to be made that will directly benefit the parcel and (d) specifies the equivalent funds to be created for those redirected monies. Only those public infrastructure improvements directly serving the increased demand arising from the real property improvements to the parcel(s) or an Incentive District are eligible for TIF financing.

Only those public infrastructure improvements directly serving the increased demand arising from the real property improvements to the parcel(s) or an Incentive District are eligible for Tax Increment Financing.



## TIF Assessed Value (AV) Over Project Life



### *Why use TIFs for its development projects?*

TIFs are one of many economic development tools used to help retain, expand and attract businesses into a community or otherwise increase investment in property and property values.

The City, like many other municipalities throughout the State of Ohio, can utilize Tax Increment Financing as an important economic development and financing tool for the past 30 years to provide key infrastructure funding for the development and redevelopment of targeted types of economic development projects.

### *What are the advantages of TIFs?*

One key benefit of TIFs is the projects being assisted continue to be responsible for making payment equivalent to all of the required property taxes. Instead of property taxes, however, the property owner makes "payments in lieu of taxes", which equal the property taxes that would have been collected had a TIF not been in place. The revenue from the payments in lieu of taxes is used by municipalities to provide the public infrastructure improvements needed by these new development projects, thus benefiting the TIF area.

The primary use of TIF proceeds has been for roadway improvements and other infrastructure needed to support the properties within the TIF. Therefore, the property owners are truly paying for the improvements that are benefiting their respective TIF areas, and thereby allowing the proposed development projects to move forward. For the vast majority of these TIF projects, the development or redevelopment would not occur without the infrastructure funded by the TIF.

### *How do TIFs differ from tax abatements?*

As compared to another economic development tool utilized by many municipalities, tax abatements, TIFs are not a forgiveness of the normal real estate tax payment obligation. When an abatement is granted some or all of the property taxes are abated, meaning the property owners pay a lessor, or no property taxes for a specified time period.

In these instances, the property owner may or may not be required to make the infrastructure improvements benefiting their development site using the savings from the foregone property taxes.

*Are there specific qualifications that must be met for the City to consider a TIF for a project?*

**Many projects are not appropriate for the use of a TIF. Generally, to be considered for a TIF, a proposed project needs to:**

- Advance an important public purpose (primarily the enhancement to the City's economic base),
- Be critical to enable the proposed development project to move forward, and
- Have a typical market-based financial model that doesn't support the cost of the needed improvements without the use of the TIF.

Many times a TIF-funded public improvement will both facilitate a critical economic development project to occur while simultaneously creating the funding of critical roadway improvements, or a series of public improvements, which provide a much broader bundle of transportation benefits to the entire City – but could not have been funded at that time without the TIF. A good example of this is the attraction of economic development investments to the City over a 20-year build out of the northern industrial connector. Generally, TIFs that help achieve or advance multiple public goals improve the likelihood of their use.

For a traditional commercial TIF, the City is required to outline in the legislation the improvements that will be funded through the service payments generated. There must be a clear connection between the revenues received from a TIF and the use of those funds to benefit the designated TIF area. These improvements can be modified (expanded upon) over time, but in no instance can a TIF be in place for more than 30 years.

*What factors are considered during the decision-making process of implementing a TIF?*

When a developer or a company comes forward with a potential development or redevelopment opportunity, the infrastructure improvements that will be needed to support the development will be outlined. Oftentimes, the costs of these improvements create too much of a financial barrier for the project to move it forward so the Developer will look to the City to help fund those improvements.

**The City first looks at:**

- The proposed development project itself,
- Its economic benefits to the City,
- Its general alignment with the City's plans and goals, and
- The actual infrastructure needed to allow the development to occur.

Often the needed improvements might open up additional key economic development sites (which will spur additional future economic development) or help address another transportation need of the City.

