

LVRF Responses to Questions

July 25, 2023

How many streets do we reconstruct, repair, and maintain annually? Currently we reconstruct or rehabilitate between 30 and 50 street and alley projects per year. In addition, Community Services maintains over 358 miles of City streets.

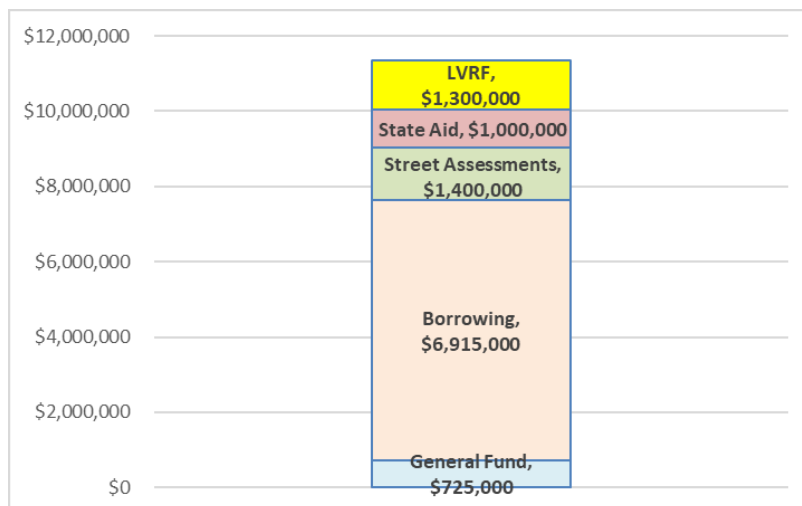
What do we spend and what are the funding sources? There are two buckets of spending...

Street Maintenance: The City spends approximately \$6.75 million on Community Services Streets operations, with work including plowing, street sweeping, patching, and chip sealing. Of that amount, \$3.2 million comes from State Transportation Aids.

Street Rehabilitation and Reconstruction: Separately, on average, we spend approximately \$10 million each year on street improvement (reconstruction, mill and overlay). If the LVRF were passed, this would add \$1.3 million to the funding available. Below is a chart with our approximate funding sources and spending, though these vary by year.

Also, below is a list of our current open DOT projects. On average, we have one project each year that receives state aid. The majority of our streets do not qualify. State aid can only be used on collector and arterial roads.

| Source | Amount | Percent |
|--------------------|---------------------|-------------|
| General Fund | \$725,000 | 6% |
| Borrowing | \$6,915,000 | 61% |
| Street Assessments | \$1,400,000 | 12% |
| State Aid | \$1,000,000 | 9% |
| LVRF | \$1,300,000 | 11% |
| Total | \$11,340,000 | 100% |



