

CHIPPEWA COUNTY

HIGHWAY COMMITTEE

REGULAR MEETING

DECEMBER 19, 2024

CHIPPEWA COUNTY COURTHOUSE, RM 302

10:00 AM

1. CALL TO ORDER

2. ROLL CALL

Attendee Name	Organization	Title	Status	Arrived
James Flater	Chippewa County	District 1, Chair	Present	
Peter Gehring	Chippewa County	District 4, Vice-Chair	Present	
Matthew Peterson	Chippewa County	District 10	Absent	
Joseph Roshell	Chippewa County	District 13	Present	
George Rohmeyer	Chippewa County	District 17	Present	

Others Present: Brian Kelley, Fred Anderson, Joe Gutowski, Randy Scholz, Paul Krumenauer
Recorder: Marla Prissel

3. MEMBERS OF THE PUBLIC WISHING TO BE HEARD

4. CONSENT AGENDA

RESULT: APPROVED [UNANIMOUS]
MOVER: Joseph Roshell, District 13
SECONDER: Peter Gehring, District 4, Vice-Chair
AYES: Flater, Gehring, Roshell, Rohmeyer
ABSENT: Peterson

1. Approve the agenda

2. Approve the Minutes

Highway Committee - Regular Meeting - Nov 21, 2024 10:00 AM

3. Schedule Next Meeting Date - January 22, 2025 10:00 AM

5. REPORTS

1. Highway Commissioner Report – Brian Kelley

A. Financial Report

Kelley gave reports on highway funds, county aid bridges, highway construction, and bridge construction.

B. American Rescue Plan Act (ARPA) Project Updates

Highway Committee

Minutes
Regular Meeting

Chippewa County Courthouse, Rm 302

December 19, 2024
10:00 AM

Kelley reviewed the ARPA-funded construction projects report. The Highway Department will receive additional ARPA funds that are left over from other county departments. Final project costs will be shared at the next meeting.

2. County Highway T Corridor & County Highway M Bridge Funding – Brian Kelley
Kelley gave a presentation that will also be shared with the Executive Committee and County Board in January. The presentation provides an overview of the CTH T Corridor and the CTH M Bridge projects, as well as outlines a funding approach for the County's local share of these projects' costs.

RESULT:	REVIEWED	Next: 1/7/2025 4:00 PM
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3. Sustainable Highway Funding – Brian Kelley
Kelley showed a presentation on Sustainable Highway Funding, highlighting rising costs and the need for additional revenue. The pros and cons of a vehicle registration fee were discussed. There are 13 other counties in Wisconsin with a VRF. Kelley discussed feedback from several of these counties that offered advice to Chippewa County if a VRF is ever considered here.

6. BUSINESS ITEMS

1. Resolution to Pledge Funding for Expansion of Highway T Corridor - Brian Kelley
Kelley reviewed the resolution with the committee. The 5-agency intergovernmental agreement was also shared.

RESULT:	REFERRED TO COMMITTEE [UNANIMOUS]	Next: 1/7/2025 4:00 PM
MOVER:	Peter Gehring, District 4, Vice-Chair	
SECONDER:	George Rohmeyer, District 17	
AYES:	Flater, Gehring, Roshell, Rohmeyer	
ABSENT:	Peterson	

7. AGENDA ITEMS FOR FUTURE CONSIDERATION

8. ADJOURN

The meeting was adjourned at 11:30 AM

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Joseph Roshell, District 13
SECONDER:	Peter Gehring, District 4, Vice-Chair
AYES:	Flater, Gehring, Roshell, Rohmeyer
ABSENT:	Peterson

CHIPPEWA COUNTY
HIGHWAY COMMITTEE
REGULAR MEETING
NOVEMBER 21, 2024
CHIPPEWA COUNTY COURTHOUSE, RM 302
10:00 AM

1. CALL TO ORDER

2. ROLL CALL

Attendee Name	Organization	Title	Status	Arrived
James Flater	Chippewa County	District 1, Chair	Present	
Peter Gehring	Chippewa County	District 4, Vice-Chair	Present	
Matthew Peterson	Chippewa County	District 10	Present	
Joseph Roshell	Chippewa County	District 13	Present	
George Rohmeyer	Chippewa County	District 17	Present	

Others Present: Brian Kelley, Chris Elstran, Fred Anderson, Joe Gutowski, Randy Scholz, Paul Krumenauer
Recorder: Marla Prissel

3. MEMBERS OF THE PUBLIC WISHING TO BE HEARD

Paul Krumenauer - Wanted to thank the Highway Department for the good work on the approaches to the CTH E ATV trail crossings.

4. CONSENT AGENDA

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Peter Gehring, District 4, Vice-Chair
SECONDER:	Joseph Roshell, District 13
AYES:	Flater, Gehring, Peterson, Roshell, Rohmeyer

1. Approve the agenda

2. Approve the Minutes

Highway Committee - Regular Meeting - Oct 10, 2024 10:00 AM

3. Schedule Next Meeting Date - December 19, 2024 10:00 AM

5. REPORTS

1. Highway Commissioner Report – Brian Kelley

A. Financial Report

Kelley gave reports on highway funds, county aid bridges, highway construction, and bridge construction.

Minutes Acceptance: Minutes of Nov 21, 2024 10:00 AM (Consent Agenda)

Highway Committee

Minutes
Regular Meeting

Chippewa County Courthouse, Rm 302

November 21, 2024
10:00 AM

B. American Rescue Plan (ARPA) Project Updates

Kelley reviewed the report for ARPA-funded construction projects. Final costs are now shown for most of the 2024 projects, with the exception of some painting and shouldering work that was recently done. There were overall savings in Highway projects, along with projects in other County departments, and Kelley discussed a plan to utilize those funds.

C. WCHA Winter Highway Conference January 13-15, 2025

Kelley invited the committee members to the upcoming Winter Highway Conference.

D. Sale of Excess Highway Property in Town of Birch Creek

Kelley discussed the possible sale of a 2.5 acre parcel owned by the County. It was purchased many years ago to be used as a gravel pit, but it is too small for the County's crushing equipment. The consensus of the committee was that the County should sell the property at public auction. Kelley will bring a resolution to the committee and County Board at a future meeting.

E. Plans for 2026-2030 CIP

Kelley discussed a change to the Highway Department's CIP. The plan for 2026-2030 will be brought to the January committee meeting. Due to the new way projects will be selected in RoadResource using a cost/benefit analysis, it is not going to be accurate to project out paving projects in years 2 thru 5 of the CIP. RoadResource's optimized project list is going to change each time the pavement is rated and whenever maintenance treatments are performed. Going forward, only year 1 will have specific paving projects shown. Years 2 thru 5 will have anticipated funding amounts shown for paving, but not specific projects. The committee understood the reason for this and agreed with the new planning approach.

F. Sustainable Highway Funding

Kelley discussed options for sustainable highway funding with the committee in the absence of future ARPA funds. Funding strategies were discussed for the County T corridor expansion project and the County M bridge replacement project over the Chippewa River. With ARPA being complete, the County is back to paving much less miles, which is going to result in gradual deterioration of pavement conditions. A presentation from the 12-20-23 committee meeting was discussed where the committee was shown that there were only 3 possible options to address local funding shortfalls: pursue changes in state legislation to allow for a 0.5% local sales tax, adopt a wheel tax, or ask the voters to approve a binding referendum to increase tax levy above state limits. Scholz stated that, due to recent increases in state shared revenues, there is currently no legislation being considered to allow the 0.5% local sales tax. Kelley will continue to work with Scholz and Finance Director Zwiefelhofer on a funding strategy for County T and County M projects and present it at the next committee meeting.

2. Design Project Updates – Fred Anderson

Anderson gave an update on the design status and construction timeframe for all of the County's' Federal and State funded projects.

3. Construction Project Updates – Chris Elstran

Elstran gave the final construction project update for the year. All projects have now been completed.

Minutes Acceptance: Minutes of Nov 21, 2024 10:00 AM (Consent Agenda)

Highway Committee

Minutes
Regular Meeting

Chippewa County Courthouse, Rm 302

November 21, 2024
10:00 AM

6. BUSINESS ITEMS
7. AGENDA ITEMS FOR FUTURE CONSIDERATION
8. ADJOURN

RESULT:	APPROVED [UNANIMOUS]
MOVER:	George Rohmeyer, District 17
SECONDER:	Matthew Peterson, District 10
AYES:	Flater, Gehring, Peterson, Roshell, Rohmeyer

Minutes Acceptance: Minutes of Nov 21, 2024 10:00 AM (Consent Agenda)

2024 ANALYSIS OF HIGHWAY FUNDS							
FUND	BALANCE 01/01/24	TRANSFERS & APPROP.	INTERNAL TRANSFERS	REVENUE	TOTAL AVAILABLE	EXPENDITURE	BALANCE 12/7/2024
ADMINISTRATION	54,309.87	502,286.00	(29,500.00)	190,533.56	717,629.43	588,541.75	129,087.68
LAND ACQUISITION	371,736.06	0.00		0.00	371,736.06	600.00	371,136.06
TOTAL MACHINERY	1,429,827.39	0.00		7,262,042.95	8,691,870.34	7,226,993.81	1,464,876.53
MACHINERY	0.00			7,262,042.95	7,262,042.95	6,918,059.74	
BUILDINGS & GROUNDS						308,934.07	
TOTAL MAINTENANCE	541,136.60	1,650,000.00	29,500.00	2,049,084.80	4,269,721.40	3,202,037.23	1,067,684.17
MAINTENANCE-CTHS	81,042.57	0.00	29,500.00	2,048,430.80	2,158,973.37	2,388,916.73	(229,943.36)
WINTER MAINT-CTHS	460,094.03	1,650,000.00		654.00	2,110,748.03	813,120.50	1,297,627.53
ROAD CONST-CTHS	1,520,288.90	4,350,740.00		4,460,483.06	10,331,511.96	9,785,152.00	546,359.96
BRIDGE CONST-CTHS	613,415.12	718,000.00		104,465.44	1,435,880.56	369,791.73	1,066,088.83
BRIDGE CONST-LOCAL RD	232,610.43	45,685.00		0.00	278,295.43	52,333.29	225,962.14
GRAVEL PITS	(424,115.69)	0.00		622,540.52	198,424.83	467,488.65	(269,063.82)
TOTAL NON-HIGHWAY FLEET	19,244.60	640,000.00		208,189.96	867,434.56	652,794.23	214,640.33
NON-HIGHWAY FLEET - OPERATIONS	4,053.92	340,000.00		60,157.05	404,210.97	315,621.83	88,589.14
NON-HIGHWAY FLEET - VEHICLES	15,190.68	300,000.00		148,032.91	463,223.59	337,172.40	126,051.19
TOTALS	4,358,453.28	7,906,711.00	0.00	14,897,340.29	27,162,504.57	22,345,732.69	4,816,771.88