The City then looks at the value of the private improvements that are proposed and the estimated revenue stream that would be generated from the service payments if a TIF were to be put in place to fund the infrastructure. In looking at both the economics of



the project as well as the overall public benefit of the improvements to the community at large, the City will determine if it is willing to put a TIF in place.

Once the general framework for the TIF is established, the City then negotiates one or more agreements with the developer to ensure that the agreed upon benefits from the project will occur and the responsibilities of the parties are clearly articulated. The agreement will establish, for example, whether the City is willing to fund the public improvement cost upfront and get repaid from the payments in lieu of taxes over time (up to 30 years) or if the developer will front the cost of the infrastructure with payment being made to them from the payments in lieu of taxes over time (up to 30 years), or some combination of the two.

It is important to note that if the City is unwilling to contribute to the infrastructure improvements needed to facilitate a new development or redevelopment project, it is highly likely the project would not be feasible, and the developer would look to another community to provide the needed assistance to make their project possible – losing the benefits of both the private investment (and its income tax revenues and increased real property tax base) and the associated public investments including enhancements to the City's transportation system. Many times the answer for the request to use this important economic tool will be no.

#### *Summary*

The City's use of TIFs will be beneficial to all governmental entities by creating a healthy tax base, enabling and supporting our very high quality of life, and adding significant property value such that all taxing entities will continue to benefit in the future.

A good example of the usage of TIFs is the City of Dublin. As of December 31, 2016, 35 active TIF districts were in place (two residential and 33 commercial). Using TIFs, within those 35 districts, \$176.2 million had been invested by the City on important TIF-related public infrastructure improvements, which in turn had generated more than \$657.5 million in private investment. This extraordinary private value benefits all taxing entities. Without utilizing Tax Increment Financing, it is very likely that this level of private value growth would not have occurred within the City.

The City's smart land-use planning, strategic economic development programs, well-planned infrastructure facilities, and extraordinary levels of public services collectively have produced the well-balanced commercial and residential development we enjoy today. The City's investment in infrastructure, utilizing these invaluable tools like Tax Increment Financing, has helped maintain and grow the property values which benefit all of our taxing entities.

## **Special Assessments**

- These are additional charges on real estate that are used to finance public infrastructure improvements
- Can be used in conjunction with CRA to reduce burden on property owner.

## **Community Reinvestment Areas**

- Areas established to allow for property tax abatements on improvements (not land) for up to 15 years within its boundaries

- Abatements can apply to industrial, commercial and residential properties whether new construction or renovation (residential includes single and multi-family dwellings)
- Without school comp agreements commercial and industrial projects can only receive 50% abatements
- With school comp agreements commercial and industrial projects can have 100% abatement
- Residential projects can have 100% abatement for 15 years without school comp agreements

## Conclusion

As discussed, these various programs can be used separately or in combination. All programs do require legislative action by local governments and, in many cases, school boards. Usually those programs are instituted based upon a specific project, but once established, they can be used again and again.



Standard Policy No: 18-012(P)

Effective: May 23, 2011

Responsible Division: Finance and Forecasting

Approved:

  
Jerry Wray, Director

## **STATE INFRASTRUCTURE BANK (SIB) LOANS AND BONDS**

### **SIB LOANS**

#### **BACKGROUND:**

In 1995 Ohio was one of eight states selected for designation under the SIB pilot program authorized by the 1995 National Highway System Bill (Bill). The Bill allowed ODOT to use 10% of its federal highway and transit funding to capitalize the SIB. In addition to \$87 million in Federal Title XXIII Highway Funds, the program was capitalized with a \$40 million authorization of state general revenue funds (GRF) from the Ohio State Legislature, and \$10 million in state motor fuel tax funds.

#### **AUTHORIZATION:**

In addition to the 1995 National Highway System Bill the SIB is authorized by Section 5531.09 of the Ohio Revised Code (ORC). Under ORC Section 5531.09, the SIB was created as a fund of the State Treasury to be administered by the Director of Transportation (Director). The fund is to consist of federal grants and awards, investment earnings on money in the fund, and such other amounts as may be provided by law.

