



AMENDED AGENDA Public Works Committee
Monday July 9, 2018 – 6:00 pm
Health & Human Services Center – Community Room
303 W. Chapel Street
Dodgeville, Wisconsin

**Iowa
County
Wisconsin**

For information regarding access for the disabled please call 935-0399.

Any subject on this agenda may become an action item.

1	Call to order.
2	Roll Call.
3	Approve the agenda for this Monday July 9, 2018 meeting.
4	Approve the minutes of the Thursday May 31, 2018 meeting.
5	Report from committee members and an opportunity for members of the audience to address the committee. No action will be taken.
6	Tri-county Airport – Steve Deal A. Tri-County airport financing and future projects – Capital Plan update. B. 2019 Tri-County airport budget request. C. Minutes of the 02-12-2018 Public Works Committee agenda Item #8 – Iowa County’s Tri-County Airport involvement – handout at the meeting.
7	Wisconsin River Rail Transit Commission 2019 Budget Request – Mark Storti.
8	Draft WCA Resolution for the State Transportation Fund Just-Fix-It campaign and recap of the 09-29-2016 Just-Fix-It meeting in Iowa County.
9	Highway Commissioner update: A. For Discussion Only - the County Utility Accommodation Policy and the permitting process on a County Highway. B. Change Management and the Surface Transportation Program – Bridge (STP-Bridge); CTH G Bridge Replacement - Mifflin C. Legislative Issue papers from the Wisconsin County Highway Association. D. Local Road Safety Plan development opportunity. E. Wisconsin Department of Transportation quarterly Surface Transportation Improvement Program Iowa County project listing. F. 2018-19 Statewide Salt Bid Results. G. CTH E Asphalt and Pulverization Bid Results.
10	Set date and time for next meeting.
11	Adjournment.
Posting verified by the County Clerk’s Office: Date: Initials:	

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UNAPPROVED MINUTES
Public Works Committee
Monday, May 31, 2018
Room 1001 of the Health & Human Services Building
303 W Chapel Street
Dodgeville, Wisconsin

**Iowa
County
Wisconsin**

1	The meeting was called to order by Dave Gollon at 6:00 pm.
2	- Roll Call. Members present: Gollon, Butteris, Storti, Masters, Leix - Others Present: Commissioner Hardy, Administrator Bierke, Katie Abbott, Steve Deal, Randy Sudmeier
3	Sup. Storti moved to approve the agenda for the May 31st meeting, as well as the minutes of the April 30, 2018 meeting. Sup. Butteris seconded the motion. Motion carried unanimously.
4	Minutes of the May 17, 2018 Traffic Safety Commission for information. Minutes were provided in packet.
5	Steve Deal made note that he will be present at the next Public Works meeting on behalf of the Tri-County Airport Committee to discuss long range capital improvements for the Lone Rock Airport.
6	Katie Abbott gave the Land Conservationist's Quarterly Report: • Conservation Technician has been hired and will start late June or early July. With the staffing of this position, Land Conservation will be fully staffed. • Land Conservation is on track with the 2018 budget. • Abbott discussed areas of major focus for Land Conservation: Site verifying Cost-Sharing Sites, the Conservation Reservation Enhancement Program, and nutrient training held at UW-Platteville. Sup. Gollon wanted to express his thanks to the Natural Resource Conservation Service agency (NRCS) for their help to Land Conservation during the time the department was not fully staffed.
6a	County Highway Access Ordinance and Request for variance for driveway for Richard Harrop at CTH KK. Commissioner Hardy presented a request from Richard Harrop for a variance on a driveway on CTH KK. Harrop currently has an easement to a property owned by Judy Handley at 8995 CTH KK. Harrop is proposing a driveway approximately 60' from Hadley's existing driveway. Harrop has not used his easement on the property up until this time, instead he has shared Hadley's driveway. Harrop's driveway would violate the Highway Access Control Ordinance because the new driveway would be within 300' of the existing driveway as well as within 300' of the property line, although it would be within his legal easement. Commissioner Hardy recommended approving the ordinance. Harrop will need to submit a survey showing the proposed driveway site will be located within the existing easement. Hardy stated there are no visibility issues. Masters made a motion to approve the driveway variance for Richard Harrop. Second by Storti. Motion carried unanimously.