2024 HIGHWAY CONSTRUCTION

Job No.	Description	1/1/2024	Appropriations	Transfer	Total Available	Expenditures	YTD	Balance 12/07/24	Bonding Anticipated	Fed/State Aid Anticipated	Other Anticipated	Balance Including Anticipated Revenues
2111 "J"	CTH J (Design) 50th Ave Intersection	(7,192.30)			(7,192.30)	40,280.32		(47,472.62)				(47,472.62)
2112 "J"	CTH J (Design) 50th Ave SRTS Path	(3,741.47)		500.96	(3,240.51)			(3,240.51)				(3,240.51)
2113 "X"	CTH X (Design) 197th St - CTH XX	(4,313.86)		753.06	(3,560.80)	971.32		(4,532.12)				192,400.27
2317 "OO"	CTH OO (Design) Business 53 - STH 124	155,297.61	70,320.00	69,828.57	295,446.18	88,096.40		207,349.78		196,932.39		379,991.66
2318 "CC"	CTH CC (Design) CTH Z - 239th Ave	(24.12)	2,832.00	25,275.88	28,083.76	31,522.11		(3,438.35)		217.12		(3,221.23)
2419 "T"	CTH T (Design) Eau Claire County - STH 29		30,000.00		30,000.00	95,668.77		(65,668.77)				(65,668.77)
2545 "R"	CTH R (Design) STH 64 - STH 178	0.00				14,847.20		(14,847.20)				(14,847.20)
2435 "OO"	CTH OO 172nd St - CTH K	0.00	1,130,000.00		1,130,000.00	997,413.06		132,586.94				132,586.94
2436 "X"	CTH X 197th - CTH XX	0.00	605,900.00	2,423,440.00	3,029,340.00	3,254,859.17		(225,519.17)		377,960.00		152,440.83
2534 "J"	CTH J & 50th Avenue Roundabout	0.00	820,000.00		820,000.00	374,753.88		445,246.12		1,280,000.00		1,725,246.12
2437 "SS"	City of Bloomer Paving 1 of 2	0.00	100,000.00		100,000.00	100,000.00		0.00				0.00
2438 "A"	CTH A Dunn Co. Line - 170th Ave. (ARPA)	0.00		870,000.00	870,000.00	927,119.21		(57,119.21)			40,000.00	(17,119.21)
2439 "EE"	CTH EE CTH S - 170th Ave. (ARPA)	0.00			0.00	547,395.53		(547,395.53)			740,000.00	192,604.47
2440 "DD"	CTH DD CTH A - 186th Ave. (ARPA)	0.00		325,000.00	325,000.00	349,683.76		(24,683.76)			85,000.00	60,316.24
2441 "Q/AA"	CTH Q/AA CTH SS - 83rd St. (ARPA)	0.00		250,000.00	250,000.00	451,517.54		(201,517.54)			390,000.00	188,482.46
2442 "F"	CTH F 90th St. - County Line (ARPA)	0.00		390,000.00	390,000.00	713,773.55		(323,773.55)			138,961.00	(184,812.55)
2443 "HH"	CTH HH CTH N - CTH S	0.00			0.00	83,450.21		(83,450.21)				(83,450.21)
2444	Countywide Safety Action SS4A	0.00		22,687.97	22,687.97	39,762.88		(17,074.91)				(17,074.91)
555	Rut Wedging	0.00	200,000.00		200,000.00	121,155.52		78,844.48				78,844.48
666	Chip Sealing	193,251.75	555,000.00	57,672.00	805,923.75	807,334.39		(1,410.64)				(1,410.64)
444	Miscellaneous Engineering	0.00	50,000.00		50,000.00	8,564.34		41,435.66				41,435.66
888	Miscellaneous Road Projects/Culverts	0.00	181,688.00		181,688.00	243,943.54		(62,255.54)				(62,255.54)
999	Supervision	0.00	590,000.00		590,000.00	485,319.91		104,680.09				104,680.09
777	Contingency	1,179,911.29	15,000.00		1,194,911.29			1,194,911.29				1,194,911.29
	Projects Under Review for Closing With State	7,100.00		25,324.62	32,424.62	7,719.39		24,705.23				24,705.23
	TOTALS	1,520,288.90	4,350,740.00	4,460,483.06	10,331,511.96	9,785,152.00		546,359.96	0.00	2,027,751.39	1,393,961.00	3,968,072.35

Attachment: 24 Highway Construction Project (8725 : A. Financial Report)

2024 HIGHWAY BRIDGE CONSTRUCTION										
Job No.	Description	1/1/2024	Appropriations	Transfers/ Revenues	Total Available	Expenditures YTD	Balance 12/7/2024	Fed/State Aid Anticipated	Other Revenues Anticipated	Balance Including Anticipated Revenues
2152 "G"	Design "G" Yellow River Bridge	18,696.23		46,794.46	65,490.69	59,315.59	6,175.10	12,074.97		18,250.07
2361 "H & M"	Design CTH "H" & "M" Bridges	(13,634.48)			(13,634.48)	7,495.12	(21,129.60)	35,000.00		13,870.40
2366 "Q"	Design CTH "Q" Tilden Creek Bridge				0.00	6,269.88	(6,269.88)			(6,269.88)
2367 "M"	Design CTH "M" Mud Creek Bridge				0.00	21,875.28	(21,875.28)			(21,875.28)
2468 "K"	Design CTH "K" Yellow River Bridge		50,000.00	14,837.17	64,837.17	19,884.01	44,953.16	185,162.83		230,115.99
2469 "Y"	Design "Y" Bridge over Chippewa River			15,211.00	15,211.00	22,053.79	(6,842.79)			(6,842.79)
032 "TT"	"TT" Cobban Bridge	197,201.57		27,622.81	224,824.38	53,600.52	171,223.86	204,377.19		375,601.05
2470 "G"	"G" Yellow River Bridge B09379		418,000.00		418,000.00		418,000.00	1,472,000.00		1,890,000.00
001	Miscellaneous Bridge	408,668.27	250,000.00		658,668.27	178,643.08	480,025.19			480,025.19
	Total Misc. Repairs Expenditures YTD					178,643.08	480,025.19	0.00	0.00	480,025.19
	Projects Under Review for Closing With State	2,483.53			2,483.53	654.46	1,829.07			1,829.07
TOTALS		613,415.12	718,000.00	104,465.44	1,435,880.56	369,791.73	1,066,088.83	1,908,614.99	0.00	1,084,703.82

Attachment: 24 Bridge Const (8725 : A. Financial Report)

County Aid Bridges	
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12/7/2024

[illegible]

Previous Years County Aid Bridge

Year Budgeted	Town	Road	Distance from nearest intersection	Location	Description	1/1/24 Balance		2024 County Pymts		Remaining Balance		
2014/17/19	Lafayette	195th St	.6 mi S of CTH X	Sec. 7, T28N, R7W	Replace existing bridge P-09-040	\$	70,537.88	\$	837.23	\$ 69,700.65		
2022	Sigel	240th St	1,150 ft S of 40th Ave	Sec. 23, T28N,R7W	Design Fees to Replace existing Bridge P-09-176	\$	29.86	\$	535.58	\$ (505.72)		
2023	Bloomer	225th Ave	365 ft E of 83rd St	Sec. 17, T31N, R9W	Design Fees to Replace existing Bridge P-09-105	\$	6,209.81	\$	2,855.86	\$ 3,353.95		
2023	Bloomer	190th Ave	815 ft W of STH 64	Sec. 33, T31N, R9W	Design Fees to Replace existing Bridge P-09-124	\$	7,355.81	\$	2,358.67	\$ 4,997.14		
2023	Edson	370th St	.45 miles N of 25th Ave	Sec. 25, T28N, R5W	Design Fees to Replace existing Bridge P-09-932	\$	3,173.64	\$	506.88	\$ 2,666.76		
2023	Arthur	155th Ave	450 ft East of 250th St	Sec. 19, T30N, R6W	Replace existing Bridge P-09-119	\$	5,480.11	\$	238.05	\$ 5,242.06		
Miscellaneous Balance						\$	139,823.32			\$ 139,823.32		
						Fund Balance Usage				\$ (40,000.00)		
TOTALS						\$	232,610.43	\$	-	\$ -	\$ 7,332.27	\$ 185,278.16

Total Balance of County Aid Bridges	\$ 52,333.29	\$ 225,962.14
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ARPA Projects - Actual Costs

5.a

County Highway	Project Limits	Project Type	Original ARPA Mileage	Final ARPA Mileage	Original ARPA Available	Carryover ARPA Available	ACTUAL PROGRESS Project Cost	ACTUAL (Overrun) / Underrun
2022								
CTH D	County Line - CTH V South	Recondition	4.5 Miles	4.5 Miles	\$1,049,000		\$898,757	\$150,243
	Various Locations (D, S, W, AA)	Culverts for ARPA Projects			\$367,000		\$330,589	\$36,411
CTH C	STH 40 - CTH F	Culverts for '22 BIL Project			\$60,000		\$72,721	(\$12,721)
	Various Locations	Chip-Seal			\$79,000		\$0	\$79,000
	2022 Material Cost Adjustment	Various			\$345,000		\$0	\$345,000
2022 Sub Total			4.5 Miles	4.5 Miles	\$1,900,000		\$1,302,067	\$597,933
2023								
CTH S	STH 27 - CTH EE	Recondition	2.5 Miles	2.5 Miles	\$580,000		\$484,403	\$95,597
CTH W	STH 27 - CTH G	Recondition	7.0 Miles	7.0 Miles	\$1,410,000		\$1,210,810	\$199,190
CTH AA	CTH F - STH 40	Recondition	2.0 Miles	2.0 Miles	\$430,000		\$356,308	\$73,692
	Various Locations (A, EE, DD, Q)	ARPA Culverts			\$368,000		\$312,362	\$55,638
CTH Q	Bloomer - STH 64	Chip-Seal			\$62,000	\$79,000	\$133,328	\$7,672
	2023 Material Cost Adjustment	Various			\$500,000		\$0	\$500,000
CTH X	Broadway St. to Clark Co. Line	Resurface (C. of Stanley)		0.7 Miles			\$195,206	(\$195,206)
CTH H	8th St to 1764' North	Resurface (C. of Stanley)		0.3 Miles				
CTH H	Broadway St. (at bank)	Resurface (C. of Stanley)		Spot				
CTH H	Broadway St. (N of bridge)	Resurface (C. of Stanley)		Spot				
CTH D	STH 29 to 1400' North	Resurface (V. of Boyd)		0.3 Miles			\$42,260	(\$42,260)
CTH TT	Cobban to STH 27	Recondition		2.7 Miles		\$518,933	\$676,623	(\$157,690)
CTH TT	Cobban to STH 27	ARPA Culverts						
2023 Sub Total			11.5 Miles	15.5 Miles	\$3,350,000	\$597,933	\$3,411,300	\$536,633
2024								
CTH A	Dunn Co. Line - 170th Ave	Recondition	3.7 Miles	4.7 Miles	\$910,000		\$927,119	(\$17,119)
CTH EE	CTH S - 170th Ave	Recondition	3.0 Miles	3.0 Miles	\$740,000		\$547,396	\$192,604
CTH DD	CTH A - 186th Ave	Recondition	1.9 Miles	1.9 Miles	\$410,000		\$349,684	\$60,316
CTH Q/AA	CTH SS - 83rd St.	Recondition	2.7 Miles	2.7 Miles	\$640,000		\$451,518	\$188,482
CTH F	90th St. to County Line	Recondition		4.0 Miles		\$528,961	\$713,774	(\$184,813)
	Various Locations	Chip-Seal			\$50,000	\$7,672	\$297,142	(\$239,470)
2024 Sub Total			11.3 Miles	16.3 Miles	\$2,750,000	\$536,633	\$3,286,633	\$0
ARPA Original Grand Total			27.3 Miles	36.3 Miles	\$8,000,000		\$8,000,000	
2024 Additional ARPA								
CTH OO	172nd St - CTH K	Recondition		3.7 Miles			\$997,413	
CTH HH	CTH N - CTH S	Recondition		1.0 Miles			\$83,450	
	Various Locations	Chip-Seal					\$118,375	
Additional ARPA Sub Total				4.7 Miles		\$1,199,238	\$1,199,238	
ARPA with Additional Grand Total			27.3 Miles	41.0 Miles	\$8,000,000	\$1,199,238	\$9,199,238	