#### **PURPOSE:**

The purpose of the SIB program is to encourage economic development and public investment in public transportation facilities that contribute to the multi-modal and intermodal transportation capabilities of the state, develop a variety of financing techniques to expand the availability of funding resources, reduce direct state costs, maximize local participation in financing projects, and improve the efficiency of the state transportation system by using and developing the advantages of each transportation mode to the fullest extent. Assistance shall be in the form of loans, loan guarantees, letters of credit, leases, interest rate subsidies, debt service, cash reserves, and other forms the Director determines to be appropriate.

ODOT's objective is to maximize the use of Federal and State funds in order to make direct loans to eligible projects. Repayments from these loans will be made to ODOT and then re-loaned to subsequent projects, hence creating a SIB revolving loan program. The SIB revolving loan program will enhance the number of transportation projects that can be completed within the State that otherwise would not have been considered.

### **ELIGIBLE BORROWERS:**

Qualified borrowers include any public entity such as political subdivisions, state agencies, boards, or commissions, regional transit boards, and port authorities. Publicly dedicated roads and transportation or infrastructure facility projects are eligible but must have a local government sponsor to receive funding. The loan must go to a public entity and be pledged to be paid back with public funds.

### **PROJECTS TO BE FUNDED BY THE SIB:**

Qualified projects include public transportation projects including without limitation, construction, reconstruction, resurfacing, restoring, rehabilitation, or replacement of public transportation facilities within the state; any highway, transit, or other transportation project eligible for financing or aid under any federal act or program; and any project involving the maintenance, repair, improvement, or construction of a public or highway, road, street, parkway, or transit project, any related right-of-way, bridges, tunnels, railroad-highway crossings, drainage structures, signs, guardrails, or protective structures.

Costs that are not eligible project costs include preliminary engineering and design, environmental studies, major investment studies, and interchange justification analysis.

### **SIB FUND ACCOUNTS:**

Federal (1<sup>st</sup> generation) – Funding is used only for Title 23 eligible projects (highway or transit). Use of this funding requires that the project follows federal mandates. This account requires a 20% match from the Motor Fuel Tax or General Revenue Fund accounts or matched by the local.

Title 23 (2<sup>nd</sup> generation) – Funding is used for Title 23 eligible projects. All other federal requirements are removed with these funds yet all state guidelines must be followed. The funding can be used for 100% of the project cost and does not require a state or local match.

Motor Fuel Tax (MFT) – The state motor fuel tax fund is used as the non-federal match to a Title 23 federally eligible project, or as 100% pure state funds for local roadway projects.

General Revenue Fund (GRF) – The GRF fund is to support industrial parks, service roads, railroad projects, aviation projects and local roads or any infrastructure related project that is not Title 23 eligible.

## **PROGRAM GUIDELINES:**

Under ORC 5531.09 the Director shall adopt rules establishing guidelines necessary for the implementation of the SIB program including rules for evaluation and selection of projects to receive assistance (qualified projects). Fees, charges, rates of interest, payment schedules, security and other terms and conditions of assistance shall be determined by the SIB loan committee and approved by the Director. Loan guidelines determined by the SIB loan committee and approved by the Director are as follows:

1. The interest free period is months 1-12 following the loan closing date
2. The interest accrual (capitalization) period is months 13-24 following the loan closing date.
3. Interest will begin to accrue at the date of the first loan disbursement excluding disbursements to pay for closing fees and after the interest free period, if applicable.
4. The first scheduled loan repayment will be the 31<sup>st</sup> month after the loan closing date with the exception of Metropolitan Planning Organization (MPO) and County Engineer's Association of Ohio (CEAO) payments.
5. Loans will be approved for construction including inspection and right-of-way, but not for preliminary engineering and design and environmental costs.
6. If a loan is refinanced with proceeds from a SIB bond issue, the application of a prepayment penalty will be determined on a case by case basis.
7. Six months will be allowed for a loan to close after written notification of loan committee approval. If an application is resubmitted for the same project, a reapplication fee will be assessed.
8. The borrower will have one year after the project completion date cited in the loan agreement to withdraw the approved loan amount, and such date shall be referred to as the loan withdrawal date. At the loan withdrawal date, the amount of the original loan that was not withdrawn will be cancelled and the loan amount will default to the amount of the loan withdrawn at the loan withdrawal date. A borrower's request for an extension will be determined on a case by case basis.
9. Extension of the loan withdrawal date will be considered by the Board if a request to extend is received 60 days prior to the loan withdrawal date. The Board will decide on the extension prior to the withdrawal date and if granted, the extension period will not exceed 12 months.
10. If a loan is prepaid, a penalty will be applied unless there are mitigating circumstances.
11. Loan documents must be closed for a project to sell through ODOT. Federal authorization is required for debt service payments, when the original federal SIB funds are used or an MPO or the CEOA repays with federal funds.
12. The interest rate is set by the SIB loan committee and approved by the Director. It must be at or below the market rate as of the Loan Committee loan approval date.
13. Loan requests greater than \$5,000,000 may be referred to the SIB bond program.

14. The term of the loan will not exceed the useful life of the asset being financed. The maximum term for a loan will be 10 years.
15. GRF funds will not be loaned to MPOs or to the CEAO or to any community for the portion of the loan that will be repaid with MPO or CEAO federal funds.
16. Policy changes will apply to all loans approved after the effective date of the policy, regardless of when the application was submitted.
17. Changes to approved loan terms must be approved by the Loan Committee. Changes to loan terms include but are not limited to changes of the interest rate, the number of loan payments, the length of the loan, deferment of loan payments and balloon payments.
18. Loans may be increased up to 5% of the original loan as decided by the Deputy Director of Finance, Budget Administrator and SIB Program Manager if the financial advisor reviews and opines in writing that the borrower is credit worthy. Loan increases greater than 5% must be approved by the SIB loan committee. The loan committee will be notified of loan increases less than 5% of the original loan.
19. Projects must be in the right of way or construction phase before a loan is approved. The following will be considered before a loan is approved:
  - a) Environmental clearance must be provided before any funds are disbursed on the loan.
  - b) Preliminary engineering must be completed prior to the loan closing.
  - c) The project must have an identifiable funding resource adequate to repay the loan.
20. The loan agreement shall specify the documents that are required to be received by ODOT prior to the loan closing and the documents that are required to be received by ODOT prior to the first disbursement.
21. The loan application procedures are prepared by the loan committee and approved by the Director.
22. The provisions contained herein describe the standard SIB loan structure. Modifications thereof may be requested by the borrower and approved by the Loan Committee
23. Loans with a term of 3 years or less are considered short term loans. The interest rate, administrative fee, and repayment terms will be set by the Loan Committee on a case by case basis.



## **SIB TITLE XXIII AND GRF BOND ISSUANCES**

### **BACKGROUND:**

The 1995 National Highway System Bill (Bill) anticipated a variety of funding assistance by the SIB. In addition to loans the Bill allows funding of reserves to support bond issues as well as using the proceeds of bond issues for loans to qualified borrowers. By leveraging on the bond reserves and the loan repayment streams, the SIB bond program increases the amount of funds available to borrowers. By spreading the loss risk over a pool of borrowers, the borrower will normally receive an interest rate that is lower than what they would get if they did their own bond issue. The interest rate on the SIB bonds will be the market rate and it is dependent on the bond rating.

### **AUTHORIZATION:**

The SIB bond program is authorized by the 1995 National Highway System Bill, Section 13 of Article VIII of the Ohio Constitution and Section 5531.10 of the Ohio Revised Code (ORC). Under Section 5531.10 of the ORC, the SIB is authorized to issue bonds to finance qualified projects as described under section 5531.09 of the ORC.