6b	Discussion of CTH K paving project. Supervisor Deal expressed some concerns from residents in his district with regards to the highway department performing repairs or maintenance on a portion of CTH K which was repaved last year. Commissioner Hardy stated he had been discussing the issues with the Chair Gollon and previous Chair Parman for a few months. Several issues have been identified related to centerline joint, end of load raveling, pothole, night joint, cold joint, and some other surface issues. Commissioner commented the project was originally going to be 2.5 miles for 2017 as well, but grew to 7.5 miles with some additional funding. This increased the paving timeframe, coupled with colder than normal October weather and the availability of the asphalt from the vendor supplied plant on CTH BB led to some placement and finishing challenges. After further discussion, the Commissioner and Administrator will prepare a memo discussing the project for Supervisors.
7	Commissioner's report. Discussion of the following topics: A. Capital equipment acquisitions for 2018 to-date. New paint truck has been ordered, but may not be delivered until March or April of 2019 because of backlogs. This will push the cost of some of the equipment into the 2019 budget instead of 2018. Equipment acquisitions will change to purchase different equipment in 2018, as the budget allows. Discussion regarding if changing equipment acquisitions will affect borrowing. Commissioner Hardy advised borrowing would not be affected. All other equipment budgeted for in 2018 should be paid for from 2018 budget. The paint truck may be budgeted for in 2019 and other equipment purchased in 2018. B. Paint Program History. Commissioner provided the information in the committee packets for their review and knowledge. C. Wisconsin Department of Transportation liquid only routes initiative. Commissioner discussed an initiative by WisDOT to fund and provide brine making equipment for counties willing to develop state mixes and apply more liquid to routes, including sponsoring liquid only plow routes and their effectiveness being studied by the UW-Topps lab. D. Commissioner distributed the WisDOT quarterly listing of projects under agreement or contract for improvement in the county from a state funding perspective. E. Commissioner recapped the 2018 sealcoat road projects being CTH K north of Barneveld, CTH KK, CTH Y 191 to 151, and CTH QQ. Commissioner explained a number of culverts have been found which failed due to the spring rain events. The department could not fund replacing all of them, so was working on prioritizing the listing. In all some 18+ culverts have been identified on CTH A, H, J, Y, and T. F. Distribution of some state newsletters from the TIME coalition and WisDOT.
8	Adjourn and set next meeting date. Motion to adjourn by Masters, second by Leix. Meeting adjourned at 8:08 P.M. The next meeting to be held on Monday, July 9th at 6:00 P.M.
Minutes by Jessica Munson	

County Clerk's Office
Richland County, Wisconsin

Victor V. Vlasak
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Administrative Coordinator

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victor.vlasak@co.richland.wi.us

June 13, 2018



COPY
NOTICE
OF
MEETING

The Tri-County Airport Commission will be meeting on Thursday, June 21, 2018 at 11:00 a.m., at the Tri-County Airport in Lone Rock for the following purposes:

1. Call to order regular meeting.
2. Certify compliance with Open Meeting Law.
3. Roll Call.
4. Adoption of agenda.
5. Approval of minutes of previous meeting.
6. Scheduled appearances.
7. Public comment.
8. Communications.
9. Discussion on and paying of bills and vouchers.
10. Manager's Report.
11. Discussion and possible action on 2019 airport budget.
12. Discussion and possible action on airport finance and future project.
13. Adjourn.