Attachment: 2024-12-19 ARPA with Actual Costs (8726 : B. American Rescue Plan Act (ARPA) Project



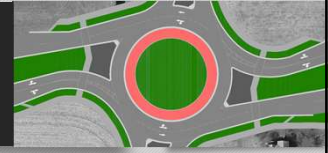
County Highway T Corridor & County Highway M Bridge Funding

Brian Kelley – Chippewa County Highway Commissioner
 Highway Committee: December 19, 2024
 Executive Committee: January 7, 2025
 County Board: January 14, 2025

Agenda

- County Highway T Corridor Expansion
- County Highway M Chippewa River Bridge
- Proposed Funding Approach
- Q & A

County Highway T – Corridor Expansion Location



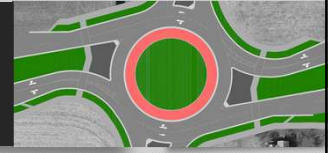
- Chippewa-Eau Claire Metropolitan Area
- South Limits:
 - Alpine Road in Eau Claire County
- North Limits:
 - 33rd Avenue in Chippewa County
- Project Length: 3.5 miles
 - 2.3 miles in Chippewa County
 - 1.2 miles in Eau Claire County
 - Total of 2.2 miles within current Eau Claire City limits

County Highway T – Corridor Expansion Purpose & Need



- Purpose
 - Improve Safety
 - Increase corridor capacity
 - Spur economic development
- Need
 - Rapid increase in development along the corridor
 - Traffic volumes have continued to increase
 - Designated as an oversize overweight truck route
 - 55 access points along the corridor (side roads, field entrances, private driveways)

County Highway T – Corridor Expansion Project Stakeholders



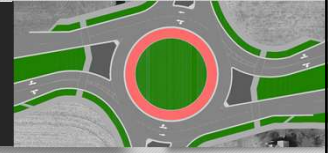
- Stakeholder Team
 - City of Eau Claire
 - Eau Claire County
 - Chippewa County
 - Town of Union
 - Town of Wheaton
- Share of Costs
 - 32.67%
 - City of Eau Claire, Eau Claire County, Chippewa County
 - 1%
 - Town of Union, Town of Wheaton

County Highway T – Corridor Expansion Official Mapping



- Ensures that development aligns with future corridor expansion
- Public involvement meetings on 6-28-21 and 9-20-21
- Approved by Chippewa & Eau Claire County Boards
- Filed with Eau Claire County and Chippewa County Register of Deeds offices in October 2022

County Highway T – Corridor Expansion Preliminary Design

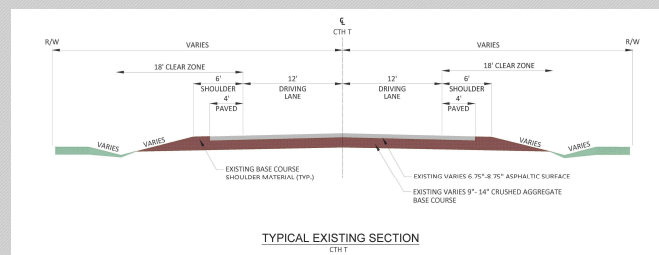


- Preliminary Engineering (30% plans)
 - Stakeholder team has contracted with Jewell Associates
 - Scheduled for completion in January 2025
 - Includes entire corridor
 - Increases competitiveness of grant applications
 - Provides detailed cost estimates
 - Next step towards goal of construction
- Chippewa County has spent \$107,952 in 2023 and 2024
 - Corridor mapping
 - Funding applications
 - Preliminary engineering

County Highway T – Corridor Expansion Existing Conditions

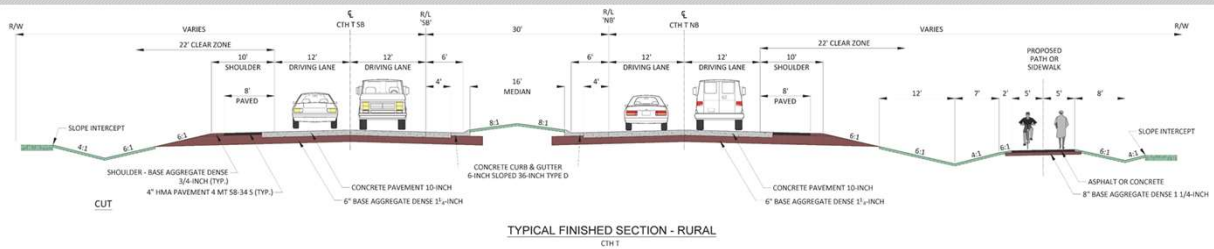


- 2-lane asphalt highway
 - 12' driving lanes w/ 6' shoulder (4' paved)
- Approx. 7,750 vehicles/day

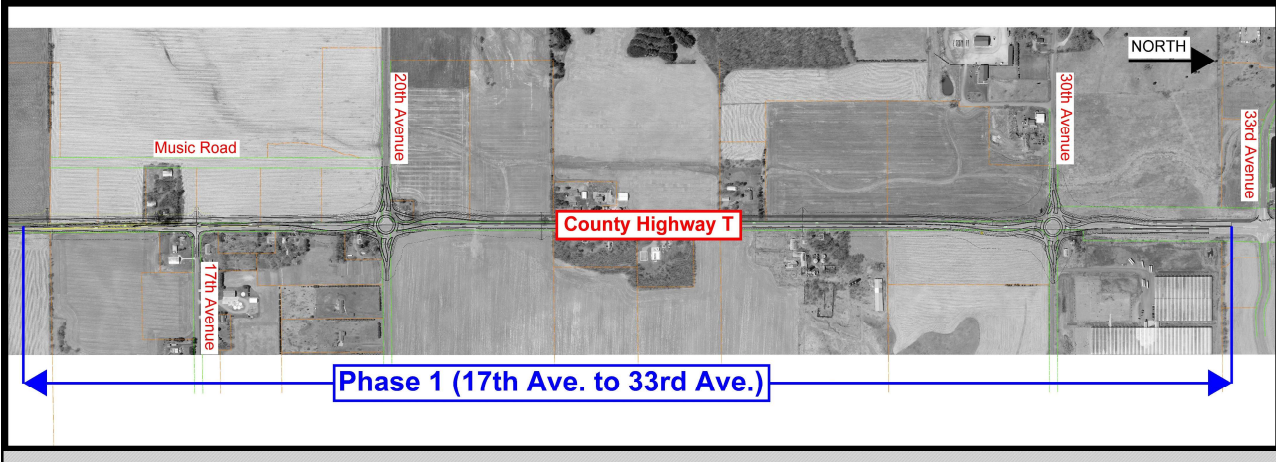


County Highway T – Corridor Expansion Proposed Improvements

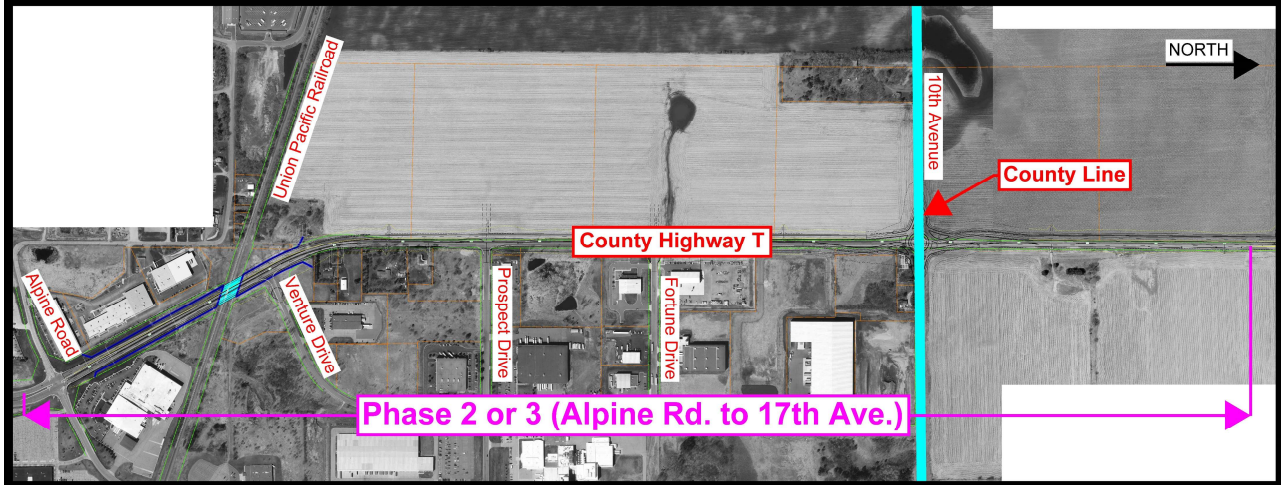
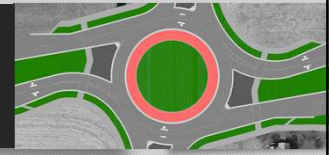
- 4-lane divided highway
 - Concrete pavement
- Bike/pedestrian accommodations
- Roundabout intersection control



County Highway T – Corridor Expansion Phased Approach



County Highway T – Corridor Expansion Phased Approach (cont'd)

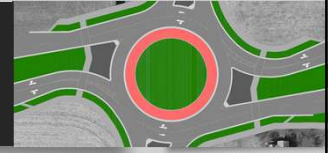


County Highway T – Corridor Expansion Phased Approach (cont'd)



- Continue with joint funding applications
 - Eau Claire County as lead agency
- Phase 1 entirely in Chippewa County
- Future phase(s) include work in Eau Claire County
- Stakeholder team is committed to success of overall corridor expansion
 - Unified approach improves strength of future funding applications