| OPEN DOT PROJECTS | | | Estimated Project Cost Distribution Information | | 7/25/2023 |
|--|------------------------------|------------------------|---|---|-----------|
| Project Name & Number | TOTAL Project Estimated Cost | Federal Funds Provided | TOTAL Municipal Funds | Funding Notes | |
| STH 37 Shared Use Trail (Mondovi - Eau Claire) 7110-05-02/22/72 | \$ 219,000.00 | \$ 175,200.00 | \$ 43,800.00 | The City of Eau Claire approached WisDOT to include a shared-use trail in their project between Hamilton Avenue and Clairemont Avenue. WisDOT agreed to construct the shared-use trail and agreed to pay 80% of the costs of the trail. The City of Eau Claire will pay the remaining 20% of the costs of the trail, and the City of Eau Claire will be responsible for maintenance of the trail. | |
| Water Street 7995-02-39/40 | \$ 6,769,464.00 | \$ 6,572,364.00 | \$ 205,000.00 | Water and sanitary work is non-participating and therefore, 100% City costs, which is estimated to be \$205,000 for this project. | |
| Grand Avenue 7995-02-45/46 | \$ 2,717,000.00 | \$ 817,920.00 | \$ 1,899,080.00 | Design costs are 100% locally funded. | |
| Short Street 7995-02-51/52 | \$ 1,188,560.00 | \$ 582,952.00 | \$ 605,608.00 | Construction costs are 80% state/federally funded up to a maximum of Design costs are 100% locally funded. | |
| Fairfax Street 7995-02-58/59 | \$ 1,516,000.00 | \$ 899,000.00 | \$ 617,000.00 | Construction costs are 80% state/federally funded up to a maximum of Design costs are 100% locally funded. | |
| Jeffers Road 7995-02-60/61 | \$ 1,050,000.00 | \$ 569,000.00 | \$ 481,000.00 | Construction costs are 60% state/federally funded up to a maximum of Design costs are 100% locally funded. | |
| S. Hastings Way 7995-02-64/65 | \$ 1,010,500.00 | \$ 800,000.00 | \$ 210,500.00 | Construction costs are 55% state/federally funded up to a maximum of Design costs are 100% locally funded. | |
| City Transit Stop Improvements 7995-02-66/67 | \$ 365,870.00 | \$ 284,296.00 | \$ 81,574.00 | Construction costs are 80% state/federally funded up to a maximum of Design costs are 100% locally funded. | |
| Half Moon Trail 7995-02-68/69 | \$ 811,080.00 | \$ 640,864.00 | \$ 170,216.00 | Construction costs are 80% state/federally funded up to a maximum of Design costs are 100% locally funded. | |
| County Line Road 7995-02-73/74 | \$ 3,626,398.10 | \$ 2,900,718.48 | \$ 725,679.62 | Design costs are 80% state/federally funded up to a maximum of \$327,632. Construction costs are 80% state/federally funded up to a maximum of | |
| East Hamilton Avenue 7995-02-75/76 | \$ 723,106.00 | \$ 578,084.80 | \$ 145,021.20 | Design costs are 80% state/federally funded up to a maximum of \$65,720.80. Construction costs are 80% state/federally funded up to a maximum of | |
| Dewey Street Bridge 7995-02-79/80 | \$ 14,252,771.00 | \$ 10,504,178.40 | \$ 3,748,592.60 | Design costs are 80% state/federally funded up to a maximum of \$924,000. Construction costs are 80% state/federally funded up to a maximum of | |
| LED Streetlight Replacement 7995-02-81/82 | \$ 723,106.00 | \$ 578,084.80 | \$ 145,021.20 | Design costs are 80% state/federally funded up to a maximum of \$65,720.80. Construction costs are 80% state/federally funded up to a maximum of | |
| Total Municipal Funds | | | \$ 9,078,092.62 | | |

How does street and road maintenance funding work in Wisconsin? Enclosed is information from the State on road spending and funding. Municipalities in Wisconsin, on average, spend \$952 per capita, and we receive \$119 per capita back in State GTA. (Page 13 of document or 15 of PDF). The municipalities are then left to fund the rest on their own with levy, debt service, or special assessments. Counties have assistance with receiving sales tax revenue and having a reliable funding source in lieu of debt, but cities do not have this available to them. The City of EC received \$3,229,615 in General Transportation Aids (GTA) in 2023. The \$952 spending per capita includes capital and operations.

Here are some of the other interesting points from the report:

- Payments for the GTA program are made out of the state's transportation fund, which relies on revenues from state motor fuel taxes, vehicle registration and title fees, transfers from the state's general fund and petroleum inspection fund, and a handful of other smaller sources.
- The GTA payments typically go into the local government's general or highway fund, though in either case the money must be kept in a separate account that is used only for roads. (Page 4)
- Total City costs for road-related items are as close as we can get since they are spread out in a multitude of areas.

How long will the current list of projects take to complete? If passed today, revenue from the fee will start coming in November 1st, which is past this year's construction season. Thus, work will begin in the 2024 construction which is weather dependent. The list should be able to be completed in two years. We are conservative in timelines, so I'd be more comfortable at three.

How will new streets be identified to add to the list? We recommend that we use the current process to identify additional streets to be added to the repair/reconstruction list, given the need to use data-informed processes to select streets. Streets get added to our plan for the following reasons:

- Based on failing utilities: For example, residents can have sewage backing up in basements or a road has repeated water main breaks.
- Based on failing pavements: Each year, we review a third of the city to measure the quality of pavement.
- Safety improvements: We regularly review crash data to see areas most needing traffic engineering changes.
- Petitions: Currently, if residents petition to have their street reconstructed and the Council approves it, then this project gets priority.

Amendments that we have heard that people are considering include...

- A motion to sunset the fee on 12/31/26, unless continued by the future Council.
- A sunset of the fee tied to a new external source of revenue for the City of Eau Claire

Note that the webpage on the proposed LVRF has been updated:

<https://www.eauclairewi.gov/government/budget/lvrf>