Copies to:

- Commissioner Stevens
- Commissioner Marshall
- Attorney Todd Liebman, Sauk County Corporation Counsel
- Attorney Larry Nelson, Iowa County Corporation Counsel
- Attorney Ben Southwick, Richland County Corporation Counsel
- John Meyers, Iowa County Board Chair
- Greg Klusendorf, Iowa County Clerk
- Jeanetta Kirkpatrick, Richland County Board Chair
- Victor V. Vlasak, Richland County Clerk
- Marty Krueger, Sauk County Board Chair
- Rebecca C. Evert, Sauk County Clerk
- Steve Muchow, Sauk County Highway Commissioner
- Kerry Beghin, Sauk County Controller
- Tri-County Airport (two copies: one posted in public area of Airport)
- Richland Observer
- Bulletin Board

Tri-County Airport Improvement History (1989-Present)

2018

Closing Date	Project	Assurance Funds				Total	Project Totals	Accumulated Depreciation	Payback Book Value
		Sponsor *	State	Federal					
1993	Runway 9/27, Taxi Apron, Land	\$ 115,099.70	\$ 460,398.82	\$ -	\$ -	\$ 460,398.82	\$ 575,498.52	\$ 575,498.53	\$ -
1996	Sealcoat & Crackfill 9/27	\$ 13,570.49	\$ 54,256.03	\$ -	\$ -	\$ 54,256.03	\$ 67,826.52	\$ 59,681.63	\$ -
1998	Taxiway to T-Hangars	\$ 23,958.26	\$ 95,833.02	\$ -	\$ -	\$ 95,833.02	\$ 119,791.28	\$ 95,833.02	\$ 0.00
2000	Runway 18/36 reconstruct	\$ 81,130.30	\$ 324,521.22	\$ -	\$ -	\$ 324,521.22	\$ 405,651.52	\$ 292,069.10	\$ 32,452.12
2006	Taxiways and Taxi lanes	\$ 47,747.57	\$ 190,990.30	\$ -	\$ -	\$ 190,990.30	\$ 238,737.87	\$ 114,594.18	\$ 76,396.12
2004	Rotating Beacon	\$ -	\$ 3,700.31	\$ -	\$ -	\$ 3,700.31	\$ 3,700.31	\$ 2,590.22	\$ 1,110.09
2007	Fuel Facility	\$ 14,646.51	\$ 3,947.50	\$ 150,000.00	\$ -	\$ 153,947.50	\$ 168,594.01	\$ 84,671.13	\$ 69,276.38
2010	Relocate Taxiway	\$ 8,755.53	\$ 8,755.52	\$ 332,700.00	\$ -	\$ 341,455.52	\$ 350,211.05	\$ 136,582.21	\$ 204,873.31
2008	Snow Removal Equipment	\$ 3,725.60	\$ 3,725.60	\$ 141,564.00	\$ -	\$ 145,289.60	\$ 149,015.20	\$ 72,644.80	\$ 72,644.80
2009	SRE Building, ALP, Crackfill	\$ 2,578.35	\$ 2,578.35	\$ 97,974.00	\$ -	\$ 100,552.35	\$ 103,130.70	\$ 45,248.56	\$ 55,303.79
2010	Sealcoat Airfield pavements	\$ 1,855.27	\$ 1,855.26	\$ 70,481.00	\$ -	\$ 72,336.26	\$ 74,191.53	\$ 28,934.50	\$ 43,401.76
2013	Reconstruct Terminal Ramp	\$ 13,368.19	\$ 13,368.18	\$ 507,976.00	\$ -	\$ 521,344.18	\$ 534,712.37	\$ 130,336.05	\$ 391,008.14
2013	Sealcoat & Crackfill Pavements	\$ 1,606.54	\$ 1,606.53	\$ 61,045.00	\$ -	\$ 62,651.53	\$ 64,258.07	\$ 15,662.88	\$ 46,988.65
2017	Terminal Building & Septic System	\$ 18,460.00	\$ 18,460.00	\$ 346,081.00	\$ -	\$ 364,541.00	\$ 383,001.00	\$ 18,227.05	\$ 346,313.95
		\$ 346,502.31	\$ 1,183,996.64	\$ 1,707,821.00	\$ -	\$ 2,891,817.64	\$ 3,238,319.95	\$ 1,672,573.85	\$ 1,339,769.10
Iowa County 1/3rd share		\$ 115,500.77							
									\$ 446,589.70

* = Sponsor shares shown for information, Iowa County share of investment is 1/3rd of sponsor amounts.

Depreciation life is twenty (20) years per TRANS 55.04 and Federal Assurances
Land purchases are a lifetime payback item.