County Highway T – Corridor Expansion Funding Efforts



- Federal Funding Applications

- Unsuccessful:
 - Two Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant applications
 - Multimodal Project Discretionary Grant (MPDG) application
- Successful:
 - \$10M Congressionally Directed Spending (CDS) request
- Pending:
 - Nationally Significant Freight and Highway Projects (INFRA) grant
- Future:
 - STP-Urban
 - Additional State/Federal grant applications

County Highway T – Corridor Expansion Intergovernmental Cooperation



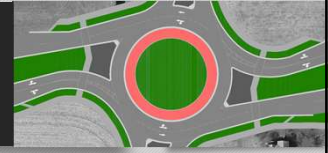
- Intergovernmental Cooperative Agreement

- Town of Union (signed 11-12-24)
- Town of Wheaton (signed 11-12-24)
- City of Eau Claire (signed 11-14-24)
- Eau Claire County (signed 12-3-24)
- Chippewa County (to be signed 1-15-25)

- Stakeholders agree to cost shares

- 32.67% each: City of Eau Claire, Eau Claire County, Chippewa County
- 1% each: Town of Union, Town of Wheaton

County Highway T – Corridor Expansion Phase 1 Schedule



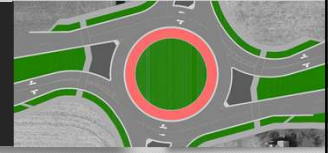
- Preliminary engineering project underway
 - Completion January 2025
- Additional funding search: ongoing
- Purchase right-of-way: 2025-2026
- Target final design project: 2024-2026
- Target construction project: 2027-2028

County Highway T – Corridor Expansion Next Steps



- Sign intergovernmental agreement for Phase 1
- Complete 30% preliminary design plans
- Continue searching for additional State/Federal funds to reduce local share

County Highway T – Corridor Expansion Questions



Questions & Answers

County Highway M – Chippewa River Bridge Existing Structure



- Steel bridge constructed in 1950 (74 years old)
- Length: 798' (Wisconsin's 5th-longest County bridge)
- Spans: 6
- Water depth: 33.5'
- Weight limit: 20 tons
- Sufficiency rating: 12.2/100 (3rd-lowest County structure out of 3,121 in WI)
- Deficiency: Buckling of truss connection gusset plates due to heavy loading

County Highway M – Chippewa River Bridge Purpose & Need



- Purpose
 - Maintain safe river crossing
 - Accommodate today's heavy loads
 - Provide access for emergency services
- Need
 - 15.1 mile detour route would take effect if bridge is closed unexpectedly
 - Current 20-ton weight limit has negative impact on local businesses, ag/timber industries
 - Difficult to keep heavy loads off of bridge
 - Tourism industry relies on river crossing at this location

County Highway M – Chippewa River Bridge Preliminary Design



- Preliminary Engineering (30% plans)
 - Highway Department has contracted with Ayres Associates
 - Currently negotiating fees
 - Increases competitiveness of grant applications
 - Provides detailed cost estimates
 - Next step towards goal of construction
- Highway Department will transfer \$400,000 of savings from CTH G bridge to fund preliminary design project

County Highway M – Chippewa River Bridge Proposed Improvements



- Likely to be a multi-span prestressed concrete girder structure
 - Analyze the cost of longer spans & thicker girders vs. shorter spans & additional piers
 - Increase clear width from 24' to approx. 30'
- Realignment of the bridge parallel to the existing bridge to be evaluated
- Crossing likely to be closed for 11-14 months for construction

County Highway M – Chippewa River Bridge Funding Efforts



- 2023 WisDOT Local Bridge Program
 - Funding application denied
- 2024 Congressionally Directed Spending (CDS) request
 - Requested \$10M via Senator Tammy Baldwin
 - Only \$4M of request is currently under consideration
 - Awaits approval of appropriations bill
- 2025 WisDOT Local Bridge Program
 - Request program's cap amount of \$6M
- \$5M Chippewa County local funds
 - Continue to try and reduce this amount with State/Federal funding

County Highway M – Chippewa River Bridge Schedule



- Preliminary engineering underway
 - Completion in 2026
- Additional funding search: ongoing
- Target final design project: 2026-2027
- Target construction project: 2028-2029

County Highway M – Chippewa River Bridge Next Steps



- Secure a minimum of \$10M State/Federal funds
- Complete 30% preliminary design plans
- Monitor existing bridge's condition
- Enforce weight limit compliance

County Highway M – Chippewa River Bridge



Questions & Answers

Proposed Funding Approach Preliminary Cost Estimates

CTH T Corridor - Phase 1

Scenario	Project Cost	CDS	Total Local Share	Chippewa County Share (32.67%)	% Local Share
1	\$12,500,000	\$10,000,000	\$2,500,000	\$816,667	20.0%
2	\$13,000,000	\$10,000,000	\$3,000,000	\$980,000	23.1%
3	\$14,000,000	\$10,000,000	\$4,000,000	\$1,306,667	28.6%
4	\$15,000,000	\$10,000,000	\$5,000,000	\$1,633,333	33.3%
5	\$16,000,000	\$10,000,000	\$6,000,000	\$1,960,000	37.5%
6	\$17,000,000	\$10,000,000	\$7,000,000	\$2,286,667	41.2%

CTH M Bridge

Scenario	Project Cost	Local Bridge Program	CDS	Chippewa County Share	% Local Share
1	\$10,000,000	\$4,000,000	\$4,000,000	\$2,000,000	20.0%
2	\$11,000,000	\$4,800,000	\$4,000,000	\$2,200,000	20.0%
3	\$12,000,000	\$5,600,000	\$4,000,000	\$2,400,000	20.0%
4	\$13,000,000	\$6,000,000	\$4,000,000	\$3,000,000	23.1%
5	\$14,000,000	\$6,000,000	\$4,000,000	\$4,000,000	28.6%
6	\$15,000,000	\$6,000,000	\$4,000,000	\$5,000,000	33.3%

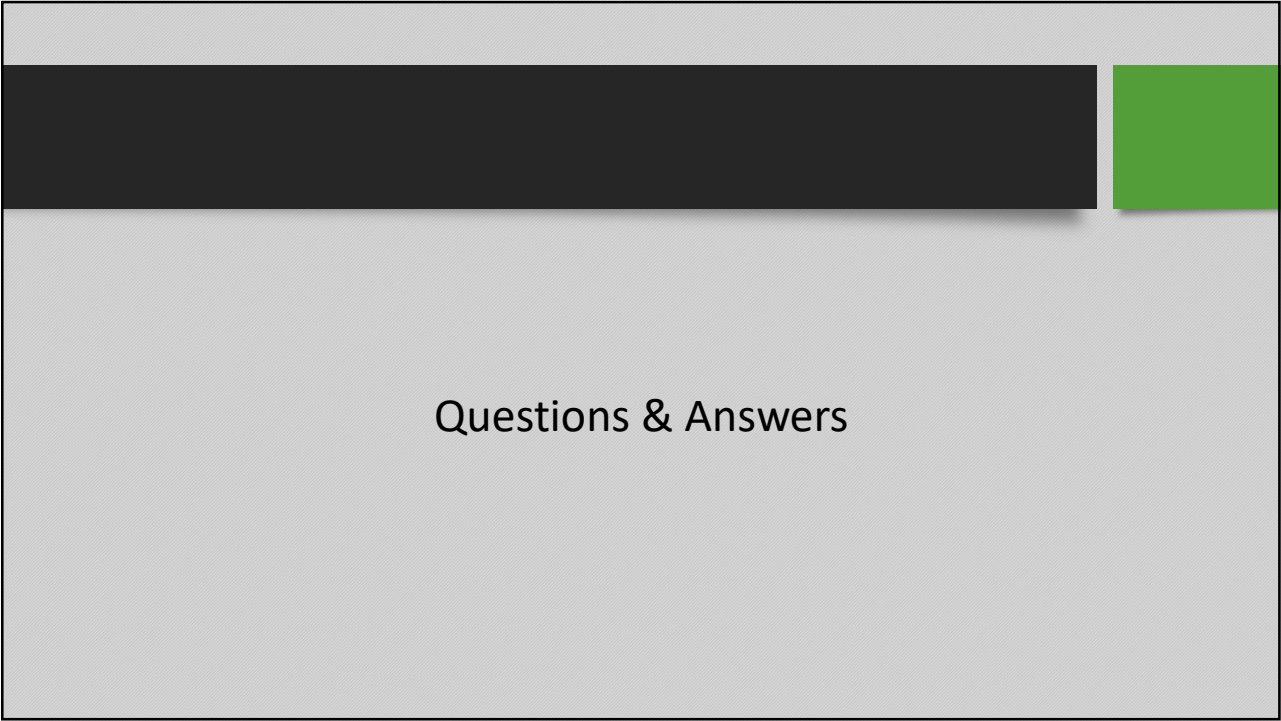
Proposed Funding Approach 2024 – 2030 Funding Plan

Year	Total Amount	Source
2024	\$1,100,000	ARPA replacement funding for CTH OO
2024	\$400,000	CTH G bridge savings
2024	\$600,000	Possible year end closeout funds
2026	\$1,000,000	Additional sales tax through budget process
2027	\$500,000	Increase 27-28 bonding by \$1M in 2026
2027	\$1,000,000	Additional sales tax through budget process
2028	\$500,000	Increase 27-28 bonding by \$1M in 2026
2028	\$1,000,000	Additional sales tax through budget process
2029	\$1,250,000	Increase 29-30 bonding by \$2.5M in 2028
2030	\$1,250,000	Increase 29-30 bonding by \$2.5M in 2028
TOTAL	\$8,600,000	

	2024	2025	2026	2027	2028	2029	2030	TOTAL
CTH T Corridor	\$1,200,000	\$0	\$500,000	\$250,000	\$250,000	\$150,000	\$1,250,000	\$3,600,000
CTH M Bridge	\$900,000	\$0	\$500,000	\$1,250,000	\$1,250,000	\$1,100,000	\$0	\$5,000,000

Proposed Funding Approach County T Corridor – Funding for Future Phases

- CTH T Corridor – Phase 1
 - \$17M project cost estimate (high end)
 - Chippewa County's local share: \$2,286,667
 - Note: Updated cost estimate expected January 2025
- Total funds to be allocated for CTH T Corridor: \$3,600,000
 - Funds available for future phases: \$1,313,333
- More of these funds may become available for remaining phases of CTH T Corridor
 - Savings in CTH M Bridge construction bid
 - Savings in CTH T Corridor Phase 1 construction bid
 - Additional State/Federal grants for either project





Sustainable Highway Funding

Brian Kelley – Chippewa County Highway Commissioner
Highway Committee: December 19, 2024

