

Resolution 2015 - 23

Transportation Investment Coalition Resolution

WHEREAS, local government in Wisconsin is responsible for about 90% of the road miles in the state; and

WHEREAS, Wisconsin's diverse economy is dependent upon county and town roads as well as city and village streets and transit systems across the state; and

WHEREAS, according to a report commissioned by the Local Government Institute of Wisconsin (LGI) the condition of Wisconsin's highways is now in the bottom third of the country; and

WHEREAS, state funding for local roads in Wisconsin has failed to keep up with costs over the past several decades which has adversely affected local transportation finances. According to the LGI study, municipal transportation spending has declined from \$275 per capita in 2000 to \$227 in 2012. In only two states did local transportation spending increase less than in Wisconsin during 2000-2011; and

WHEREAS, levy limits do not allow local government to make up for the deterioration of state funding; and

WHEREAS, Wisconsin's over-reliance on bonding eats away at the state's segregated funding sources – the state gas tax and vehicle registration fees – which increasingly go pay debt service rather than fund local transportation needs; and

WHEREAS, safety is a primary concern and responsibility of local governments across Wisconsin. Unfortunately, according to TRIP, a national non-profit transportation research group, Wisconsin had 347 non-interstate, rural road fatalities in 2013; and

WHEREAS, the Village Board recognizes that our state highway and interstate system is the backbone of our surface transportation system and plays a vital role in the economy of Wisconsin. Both local *and* state roads need to be properly maintained in order for our economy to grow; and

WHEREAS, from a competitive standpoint Wisconsin motorists pay significantly less than any of our neighbors when you combine the annual cost of the state gas tax and vehicle registration fees; and

WHEREAS, the Transportation Finance and Policy Commission, appointed by the Governor and Legislature clearly found that if Wisconsin does not adjust its user fees, the condition of both our state and local roads will deteriorate significantly over the next decade.

NOW, THEREFORE, BE IT RESOLVED that the Village Board urge the Governor and Legislature to agree upon a sustainable solution: one that includes a responsible level of bonding and adjusts our user fees to adequately fund Wisconsin's transportation system. Furthermore, the Village directs the Clerk to send a copy of this resolution to our State Legislators and to Governor Scott Walker.

BE IT FURTHER RESOLVED that every month that state and local repairs are deferred increases the cost to the taxpayers.

PASSED AND APPROVED by the Village of Allouez on this 16th day of June, 2015.

Randall L. Gast, Village President

ATTEST:

Debra M. Baenen, Village Clerk-Treasurer

Debbie Baenen

From: League of Wisconsin Municipalities <witynski@lwm-info.ccsend.com> on behalf of
League of Wisconsin Municipalities <witynski@lwm-info.org>
Sent: Tuesday, June 30, 2015 1:41 PM
To: Debbie Baenen
Subject: Capitol Buzz -- Model Resolution on Transportation Funding

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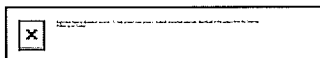
League of Wisconsin Municipalities

Capitol Buzz

June 30, 2015

Witynski@lwm-info.org

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**Municipalities and the State's
Transportation Budget: What can you
do now?**

Several weeks ago legislative leaders in both houses announced transportation tax and fee increases are off the table following Governor Walker's veto threats.

Over the last several weeks legislators have been debating different plans to reduce the \$1.3 billion in transportation bonding offered by the Governor. It is likely the Governor's proposed bonding will be reduced by cutting spending by \$500 to \$800 million.

Legislators have publicly disagreed over what state highway projects should be delayed if the transportation budget is cut by \$500 to \$800 million. Over 30 Republican members of the State Assembly recently sent a letter to the Governor, Senator Fitzgerald and Senator Darling stating if cuts are the only way forward, they need to be administered evenly across the state, including the Zoo Interchange. GOP leaders in the Senate have argued that the Zoo Interchange must remain on schedule.

While the League continues to advocate for new transportation revenues, we also believe the bonding levels proposed in the Governor's budget are unsustainable.

What is not being discussed in the media is that cuts of the magnitude being discussed will also certainly impact local government aids. Municipalities should

expect to see cuts to General Transportation Aids and transit aids in this budget absent gas tax or other revenue increases.

The League is encouraging all cities and villages to act to bring this important issue to the forefront and share with us specific projects that will be impacted if this level of cuts is realized and no sustainable funding source is identified.

The League, working in conjunction with the Transportation Development Association, the Wisconsin Counties Association, and other groups, has created a sample resolution calling attention to the need to properly fund transportation in the state. We encourage all municipalities to pass the resolution and forward it on to the League via email to Gail Sumi at gsumi@lwm-info.org.

- [See the sample resolution on transportation here.](#)
 - [View the Local Government Institute's three-minute white board video on funding local transportation here. \(Be sure to share!\)](#)
 - [See a story here from the Marshfield News Herald on how one community will be impacted by transportation cuts.](#)
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