	Sponsor	Assurance Funds	
		State	Federal
2000 Runway Land Acquisition	\$ -	\$ 14,250.40	\$ -
Iowa County portion			\$ 14,250.40
			\$ 4,750.13

May have been other land acquisition, but I do not have records prior to 1989.
Are also multiple hangar agreements and land-leases which would have to be terminated or handed over to others.

Tri-county Airport BAA Capital Plan 2017-2022

Year	Project	Sponsor	State	Federal	Total Project	1/3 Sponsor Share	Projects were delayed and need to be reprogrammed
2017	Design Taxiway Rehabilitation	\$ 5,000.00	\$ 5,000.00	\$ 90,000.00	\$ 100,000.00	\$ 1,666.67	
2018	Reconstruct runway & crackseal	\$ 38,498.00	\$ 38,498.00	\$ 150,000.00	\$ 226,996.00	\$ 12,832.67	
2019	Wildlife visit	\$ 300.00	\$ 300.00	\$ 5,400.00	\$ 6,000.00	\$ 100.00	
2020	Taxiway Feasibility study		Cancelled		\$ 30,000.00	\$ -	
	Airport Layout Plan	\$ 1,500.00	\$ 1,500.00	\$ 27,000.00	\$ 30,000.00	\$ 500.00	
2021	Runway 9/27 Design	\$ 5,000.00	\$ 5,000.00	\$ 90,000.00	\$ 100,000.00	\$ 1,666.67	Priority 1
2022	Move Runway 36	\$ 5,000.00	\$ 5,000.00	\$ 90,000.00	\$ 100,000.00	\$ 1,666.67	
	Reconstruct Runway 9/27	\$ 110,000.00	\$ 110,000.00	\$ 1,980,000.00	\$ 2,200,000.00	\$ 36,666.67	Priority 1
	Reconstruct taxiway	\$ 16,000.00	\$ 16,000.00	\$ 288,000.00	\$ 320,000.00	\$ 5,333.33	
	EA for Taxiway		Cancelled		\$ 166,668.00	\$ -	
	Mowing Equipment		Lease Equipment for Operations		\$ 20,000.00	\$ -	
	MALSF Feasibility Study		Cancelled		\$ 50,000.00	\$ -	
		\$ 181,298.00	\$ 181,298.00	\$ 2,720,400.00	\$ 3,349,664.00	\$ 60,432.67	

2018 Budget Annual share
 Tax Levy \$ 16,422.00

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Wisconsin River Rail Transit Commission

Comprised of a consortium of 10 Southern Wisconsin Counties

Charter Members March 18, 1980

Iowa Crawford Sauk Dane Grant
Rock(1982) Walworth(1983) Waukesha(1987)

Jefferson(2014) Green(2017)

Each county has been contributing at a level of \$ 28,000 per year since 2013 for Capital Improvements.

Nine counties contribute to the WWRTC for a total of \$252,000

Green County contributes to the Pecatonica Transit Commission

\$ 28,000 which has the active rail line running from Monroe to Janesville

In 2017/8 the Sauk Bridge (one of 65 bridges in the system) needed to be removed. The total cost for this removal was:

\$ 1,017,653.

The annual payback going forward is \$22,200 per year.

What has been requested is that each of the nine member counties increase their level of support for the WRRTC from \$ 28,000 to \$ 30,000 per year for budget years 2019 and 2020. This increase of \$ 2,000 represents an increase of 7.1%

Even with this increase the WRRTC consortium of nine counties will only able to fund capital improvements at a rate of \$ 242,330 in 2019 and 2020 a drop of \$ 9,670 per year less versus the annual expenditure of \$ 252,000 in the prior five years.

Benefits to Iowa County

1. The railroad reduces heavy truck traffic on our road system.
2. The railroad supports our farm based economy by carrying locally produced grain and aggregates to markets outside of Wisconsin. (61% of carloads are grain and aggregates) The next three categories by volume include Energy, Plastics, and Food products.
3. The Prairie Subdivision currently directly serves 14 rail-dependent businesses such as the grain elevator in Muscoda which supports our farm based economy.
4. Future Capital expenditures by the WSOR on the Prairie Subdivision, of which we are a part, are currently forecast at \$ 49,000,000 beginning in 2021.