Sustainable Funding Background

• Timeline of Events

- 6-26-19 Presentation to Highway Committee
- 10-8-19 Presentation to County Board
- 11-20-20 Discussion with Highway Committee
- 12-18-19 Resolution 01-20 Passed by Highway Committee (request legislature to authorize 0.5% sales tax)
- 1-14-20 Resolution 01-20 Passed by County Board
- 12-8-21 Update to Highway Committee
- 1-11-22 Update to County Board
- 7-12-22 Resolution 33-22 Passed by County Board (allocation of \$8M ARPA to Highway Department)
- 12-19-24 Presentation to Highway Committee
- TBD Presentation to Executive Committee
- TBD Presentation to County Board

Sustainable Funding Background (cont'd)

- Sustainable funding goals
 - 25-year pavement replacement cycle = 20 miles of paving/year
 - 7-year maintenance cycle = 70 miles of chipseal/year
- 2019 In-Depth Analysis
 - Additional \$3,766,225 annually needed to be sustainable
- 2022 In-Depth Analysis
 - Additional \$3,784,776 annually needed to be sustainable

Sustainable Funding Background (cont'd)

- Reason for challenges:
 - Chippewa County has the 4th-largest County Highway system in WI
 - Only Dane, Marathon, and Dodge counties have more County highway miles
 - Chippewa County has the 6th-lowest property tax levy rate in WI
 - State-imposed levy limits prevent increasing the property tax levy significantly

ECONOMY/DEVELOPMENT				FINANCES			
Six indicators of economic health, a net commuting measure, and three measures of development and infrastructure are shown below. Ranks are low values (1) to high values (72). For some measures, a low rank is good, while for others a high rank is preferred.				Major county revenues and three spending measures are shown below on a per capita basis. The property tax rate is the property tax levy divided by equalized property value. Ranks are low amounts (1) to high amounts (72).			
	County	Rank	State Avg.		County	Rank	State Avg.
Per Capita Personal Income (2022)	\$54,474	37	\$61,475	All per capita except tax rate			
5-Year Employment Growth (2023)	8.0	69	1.6	Spending (2022)			
Unemployment Rate (2023)	3.5	47	3.03	Total	\$1,284	42	\$1,107
% Net In-Commuting (2021)	-10.7	48	-1.5	Highways	235	57	118
Poverty Rate (2022)	10.1	28	10.8	Health & Human Services	568	67	373
Per Capita Prop. Values (Thous., 2023)	138.6	43	141.6	State Aids (2022)	670	69	285
Net New Construction (2023)	2.47	67	1.7	Property Tax Levy (2023/24)	315	7	423
House Prices (2023)	\$292,000	55	\$285,000	Property Tax Rate (2023/24)	\$4.68	6	\$3.19
Home Affordability Index (2023)	105.5	44	92.2	County Sales Taxes (2023)	125	55	103
County Highway Miles (2021)	982	69	508	General Obligation Debt (2022)	150	9	518

Source: 2024 Wisconsin Green Book by Forward Analytics

Sustainable Funding Background (cont'd)

- Additional challenges:
 - Lack of sustainable revenues
 - Increasing costs for materials, equipment, and labor

Material	2016	2017	2018	2019	2020	2021	2022	2023	2024
AC Oil (58-28)	\$334	\$327	\$392	\$508	\$428	\$413	\$665	\$578	\$475
AC Oil (58-34)			\$489	\$588	\$515	\$494	\$765	\$640	\$550
CRS-2 (Chip Seal)	\$1.72	\$1.60	\$2.13	\$2.05	\$1.75	\$1.77	\$2.56	\$2.50	\$2.37
SC oil (800)	\$2.80	\$2.97	\$3.16	\$3.47	\$3.25	\$3.28	\$3.98	\$3.99	\$3.39
SC oil (250)				\$3.47	\$3.25	\$3.28	\$3.98	\$3.99	\$3.44
Propane	\$0.46	\$0.59	\$0.74	\$3.47	\$0.53	\$0.89	\$1.40	\$1.17	\$1.29
Waste Oil	\$1.20	\$1.20	\$1.20	\$1.20	\$0.98	\$1.03	\$1.30	\$1.49	\$1.58
County Salt	\$77.29	\$75.36	\$73.48	\$78.12	\$82.81	\$83.64	\$86.15	\$91.53	\$99.77

Sustainable Funding Background (cont'd)

- 2015-2021 averages (pre-ARPA)
 - 19 miles of chipseal/year (26-year maintenance cycle)
 - 9.2 miles of paving/year (53-year pavement replacement cycle)
- 2022-2024 averages (ARPA)
 - 26 miles of chipseal/year (19-year maintenance cycle)
 - 25.3 miles of paving/year (19-year pavement replacement cycle)
- 2025 scheduled projects
 - 24 miles of chipseal
 - 10.9 miles of paving

Sustainable Funding Background (cont'd)

Pre-ARPA Avg.
19 miles



Chipseal Miles	Maintenance Cycle
5	97.8
10	48.9
15	32.6
20	24.5
25	19.6
30	16.3
35	14.0
40	12.2
45	10.9
50	9.8
55	8.9
60	8.2
65	7.5
70	7.0

Pre-ARPA	
Year	Chipseal Miles
2015	22.7
2016	18.6
2017	14.8
2018	20.9
2019	20.5
2020	17.0
2021	16.8
Average	18.7

w/ ARPA	
Year	Chipseal Miles
2022	17.5
2023	19.4
2024	41.7
Average	26.2

Sustainable Funding Background (cont'd)

Pre-ARPA Avg.
9.2 miles



Paving Miles	Construction Cycle
6	81.5
7	69.9
8	61.1
9	54.3
10	48.9
11	44.5
12	40.8
13	37.6
14	34.9
15	32.6
16	30.6
17	28.8
18	27.2
19	25.7
20	24.5

Pre-ARPA	
Year	Paving Miles
2015	11.4
2016	8.1
2017	7.6
2018	9.3
2019	8.1
2020	7.4
2021	12.8
Average	9.2

w/ ARPA	
Year	Paving Miles
2022	23.0
2023	28.6
2024	24.3
Average	25.3

Sustainable Funding Background (cont'd)

- Funding strategies that were previously considered by County Board:
 - Binding referendum to exceed levy limits
 - Short-term Borrowing
 - Long-term Borrowing
 - Combined Short-term & Long-term Borrowing
 - Vehicle Registration Fee (VRF)
 - Additional 0.5% Sales Tax
 - Premier Resort Area Tax (PRAT)
- Previous direction to County Administrator and Highway Commissioner
 - Pursue legislation to allow Counties to implement additional 0.5% Sales Tax

Staff Recommendation

- **\$30 Vehicle Registration Fee (VRF)**
 - Effective January 1, 2026
 - **\$1,731,214** projected revenue

Per Vehicle	Current Vehicles	WisDOT Admin Fee	Total Revenue
\$10	58,036	\$9,866	\$570,494
\$15	58,036	\$9,866	\$860,674
\$20	58,036	\$9,866	\$1,150,854
\$25	58,036	\$9,866	\$1,441,034
\$30	58,036	\$9,866	\$1,731,214
\$35	58,036	\$9,866	\$2,021,394
\$40	58,036	\$9,866	\$2,311,574

Staff Recommendation

- What could additional \$1,731,214 of revenue produce?
 - Example 1:
 - Additional 51 miles of chipseal, and
 - Additional 3.8 miles of paving

Staff Recommendation (cont'd)

- Example 1

Chipseal Miles	Maintenance Cycle
5	97.8
10	48.9
15	32.6
20	24.5
25	19.6
30	16.3
35	14.0
40	12.2
45	10.9
50	9.8
55	8.9
60	8.2
65	7.5
70	7.0

13 miles →

Paving Miles	Construction Cycle
6	81.5
7	69.9
8	61.1
9	54.3
10	48.9
11	44.5
12	40.8
13	37.6
14	34.9
15	32.6
16	30.6
17	28.8
18	27.2
19	25.7
20	24.5

70 miles →

Staff Recommendation

- What could additional \$1,731,214 of revenue produce?

- Example 1:
 - Additional 51 miles of chipseal, and
 - Additional 3.8 miles of paving
- Example 2:
 - Additional 8.7 miles of paving

Staff Recommendation (cont'd)

- Example 2

19 miles →

Chipseal Miles	Maintenance Cycle
5	97.8
10	48.9
15	32.6
20	24.5
25	19.6
30	16.3
35	14.0
40	12.2
45	10.9
50	9.8
55	8.9
60	8.2
65	7.5
70	7.0

18 miles →

Paving Miles	Construction Cycle
6	81.5
7	69.9
8	61.1
9	54.3
10	48.9
11	44.5
12	40.8
13	37.6
14	34.9
15	32.6
16	30.6
17	28.8
18	27.2
19	25.7
20	24.5

Staff Recommendation

- What could additional \$1,731,214 of revenue produce?

- Example 1:
 - Additional 51 miles of chipseal, and
 - Additional 3.8 miles of paving
- Example 2:
 - Additional 8.7 miles of paving
- Example 3:
 - Additional 30 miles of chipseal, and
 - Additional 5.8 miles of paving

Staff Recommendation (cont'd)

- Example 3

	Chipseal			Paving	
	Miles	Maintenance Cycle		Miles	Construction Cycle
49 miles →	5	97.8	15 miles →	6	81.5
	10	48.9		7	69.9
	15	32.6		8	61.1
	20	24.5		9	54.3
	25	19.6		10	48.9
	30	16.3		11	44.5
	35	14.0		12	40.8
	40	12.2		13	37.6
	45	10.9		14	34.9
	50	9.8		15	32.6
	55	8.9		16	30.6
	60	8.2		17	28.8
	65	7.5		18	27.2
	70	7.0		19	25.7
				20	24.5

Vehicle Registration Fee (cont'd)

- Statutory Authority
 - State Statute 341.35 – Municipal or County Vehicle Registration Fee
 - <https://docs.legis.wisconsin.gov/statutes/statutes/341/ii/35#>
- WisDOT Rules
 - Trans 126 – Municipal or County Vehicle Registration Fee
 - <https://docs.legis.wisconsin.gov/document/administrativecode/ch.%20Trans%20126>

Vehicle Registration Fee (cont'd)

- Previous 5-Year fee at \$10/vehicle
 - Funded Winter Maintenance only

Year	VRF Revenues
2015	\$540,724.13
2016	\$548,927.13
2017	\$552,942.67
2018	\$563,742.50
2019	\$555,338.46
TOTAL	\$2,761,674.89

Vehicle Registration Fee (cont'd)

• Counties with Vehicle Registration Fee

County	Per Vehicle	Vehicles	Admin Fee	Total Revenue
Crawford	\$20	13,757	\$2,339	\$272,801
Dane	\$28	424,221	\$72,118	\$11,806,070
Dunn	\$20	36,042	\$6,127	\$714,713
Eau Claire	\$30	80,143	\$13,624	\$2,390,666
Green	\$25	33,183	\$5,641	\$823,934
Iowa	\$25	21,149	\$3,595	\$525,130
Langlade	\$15	18,744	\$3,186	\$277,974
Marathon	\$25	117,242	\$19,931	\$2,911,119
Milwaukee	\$30	525,988	\$89,418	\$15,690,222
Portage	\$30	57,869	\$9,838	\$1,726,232
Richland	\$20	14,777	\$2,512	\$293,028
St. Croix	\$20	84,867	\$14,427	\$1,682,913
Vernon	\$25	24,149	\$4,105	\$599,620