### **ISSUER:**

The bonds are issued by the Treasurer on behalf of the State. The bonds are not general obligations of the state of Ohio or of any political subdivision thereof and are not payable from any tax source. The rights of holders of the bonds to payments of amounts due thereunder is limited solely to the revenues pledged to such a payment. The bonds are not a debt of the State and bondholders have no right to moneys raised from any tax source.

### **PURPOSE:**

The Transportation Infrastructure Bond Fund Program has been created to promote the development of eligible projects, which include State and Federal roadways, and transit projects as well as multi-modal and intermodal transportation capabilities. The State intends to accomplish this goal by enabling borrowers to benefit from the State's access to the national capital markets through the issuance of bonds. The bonds provide long-term credit and enhanced, fixed-rate financing to the contracting parties.

Like the SIB loan program, the purpose of the SIB bond program is to encourage economic development and public investment in transportation facilities that contribute to the multi-modal and intermodal transportation capabilities of the state, develop a variety of financing techniques to expand the availability of funding resources, reduce direct state costs, maximize private and

local participation in financing projects, and improve the efficiency of the state transportation system by using and developing the advantages of each transportation mode to the fullest extent.

#### **ELIGIBLE BORROWERS:**

As with the SIB loan program, qualified borrowers include any public entity such as political subdivisions, state agencies, boards, or commissions, regional transit boards, and port authorities. Publicly dedicated roads and transportation infrastructure or facility projects are eligible but must have a local government sponsor to receive funding. The bond proceeds must go to a public entity and be pledged to be paid back with public funds.

#### **PROJECTS TO BE FUNDED BY THE SIB:**

Like the SIB loan program, qualified projects for the bond program public transportation projects including without limitation, construction, reconstruction, resurfacing, restoring, rehabilitation, or replacement of public transportation facilities within the state; any highway, transit, or other transportation project eligible for financing or aid under any federal act or program; and any project involving the maintenance, repair, improvement, or construction of a public highway, road, street, parkway, or transit project, any related right-of-way, bridges, tunnels, railroad-highway crossings, drainage structures, signs, guardrails, or protective structures. Costs that are not eligible project costs include preliminary engineering and design, environmental studies, major investment studies, and interchange justification analysis.

#### **FLOW OF FUNDS:**

At the time the bonds are issued a loan will be made to the borrower for the amount of the bond proceeds. The interest rate on the loan will be at the same rate as the interest rate of the bonds. The balance of the bond proceeds will be held by the Trustee in a project account and disbursed to the borrower to finance approved project spending on a reimbursement basis. After the disbursement of bond proceeds to the borrower, the loan repayments will fund the bond debt service payments.

#### **DEBT SERVICE:**

SIB semi-annual debt service payments are due to the trustee on April 15 and October 15. The trustee then disburses payments to the bondholders on May 15 and November 15. Bond payment structures using other than semi-annual payments may be approved.

## **BOND PROCEEDS SPENDING REQUIREMENTS:**

Most SIB bonds will be issued as tax exempt bonds. As tax exempt bonds, the bond proceeds must be spent down in accordance with the following timetable set by USC Title 26, Section 148 Internal Revenue Code (IRC): 10% within 6 months, 45% within 12 months, 75% within 18 months and 100% within 24 months of issue. If the spend down requirements are not met and the bond proceeds held earn more in interest income than the interest expense on the bonds, the excess earnings must be paid to the Internal Revenue Service. An arbitrage computation is required every five years over the life of the bonds to determine any amounts due. If bond proceeds are disbursed according to the IRC timetable, an arbitrage filing is still required, but no payment is due regardless of the amount of excess interest earned. To help meet the federal spend down requirements, bond proceeds should be used only for the construction phase of the project. Bond proceeds should not fund right of way and design phases unless planned expenditures can reasonably be expected to meet IRC spend down requirements. The borrower is responsible for any and all arbitrage payments.