Decision

Vote to allow your Iowa County representatives to support the funding increase of \$ 2,000 per year to the WRRTC.

OR.

Vote to allow your Iowa County representatives to not support the funding increase of \$ 2,000 per year to the WRRTC.

Back Ground

Wisconsin owns the ground and the opportunity to hold such for future plans rail service

The Counties in the WRTC own the rail bed (ballast), ties, rails, bridges, switches and buildings.

In 1997 WSOR became operator of short-line railroad in southern Wisconsin and northern Illinois

The operator, Wisconsin Southern Railroad, owns the rolling stock

Prairie Subdivision

Lone Rock Bridge 1997

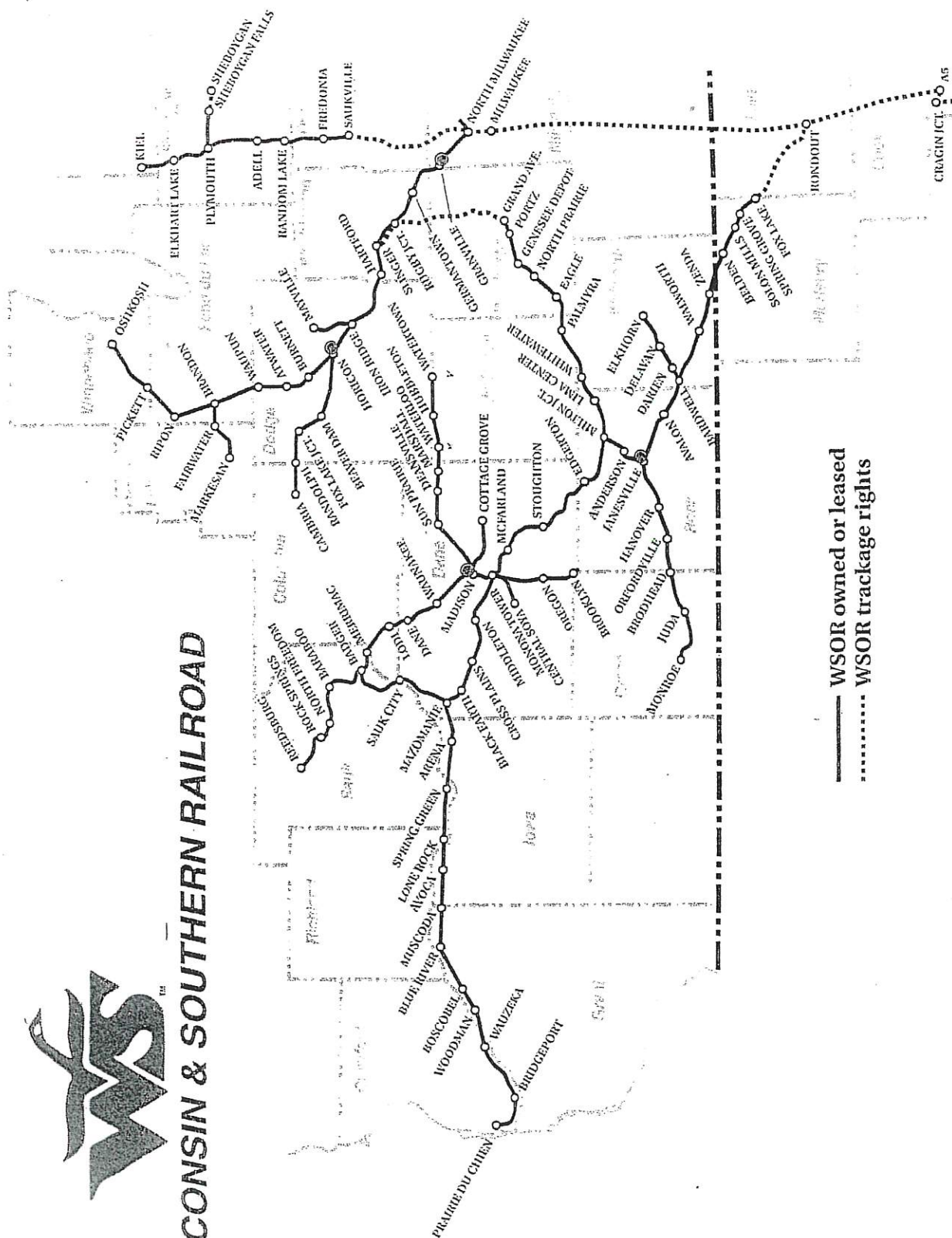
Spring Green Bridge # B-286 rehabilitation 2017 62 spans, 1,000 feet handle 286,000 # rail cars (WSOR)