Vehicle Registration Fee (cont'd)

• Municipalities with Vehicle Registration Fee

- Adams (city; \$25)
- Appleton (city; \$20) (\$30 beginning 1/1/2025)
- Arena (township; \$20)
- Ashland (city; \$20)
- Baraboo (city; \$20)
- Beloit (city; \$20)
- Bellevue (village; \$20)
- Boscobel (city; \$10)
- Chilton (city; \$20)
- Delavan (township; \$15 beginning 3/1/2025)
- Doylestown (village; \$20)
- Eden (village; \$30)
- Eau Claire (city; \$24)
- Evansville (city; \$40)
- Fort Atkinson (city; \$20)
- Gillett (city; \$20)
- Green Bay (city; \$20) (\$25 beginning 1/1/2025)
- Hustisford (village; \$35)
- Iron Ridge (village; \$10)
- Janesville (city; \$40)
- Kaukauna (city; \$10)
- Lodi (city; \$20)
- Lomira (village; \$30)
- Madison (city; \$40)
- Manitowoc (city; \$20)
- Milton (city; \$30)
- Milwaukee (city; \$30)
- Montello (city; \$20)
- New London (city; \$20)
- Oregon (village; \$40)
- Oshkosh (city; \$35)
- Platteville (city; \$20)
- Portage (city; \$20)
- Port Edwards (village; \$35)
- Prairie du Sac (village; \$20)
- Redgranite (village; \$25)
- Rice Lake (city; \$20)
- River Falls (city; \$10)
- Sauk City (village; \$20)
- Shawano (city; \$40 beginning 1/1/2025)
- Sheboygan (city; \$20)
- Shorewood (village; \$30 beginning 3/1/2025)
- Sun Prairie (city; \$30 beginning 2/1/2025)
- Tigerton (village; \$10)
- Waterloo (city; \$15)

Vehicle Registration Fee (cont'd)

- Pros of Vehicle Registration Fee
 - Reliable source of funding
 - Can only be used for transportation
 - Minimal administrative effort
 - Funding goes directly to core County services (paving and chipseal)
 - Revenues stay in the community and provide benefit to all Chippewa County residents

Vehicle Registration Fee (cont'd)

- Cons of Vehicle Registration Fee
 - Heaviest vehicles are exempt from local fee:
 - Trucks above 8,000#
 - Farm/dual purpose farm vehicles
 - Buses
 - Motor homes
 - Rubber-tired farm equipment
 - Steel-wheeled farm equipment
 - Horse-drawn buggies are exempt from local fee
- Policy Decision: Do Pros outweigh Cons?

- Example state registration fees:
 - Automobiles: \$85
 - 80,000# farm truck: \$640
 - 80,000# quad-axle dump truck: \$2,560
 - 80,000# semi: \$2,578
 - 80,000# milk or log truck: \$1,050

Next Steps

- Proposed tentative schedule
 - Pending direction from future County Administrator
 - Final dates to be determined in the future
 - Sustainable Funding Presentation (Report)
 - 12-19-24 Highway Committee w/ Committee direction to staff
 - 7-1-25 Executive Committee
 - 7-8-25 County Board
 - Vehicle Registration Fee Ordinance (Business Item)
 - 7-23-25 Highway Committee
 - 8-5-25 Executive Committee
 - 8-12-25 County Board (1st Reading)
 - 9-9-25 County Board (2nd Reading)

Questions & Answers

Summary of survey responses from Counties that have a Vehicle Registration Fee 12-18-24

Is your County's VRF used to fund a specific part of your operation, or is it general revenue that the Highway Department can use as needed?

- Money is used to fund about half of their construction program. They were able to decrease their dependence on bonding, which has reduced bonding fee and interest. Also funds some safety improvement projects, which otherwise would not be completed.
- The Highway Department does not benefit from the VRF. It was not requested by the Highway Committee or Commissioner. The full County Board adopted it. The VRF does go to Highway, but Highway funding was cut by that same amount. The funds that the Highway budget got reduced by are used in other departments.
- VRF is used to fund one big project each year. A sign is placed on the project and info posted on social media about the projects that are funded by the VRF. The first year's fee was used to fund a \$4M Federal aid project that they would not have been able to afford otherwise.
- Funds about ½ of the County's paving budget. This is so they can show the public where the money goes.
- Utilized to fund bridge and road construction.
- Funding was initially for all Highway operations, but is now dedicated only to County Maintenance.
- Ordinance language is broad..."transportation related purposes". Typically used for local match on State/Federal aid projects.
- Used to fund their chipseal projects.
- Money is used for road construction, primarily pavement rehabs and overlays.
- Funds capital improvement program. They bank their VRF every other year to balance out debt service levy.
- Funds County maintenance and part of their debt service levy.

How did your County determine the amount to use for a VRF?

- \$10 fee was enacted in 2008 and since increased to \$20 due to inflation. It was the amount the County Board thought the public would accept.
- \$25 was based on the amount that one of their Amish communities pledged to fund for each buggy.
- \$20 fee was approved in 2020. Commissioner has since requested to get it increased to \$30, but committee feels it is too soon. Initially had a 2-year sunset, which has since changed to no sunset.
- County wanted enough to cover a major portion of the paving program and it currently funds about 50%.
- Chose \$30 because it was the highest they felt would pass based on what the other counties charge.

- Chose \$20 initially because that was the amount needed to fund one bridge replacement per year. Increased from \$20 to \$25 last year.
- The Highway Department requested \$25 initially, but the County Board settled on \$20. Recently raised from \$20 to \$25.
- Initially \$25 in 2019 with 2024 sunset. Removed sunset clause in 2024 and raised to \$30. Chose \$25 because Marathon was \$25, Eau Claire was \$30, Dane was \$28.
- Chose this amount to be less than Milwaukee County (\$30).

Any other advice or thoughts to share?

- Funding has not kept up with inflation. The best maintenance is applied when it is planned. This requires stable funding.
- With no real State/Federal transportation funding increases on the horizon, this is the most viable option for Counties.
- Multiple counties suggested to not include a sunset clause if we adopt a VRF. One county has to renew their VRF every 4 years.
- Consider an escalator clause to look at inflationary increases in the future.
- May be a good idea to look at the bonding fees and interest if the County needs to borrow instead of adopting a VRF.
- Good idea to reach out to stakeholders like Chamber of Commerce and Economic Development groups to get their input and buy-in.
- Created a fact sheet to share and attended meetings with community groups.
- Would be better if the VRF ordinance was broader to allow use where it is most needed.
- It helps to be able to tell people exactly what the funds were used for.
- Say each year what the VRF will be used for in the following year. It's easier to justify the VRF when there is a specific project. Maintain a running project list of what VRF was used for each year.
- County Board felt the benefits of the VRF outweighed the minimal impact to taxpayers. Very minimal administrative effort needed by the County. WisDOT handles the fee collection and passes along the money to the Counties quarterly.
- Would prefer 0.5% sales tax, but this is the only option.



STATEMENT OF EXPLANATION

Resolution No.

RESOLUTION TO PLEDGE FUNDING FOR EXPANSION OF COUNTY HIGHWAY T CORRIDOR

County Trunk Highway (CTH) T is a high volume, two-lane highway designated as an oversize, overweight truck route. The corridor is seeing increased growth and potential for commercial development and represents a critical piece of the regional transportation and economic network. The corridor is classified as a minor arterial that serves Chippewa County, Eau Claire County, the City of Eau Claire, the Town of Wheaton, and the Town of Union (project stakeholders). For the purposes of funding requests and intergovernmental agreements, Eau Claire County is the lead agency.

In October 2022, an official map was recorded at the County Register of Deeds offices in Chippewa and Eau Claire Counties in order to preserve the future 4-lane corridor and ensure that future development projects align with the counties' plans. This mapped area is located within the Chippewa-Eau Claire Metropolitan Area on CTH T from State Trunk Highway (STH) 312 (North Crossing) in Eau Claire County to 33rd Avenue in Chippewa County.

Throughout 2021 to 2024, the stakeholder team has continued to pursue all viable funding options for the 4-lane corridor expansion project, which project engineering consultants estimate will cost approximately \$33,000,000. This effort included two separate funding applications for the Federal Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant program and an application for the Federal Multimodal Project Discretionary Grant (MPDG) grant program. These applications were unsuccessful.

In 2023, Eau Claire County submitted a request for Federal Congressionally Directed Spending (CDS) funds to the offices of Senator Tammy Baldwin and Representative Derrick Van Orden in the amount of \$25,000,000. In March of 2024, the stakeholders were notified that the project was awarded \$10,000,000 of CDS funds. These funds must be allocated by 2029 and require a 20% local match.

Eau Claire County has also recently submitted a Federal Nationally Significant Freight & Highway Projects (INFRA) grant program for the grade separation of the Union Pacific Rail crossing. A decision on that request is expected in 2025.

In 2023, the stakeholders determined that 30% preliminary engineering plans would be

necessary in order to make the project more “shovel-ready” and improve the likelihood of receiving State/Federal funding in the highly-competitive funding programs. Jewell Associates was selected to complete this work in June of 2023. They are currently working towards completion of the 30% engineering plans, which is scheduled for early 2025.

Due to the uncertainty of the INFRA funding, the stakeholders have determined that the best use of the \$10,000,000 CDS funding is to start on the north end of the corridor for Phase 1. Cost estimates and preliminary plans continue to be developed. Preliminary cost estimates for Phase 1 are between \$14,000,000 and \$17,000,000. Preliminary cost estimates for Chippewa County’s local share range from \$1,306,667 to \$2,286,667 with construction scheduled to take place from 2027 to 2029.

The stakeholders have determined that an intergovernmental agreement is needed at this time in order for each agency to pledge support for their share of Phase 1 local costs. Passage of this resolution will pledge Chippewa County’s financial support for Phase 1 and future phases. In addition, this resolution directs the County Administrator and Highway Commissioner to sign the 5-party intergovernmental agreement for Phase 1 funding. Further, passage of this resolution also directs the County Administrator and Highway Commissioner to pursue additional State and Federal funding for future phases and authorizes the County Administrator and Highway Commissioner to sign future intergovernmental agreements needed for design and construction of remaining phases of the corridor expansion. Finally, this resolution mandates that the Highway Commissioner provide an annual report on the project during the Capital Improvement budget process, which will be presented to both the Highway Committee and the County Board.

Resolution No.