## **PROGRAM GUIDELINES:**

Under ORC 5531.09 the Director shall adopt rules establishing guidelines necessary for the implementation of the SIB program including rules for evaluation and selection of projects to receive assistance (qualified projects). The estimated fees, charges, rates of interest, payment schedules, security and other terms and conditions of assistance shall be determined by the SIB loan committee, with the assistance of the financial advisor, and approved by the Director. The final debt payment schedule shall be determined at closing. Bond guidelines under the bond program are as follows:

1. Loan requests of \$5,000,000 (five million) or more may be referred to the SIB bond program.
2. The term of the loan will not exceed the useful life of the asset financed and it will be the same as the term of the bond. The maximum term will be 20 years.
3. The scheduled loan payments are per the loan amortization schedule that accompanies the bond documents. Loan repayments are used to make bond debt service payments.
4. Loans will be approved for construction including inspection and right-of-way, but not for preliminary engineering and design.
5. If a loan is refinanced with proceeds from a SIB bond issue, the application of a prepayment penalty will be determined on a case by case basis.
6. Six months will be allowed for a bond issue to close after formal notification of loan committee approval. If the application is resubmitted for the same project, a reapplication fee will be assessed. Exceptions may be approved by the Deputy Director of Finance.

7. Bonds may be redeemed and the loan prepaid as specified in the loan agreement and in the official statement.
8. Loan documents must be closed for a project to sell through ODOT. Federal authorization is required when federal funds are used or an MPO or a CEAO repays with federal funds.
9. Policy changes will apply to all bond issuances approved after the effective date of the policy, regardless of when the application was submitted.
10. Projects must be in the right of way or construction phase before a loan is approved. The following will be considered before a loan is approved:
  - (a) Environmental clearance must be provided before any funds are disbursed on the loan.
  - (b) Preliminary engineering must be completed prior to the loan closing
  - (c) The project must have an identifiable funding resource adequate to repay the loan
11. If a borrower requests to prepay or refinance a SIB loan that is associated with a SIB bond, any principal, interest, legal, administrative, arbitrage, or other costs related to the transaction will be borne by the borrower and any cost incurred by ODOT in its performance of the transaction will be passed on to and borne by the borrower.
12. An ODOT administrative fee may be charged for the bond program.

**SCOPE:**

This policy is Department wide and applies most specifically to the Division of Finance and Forecasting. This policy applies specifically and only to loans and bonds issued in association with the SIB.

**FEDERAL-AID HIGHWAY BOND REFERENCES:**

US Code Title 23, Sections 115, 122, 120, and 610

Ohio Constitution, Article VIII, Section 13

IRC, Section 148

ORC, Title LV, Sections 5531.09 and 5531.10

National Highway System (NHS) Act of 1995, Section 350; Public Law 104-59

Official Statement of Transportation Project Revenue Bonds Series 2009-1 and Series 2006-2



**TRAINING:**

At this time, no additional training of Division of Finance and Forecast employees is contemplated. Future training may be required from time to time as laws, policies and accepted practices change or are modified.

**FISCAL ANALYSIS:**

Development of the SIB loan and bond program will provide an additional source of project funding to local government entities to leverage future funding to build much needed transportation projects including multi-modal and intermodal facilities and projects.



# City of Napoleon, Ohio

255 West Riverview Avenue, P.O. Box 151  
Napoleon, OH 43545  
Telephone: (419) 592-4010 - Fax: (419) 599-8393  
[www.napoleonohio.com](http://www.napoleonohio.com)

## Memorandum

**To:** City Council, Mayor, City Manager, City Law Director, City Finance Director, Department Supervisors, News media  
**From:** Roxanne Dietrich, Executive Assistant to Appointing Authority/Clerk of Council  
**Date:** June 5, 2020  
**Subject:** Water, Sewer, Refuse, Recycling and Litter Committee – Cancellation

The regularly scheduled meeting of the **Water, Sewer, Refuse, Recycling and Litter Committee** for Monday, June 8, 2020 at 7:00 pm has been CANCELED at the direction of the Committee Chair.