6000 new ties installed this year (2018) as well as clearing right of way between Muscoda and Avoca

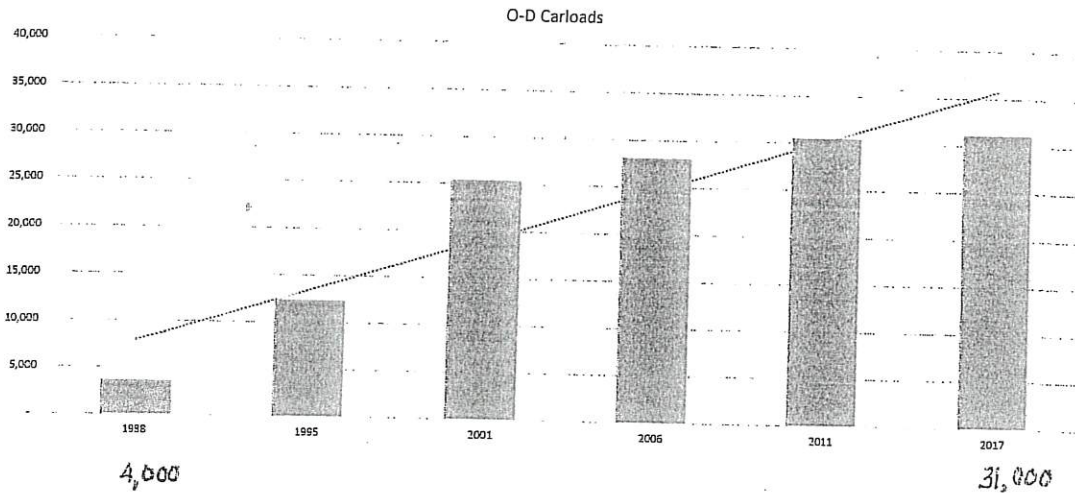
System Map



WISCONSIN & SOUTHERN RAILROAD

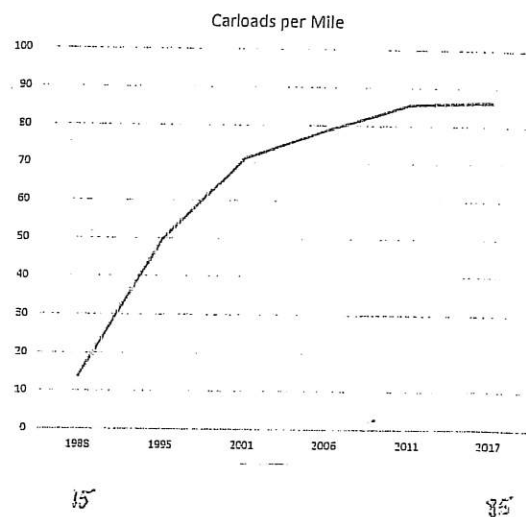


WRRTC Traffic



WRRTC Traffic Density

- General upward trend
- Coal was 24% of carloads in 1990; now 0%
- Steady growth since 1995, even with loss of coal traffic
- Grain and aggregates (61% of carloads) are system base traffic