RESOLUTION TO PLEDGE FUNDING FOR EXPANSION OF COUNTY HIGHWAY T CORRIDOR

WHEREAS, County Trunk Highway (CTH) T between Alpine Road and 33rd Avenue (CTH T corridor) is a high volume, two-lane highway designated as an oversize/overweight truck route; and

WHEREAS, the CTH T corridor is experiencing increased growth and commercial development and represents a critical piece of the regional transportation and economic network; and

WHEREAS, increasing traffic levels in the CTH T corridor are projected to exceed the capacity of the current two-lane highway and will present significant safety concerns; and

WHEREAS, the CTH T corridor is located in both Eau Claire and Chippewa Counties; and

WHEREAS, Chippewa County, Eau Claire County, the City of Eau Claire, the Town of Wheaton, and the Town of Union (project stakeholders) will all benefit from and have committed to completing the expansion of the entire CTH T corridor to four lanes; and

WHEREAS, Chippewa County, along with the other project stakeholders, has adopted an official map designating the limits of the future four lane CTH T corridor expansion; and

WHEREAS, well-attended public involvement meetings were held on 6-28-21 and 9-20-21 to present the official map; and

WHEREAS, the official map prevents development within the CTH T corridor that does not align with future highway expansion plans; and

WHEREAS, a copy of the official CTH T corridor map is recorded with the Chippewa County and Eau Claire County Register of Deeds offices; and

WHEREAS, the project stakeholders have determined that preliminary engineering is needed to develop more accurate cost estimates and improve the likelihood of the CTH T corridor receiving additional State/Federal funds in highly-competitive discretionary grant programs; and

WHEREAS, Jewell Associates was selected to complete the CTH T corridor 30% design plans; and

WHEREAS, the Highway Department has spent \$107,952 in 2023 and 2024 for mapping, funding applications, and preliminary engineering for the entire CTH T corridor; and

95
96 WHEREAS, funding constraints require that the CTH T corridor's final design and
97 construction be broken up into two or more phases; and
98

99 WHEREAS, strong public support was received at a third public involvement meeting
100 held on 9-11-24 when the project team presented the preliminary design for the entire
101 corridor; and
102

103 WHEREAS, Phase 1 of the CTH T corridor expansion is located entirely within Chippewa
104 County and will begin at 33rd Avenue and proceed south past the intersection of 20th Avenue;
105 and
106

107 WHEREAS, the remainder of the CTH T corridor's expansion will be designed and
108 constructed in one or more future phases dependent on additional State and Federal funding;
109 and
110

111 WHEREAS, the project stakeholders have pursued a variety of Federal funding
112 opportunities for the CTH T corridor expansion; and
113

114 WHEREAS, Eau Claire County has submitted applications for two separate grants under
115 the Federal Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant
116 program, of which both applications were unsuccessful; and
117

118 WHEREAS, Eau Claire County has been awarded \$10,000,000 of Federal Congressionally
119 Directed Spending (CDS) funds that must be allocated by 2029 and require a minimum 20%
120 local match; and
121

122 WHEREAS, the project stakeholders have determined that it is most advantageous to
123 utilize these CDS funds on the segment designated as Phase 1 of the CTH T corridor expansion;
124 and
125

126 WHEREAS, construction of Phase 1 is anticipated to take place from 2027 to 2029; and
127

128 WHEREAS, construction of the remaining phases of the CTH T corridor expansion is likely
129 to occur in the next 5 to 10 years; and
130

131 WHEREAS, funding for the CTH T corridor expansion projects will come from a variety of
132 sources, including Eau Claire County, Chippewa County, and the City of Eau Claire; and
133

134 WHEREAS, Eau Claire County has submitted an application for a Federal Nationally
135 Significant Freight & Highway Projects (INFRA) grant for the grade separation of the Union
136 Pacific Rail crossing; and
137

138 WHEREAS, a decision on the INFRA funding request is expected in 2025; and

139
140 WHEREAS, a unified approach by the project stakeholders increases the likelihood of
141 successfully obtaining the necessary State and Federal funds for expansion of the entire CTH T
142 corridor; and
143

144 WHEREAS, all project stakeholders will be responsible for their share of Phase 1 local
145 costs per a 5-party intergovernmental agreement; and
146

147 WHEREAS, all project stakeholders are pledging to fund their share of local costs for the
148 remainder of the CTH T corridor expansion; and
149

150 WHEREAS, a viable funding plan has been provided to the Highway Committee,
151 Executive Committee, and County Board; and
152

153 WHEREAS, to keep the County Board apprised of the progress of the CTH T corridor
154 project, the Highway Commissioner will provide an annual report on the project during the
155 Capital Improvement budget process, which will be presented to both the Highway Committee
156 and the County Board;
157

158 NOW, THEREFORE BE IT RESOLVED, that the County Board recognizes the need for and
159 economic benefit of a future four-lane expansion of the entire CTH T corridor; and
160

161 BE IT FURTHER RESOLVED, that the County Board directs the County Administrator and
162 Highway Commissioner to sign the attached 5-party intergovernmental agreement which
163 commits Chippewa County to paying for 32.66% of Phase 1 local costs; and
164

165 BE IT FURTHER RESOLVED, that the total local costs for Phase 1 are currently estimated
166 at \$4,000,000 to \$7,000,000, of which Chippewa County's share is estimated to be between
167 \$1,306,667 and \$2,286,667; and
168

169 BE IT FURTHER RESOLVED, that the County Board acknowledges that portions of future
170 CTH T corridor phases lie within Eau Claire County; and
171

172 BE IT FURTHER RESOLVED, that the County Board pledges to fund 32.66% of the local
173 share of costs for future phases; and
174

175 BE IT FURTHER RESOLVED, that the County Board directs the County Administrator and
176 Highway Commissioner to proceed with future phases, which includes signing necessary
177 contracts and intergovernmental agreements; and
178

179 BE IT FURTHER RESOLVED, that funding for Chippewa County's share of local costs for
180 remaining CTH T corridor expansion work will be identified in future County budgets and Capital
181 Improvement Plans; and
182

BE IT FURTHER RESOLVED, to keep the County Board apprised of the progress of the CTH T corridor project, the Highway Commissioner will provide an annual report on the project during the Capital Improvement budget process, which will be presented to both the Highway Committee and the County Board.

Forwarded to the County Board by the Executive Committee.

FINANCIAL IMPACT:

Chippewa County's share of Phase 1 is anticipated to be \$1,306,667 to \$2,286,667 to be financed through bonding, sales tax, and/or levy.

01/7/2025 Executive Committee

Approved as to Form:

Todd A. Pauls

Todd A. Pauls, Corporation Counsel

12/10/2024

Lori Zwiefelhofer

Lori Zwiefelhofer, Finance Director

12/10/2024

Randy B. Scholz

Randy B. Scholz, County Administrator

12/10/2024

INTERGOVERNMENTAL COOPERATIVE AGREEMENT FOR HIGHWAY “T” PHASE ONE ROAD RECONSTRUCTION

I. PARTIES

This Intergovernmental Cooperative Agreement for Highway “T” Corridor Engineering Services (the “Agreement”) is between Chippewa County, Wisconsin, a quasi-municipal corporation, located at 711 N. Bridge Street, Chippewa Falls, WI 54729; the City of Eau Claire, located at 203 S Farwell Street, Eau Claire, WI 54701; the Town of Union, located at 1506 N. Town Hall Rd. Eau Claire, WI 54703; the Town of Wheaton, located at 4975 County Highway T, Chippewa Falls, WI. 54729; and Eau Claire County, a quasi-municipal corporation, located at 721 Oxford Avenue, Eau Claire, WI 54703. Chippewa County, the City of Eau Claire, Eau Claire County, the Town of Union and the Town of Wheaton are referred to collectively in this Agreement as the “Parties” and individually, without differentiation, each as a “Party.”

II. TERM OF AGREEMENT

Services under this Agreement shall commence upon execution of this agreement by all Parties, and shall continue through December 31, 2030.

III. PURPOSE OF AGREEMENT

The purpose of this Agreement is to assign responsibility for the cost and public responsibilities associated with the final design and reconstruction of phase one for County Highway “T” starting at the intersection of 17th Avenue located in the Town of Wheaton in Chippewa County to a point where Highway “T” intersects with 33rd Avenue in Chippewa County. This Agreement is authorized by Wis. Stat. § 66.0301. Project costs for phase one are outlined in the attached exhibit “A”. The local cost share percentage minimum is 20% per the federal grant funding requirements. The local cost share percentage for this project will likely be between 28% - 33% based on the engineers estimate for 2027 construction.

IV. SCOPE OF SERVICES

A. Eau Claire County is the lead for the Project and agrees to:

1. Contract with and administer the contract with the selected consultant as well as execute the State Municipal Agreement with the Department of Transportation for the complete roadway design and reconstruction of Highway “T” from 17th Avenue north to 33rd Avenue “phase one”.
2. Review and approve all plans and specifications as required for the project and coordinate approval with Chippewa County, the City of Eau Claire, the Town of Union and the Town of Wheaton.
3. Pay for 32.66% of the local cost share for the project.
4. Coordinate all state municipal agreement documents related to project delivery with Chippewa County, the City of Eau Claire, the Town of Union and the Town of Wheaton.
5. As Project lead, be primary party responsible for addressing public concerns and disseminating Project information to the public.

B. Chippewa County agrees to do the following:

1. Pay for 32.66% of the local cost share for the project
2. Assist in dealing with public concerns.
3. Complete all project deliverables as required as part of the project.

C. City of Eau Claire agrees to do the following:

1. Pay for 32.66% of the local cost share for the project
2. Assist in dealing with public concerns.

D. Town of Union agrees to do the following:

1. Pay for 1% of the local cost share for the project
2. Assist in dealing with public concerns.

E. Town of Wheaton agrees to do the following:

1. Pay for 1% of the local cost share for the project
2. Assist in dealing with public concerns.

V. COST EXEMPTIONS

None needed; consultant work to be performed by contract.

VI. FINAL PROJECT AUDIT

- A. Final audit of Project costs to be certified by all parties to this Agreement.
- B. Eau Claire County will invoice Chippewa County, the City of Eau Claire, the Town of Union and the Town of Wheaton for work completed according to this Agreement.

VII. NON-APPROPRIATION OF FUNDS

In the event any of the following events occur, this Agreement shall terminate immediately and each of the Parties shall be responsible to pay its assigned local cost share percentage under Paragraph IV Scope of Services for any actual work completed up to the date of termination:

- A. The State of Wisconsin or the Federal Government fails to pay grant funding as set forth above.
- B. The Board or Council of any Party to this Agreement fails to appropriate its assigned local cost share percentage under Paragraph IV Scope of Services.

VIII. NOTICES

Notices required or deemed advisable under this Agreement shall be placed in writing and delivered personally or by registered or certified mail upon Eau Claire County to: Jon Johnson, Highway Commissioner, 2000 Spooner Avenue, Altoona, WI 54720, and to the other parties at the addresses listed in the first paragraph of this Agreement.

XI. INDEPENDENT STATUS.

The Parties to this Agreement acknowledge and recognize they are independent agencies for all purposes, including workers compensation, and not employees, or agents of each other.