*City of Napoleon, Ohio*

**PRESERVATION COMMISSION**

Meeting Agenda

**Tuesday, June 9, 2020 at 5:00 pm**

**CERTIFICATE OF APPROPRIATENESS**

LOCATION: Council Chambers, 255 West Riverview Avenue, Napoleon, Ohio  
The WebEx link to the meeting will be posted on the City's website at [www.napoleonohio.com](http://www.napoleonohio.com)

1. Approval of January 23, 2019 Minutes (In the absence of any objections or corrections, the Minutes shall stand approved.)
2. **NPC 20-01 (Edward Jones Investments, LLC)**  
An application has been filed by Dave Riggenschach, Edward Jones Investments, LLC. The applicant is requesting to place a lighted exterior banner sign above the entrance door of 120 West Washington Street. The request is pursuant to Chapter 1138 of the Codified Ordinances of the City of Napoleon, Ohio. The property is in a C-1 General Commercial Zoning District and is within the City's Preservation District.
3. **NPC 20-02 (St. Augustine Catholic Church)**  
An Application has been filed by Justin Groll, Rupp/Rosebrock, Inc. The Applicant is requesting to build a new Parish building on the existing property of 210 East Clinton Street owned by St. Augustine Catholic Church. The request is pursuant to Chapter 1138 of the Codified Ordinances of the City of Napoleon, Ohio. The property is in a C-1 General Commercial Zoning District and is within the City's Preservation District.
4. **NPC 20-03 (Property Prepers)**  
An Application has been filed by Property Prepers, LLC Brian Topp contact. The applicant is requesting to repair interior fire damage and renovate exterior show window area for café seating. The renovation will be taking place at 631 N. Perry Street, Napoleon, Ohio (Brick 'n Brew). The request is pursuant to Chapter 1138 of the Codified Ordinances of the City of Napoleon, Ohio. The property is in a C-1 General Commercial Zoning District and is within the City's Preservation District.
5. Any other matters to come before the Commission.
6. Adjournment.



Roxanne Dietrich

*Executive Assistant to Appointing Authority/Clerk of Council*









# *City of Napoleon, Ohio*

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## *Memorandum*

**To:** City Council, Mayor, City Manager, City Law  
Director, City Finance Director, Department  
Supervisors, News media  
**From:** *Roxanne Dietrich, Executive Assistant to Appointing  
Authority/Clerk of Council*  
**Date:** June 5, 2020  
**Subject:** Records Commission– Cancellation

The Records Commission meeting for Tuesday, June 9, 2020  
has been canceled due to lack of agenda items.



# City of Napoleon, Ohio

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## Memorandum

**To:** Board of Zoning Appeals, City Council, Mayor, City  
Manager, City Law Director, City Finance  
Director, Department Supervisors, News media  
**From:** Roxanne Dietrich, Executive Assistant to Appointing  
Authority/**Clerk of Council**  
**Date:** June 5, 2020  
**Subject:** BZA – Cancellation

The regularly scheduled meeting of the Board of Zoning Appeals set for Tuesday, June 9, 2020 at 4:30 pm has been CANCELED due to lack of agenda items.



# City of Napoleon, Ohio

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## Memorandum

**To:** City Council, Mayor, City Manager, City Law  
Director, City Finance Director, Department  
Supervisors, News media

**From:** Roxanne Dietrich, Executive Assistant to Appointing Authority/  
Clerk of Council

**Date:** June 5, 2020

**Subject:** Planning Commission – Cancellation

The regularly scheduled meeting of the **PLANNING COMMISSION** for Tuesday, June 9, 2020 at 5:00 pm has been *canceled* due to a lack of agenda items.