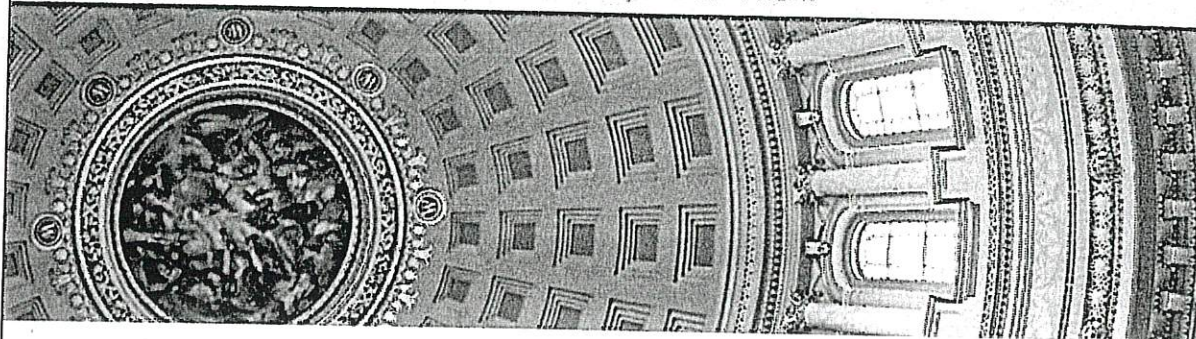
Beane

Craig Hardy

From: Wisconsin Counties Association <mail@wicounties.org>
Sent: Thursday, June 14, 2018 9:26 AM
To: Craig Hardy
Subject: Transportation "Just Fix It" Sample Resolution for Local Governments

Wisconsin Counties Association

Protecting the Interests of Wisconsin County Government



MEMORANDUM

TO: Wisconsin County Highway Commissioners, Board Chairs,
Executives, Administrators, and Clerks

FROM: Dan Bahr, WCA Government Affairs Associate

DATE: June 14, 2018

SUBJECT: Transportation "Just Fix It" Sample Resolution

Attached please find a sample resolution related to long-term sustainable transportation funding for the Segregated Transportation Fund and for all of the programs it supports.

Feel free to use this document as you see fit. As is appropriate, please feel free to make adjustments based on your needs. We would simply ask that once this resolution passes in your county, to please forward it to each of your elected officials.

See the Transportation "Just Fix It" Sample Resolution Here.

For questions don't hesitate to contact the WCA office at 866.404.2700.

Wisconsin Counties Association, 22 East Mifflin Street, Suite 900, Madison, WI 53703