X. MUTUAL HOLD HARMLESS.

The Parties agree fully to hold one another harmless from and against all claims, actions,

judgments, costs, and expenses, arising out of damages or injuries to third persons or their property, caused by the fault or negligence of the said Party, its agents, or employees, in the performance of this Agreement. The Parties shall give to each other prompt and reasonable notice of any such claims or actions and the other Party shall have the right to investigate, compromise, and defend the same.

XI. LIABILITY.

It is mutually agreed by the Parties that, as related to this Agreement, any loss or expense or resultant legal liability, involving personal injury or property damage, will be the responsibility of the Party whose officer, employee or agent may have caused the loss or expense by his or her respective actions, acts, activities or omissions which occurred or may occur in connection with this Agreement.

XII. WAIVER OF BREACHES

No waiver of any breaches of this Agreement shall be held to be a waiver of any other or any subsequent breaches. All remedies afforded in this Agreement shall be cumulative and in addition to any other remedies provided by law.

XIII. SEVERABILITY

Should any article or any part of any article of this Agreement be rendered void, invalid, or unenforceable by a court of law, for any reason, such a determination shall not render void, invalid, or unenforceable any other article or any part of any article in this Agreement.

XIV. JURISDICTION AND VENUE

The laws of the State of Wisconsin shall govern this Agreement and executed amendments thereto. Venue for all legal proceedings arising out of this Agreement, or breach thereof, shall be exclusively in Eau Claire County Circuit Court, Eau Claire, Wisconsin.

XV. SECTION HEADINGS

The headings of the several sections, and any table of contents appended hereto, shall be solely for convenience of reference and shall not affect the meaning, construction, or effect hereof.

XVI. STATUTORY PROTECTIONS

It is agreed by the parties that nothing in this Agreement, including but not limited to the hold harmless clause, shall in any way constitute a waiver on the part of any of the Parties of an immunity, liability limitation or other protection available to the parties under any applicable state or other law.

XVII. NON-ASSIGNMENT OF AGREEMENT

The Parties agree that there shall be no assignment or transfer of this Agreement, nor of any interests, rights or responsibilities herein contained, except as agreed to in writing.

XVIII. MODIFICATIONS TO AGREEMENT

There shall be no modifications to this Agreement, except in writing, signed by all Parties.

XIX. EXECUTION

This Agreement may be executed in several counterparts, each of which shall be an original and all of which shall constitute but one and the same agreement.

XX. INTEGRATION OF AGREEMENT

The entire agreement of the Parties is contained herein, and this Agreement supersedes all

previous agreements, whether written or oral and all negotiations as well as any previous agreements presently in effect between the Parties relating to the subject matter.

XXI. AUTHORITY TO ENTER INTO AGREEMENT

By signing below, the Parties affirm and acknowledge that they have read and understand this Agreement and its Attachments, if any, consisting of three (3) typewritten pages, excluding the signature page; they have authority to enter into this Agreement on behalf of the Entity or Corporation they are signing for; they are knowingly, freely, and voluntarily entering into this Agreement; and that they accept and agree to be bound by the terms and conditions of this Agreement and its Attachments as outlined in this Agreement.

EAU CLAIRE COUNTY BY:

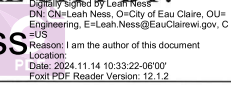

JON JOHNSON, HIGHWAY COMMISSIONER

12/03/2024
(Date)

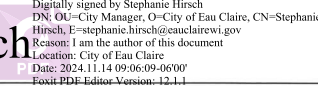

KATHRYN SCHAUF, COUNTY ADMINISTRATOR

12/03/2024
(Date)

EAU CLAIRE CITY BY:


LEAH NESS, CITY ENGINEER

11/14/2024
(Date)


STEPHANIE HIRSCH, CITY MANAGER

11/14/24
(Date)

CHIPPEWA COUNTY BY:

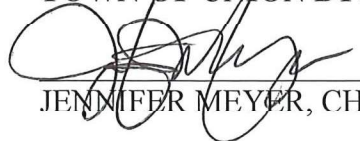
BRIAN KELLEY, HIGHWAY COMMISSIONER

(Date)

RANDY SCHOLTZ, COUNTY ADMINISTRATOR

(Date)

TOWN OF UNION BY:


JENNIFER MEYER, CHAIR

Nov. 12, 2024
(Date)

TOWN OF WHEATON BY:

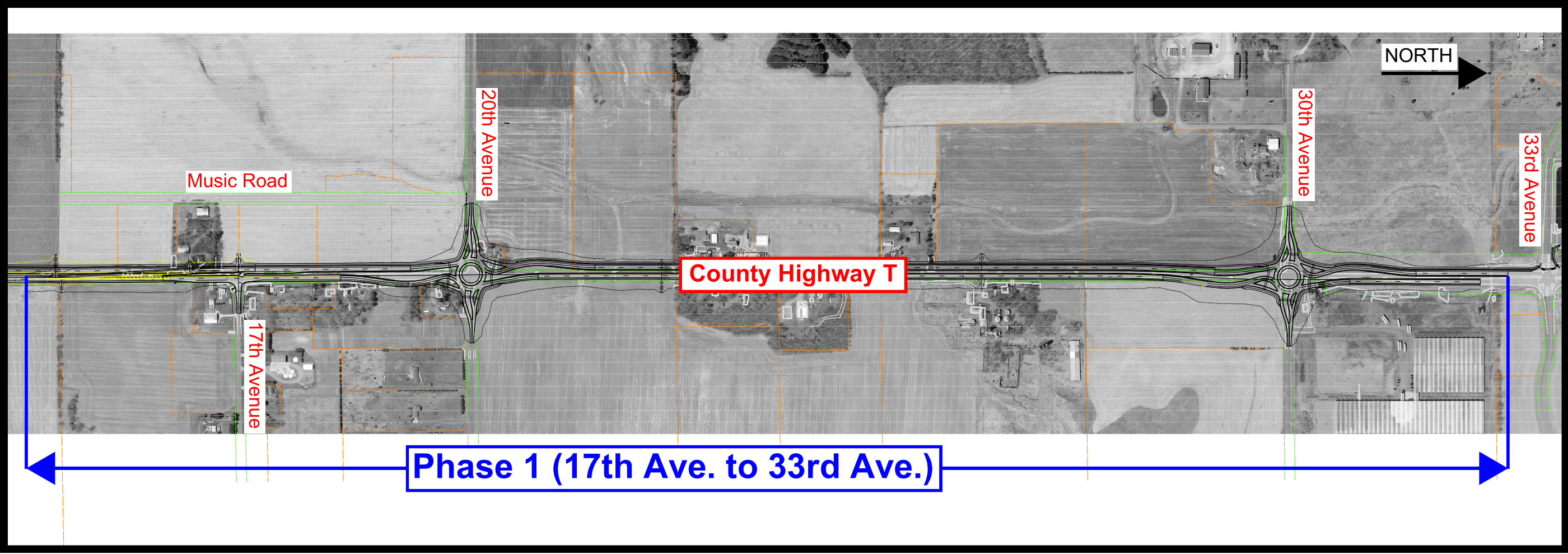
Alice Droske
ALICE DROSKE, CHAIR

11-12-24
(Date)

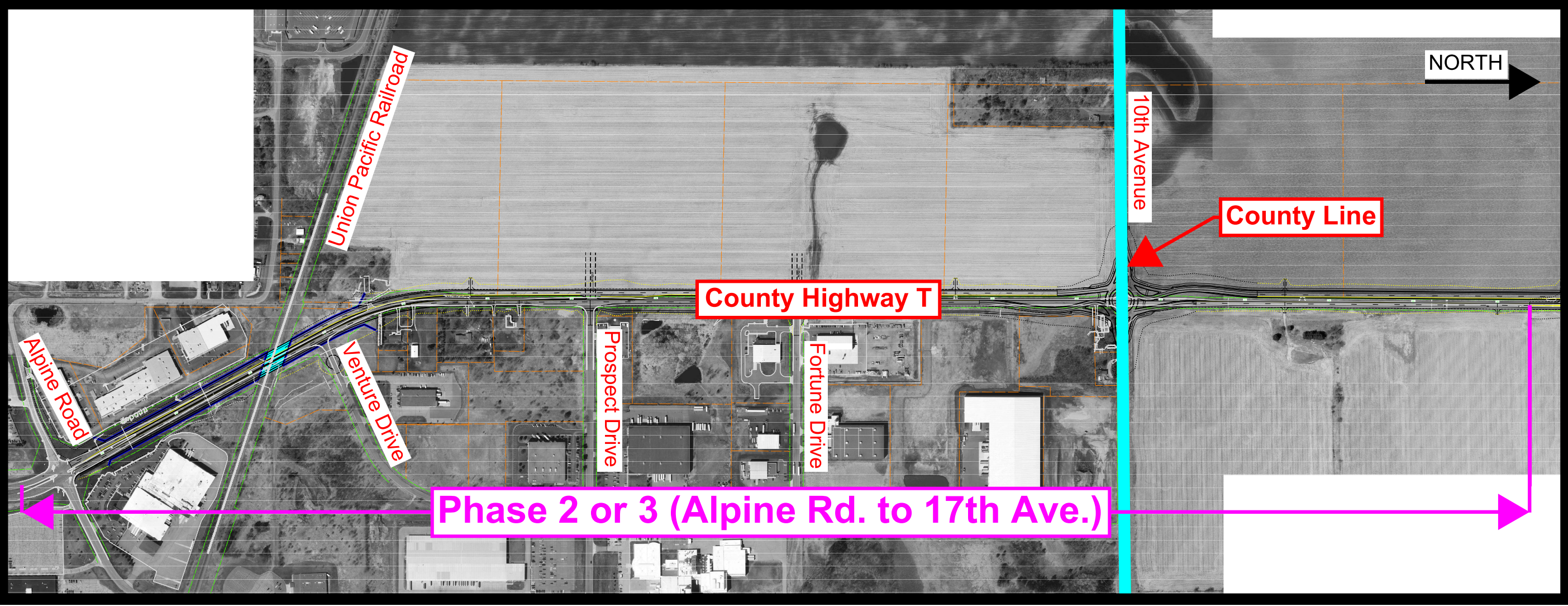
Exhibit A

Estimated Project Cost	Federal Funding	Local Share Cost
\$ 14,000,000.00	\$ 10,000,000.00	\$ 4,000,000.00

Stakeholder	Cost Share Percentage	Local Share Cost	Total Cost per Stakeholder
Chippewa County Share	32.66%	\$ 4,000,000.00	\$ 1,306,667.00
Eau Claire County Share	32.66%	\$ 4,000,000.00	\$ 1,306,667.00
City of Eau Claire	32.66%	\$ 4,000,000.00	\$ 1,306,667.00
Town of Union	1%	\$ 4,000,000.00	\$ 40,000.00
Town of Wheaton	1%	\$ 4,000,000.00	\$ 40,000.00



Attachment A



Attachment B