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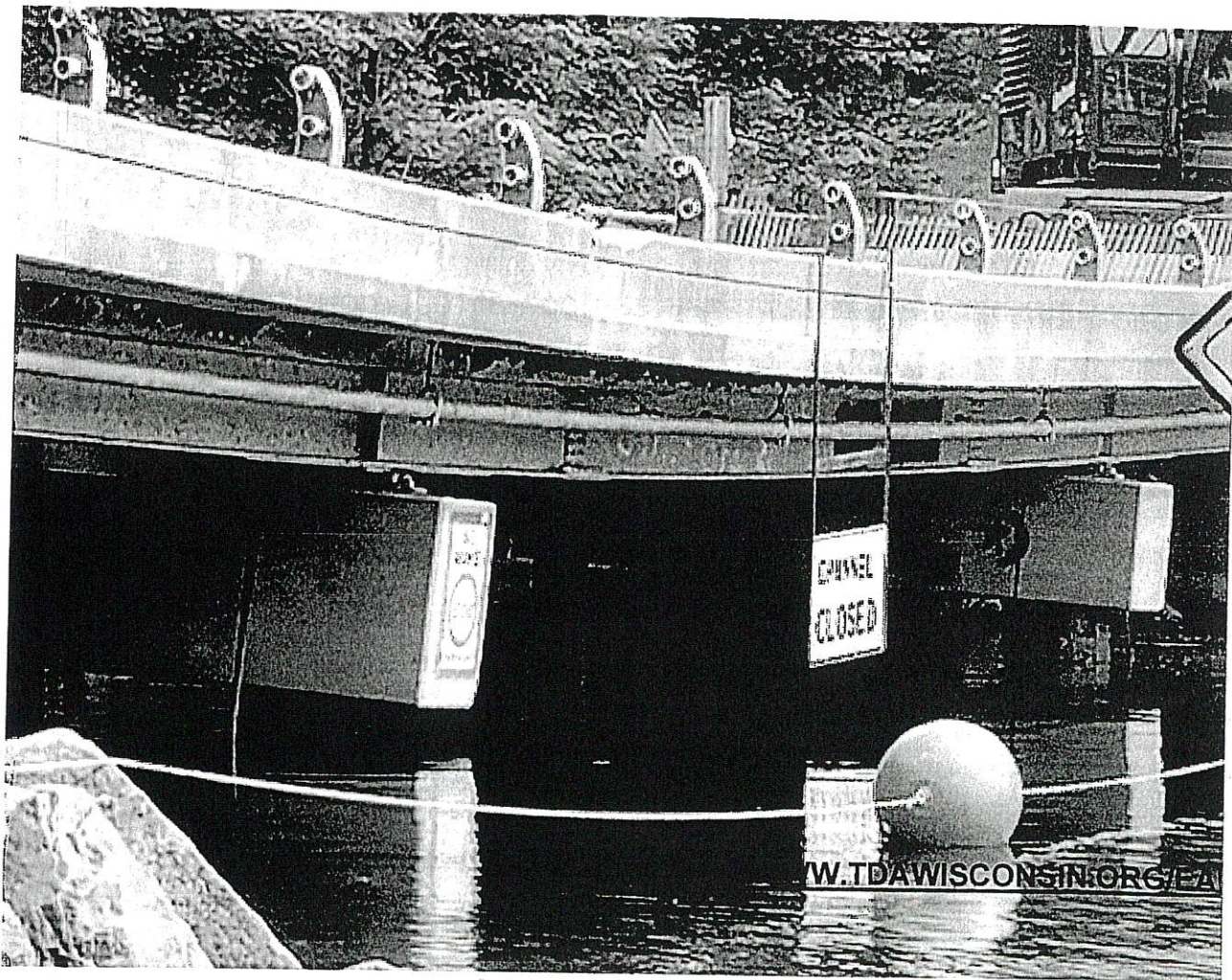
[Contact Us \(http://www.tdawisconsin.org/about-tda/contact-tda/\)](http://www.tdawisconsin.org/about-tda/contact-tda/)

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[Member Login \(https://netforum.avectra.com/eWeb/StartPage.aspx?Site=TDA\)](https://netforum.avectra.com/eWeb/StartPage.aspx?Site=TDA)

It's Time Wisconsin

Like other states, Wisconsin has been grappling for more than a decade with transportation revenue insufficient to meet state and local needs. The issue has been studied. Reports have been issued, and recommendations have been put forth. However, no progress has been made toward a long-term funding solution, while Wisconsin falls further behind.

Some problems are truly perplexing to solve – like eradicating poverty or reining in the cost of health care. Fixing our state and local roads and bus systems is not one of those.

We know what needs to be done. JUST FIX IT.

Take Notice

Wisconsin News

Rough Road tour offers state lawmakers a look at road conditions in our area

6/27/18 - WSAW-TV (Wausau) A national study is confirming what many of us think that Wisconsin's roads are among the worst in the nation....

[read article \(http://www.tdawisconsin.org/2200/rough-road-tour-offers-state-lawmakers-look-road-conditions-area/\)](http://www.tdawisconsin.org/2200/rough-road-tour-offers-state-lawmakers-look-road-conditions-area/)

Wisconsin drivers lose as the can keeps being kicked down the road

7/1/18 - Kenosha News Taking a vacation out of state this holiday weekend or over the summer? If so, you'll likely come back talking...

[read article \(http://www.tdawisconsin.org/2199/wisconsin-drivers-lose-can-keeps-kicked-road/\)](http://www.tdawisconsin.org/2199/wisconsin-drivers-lose-can-keeps-kicked-road/)

Around the Nation

Opinion column: Why gas tax is best fix for our bad roads

10/24/17, The Effingham Daily News - In a market with many buyers and sellers, price plays a key role when deciding how much to...

[read article \(http://www.tdawisconsin.org/1953/opinion-column-gas-tax-best-fix-bad-roads/\)](http://www.tdawisconsin.org/1953/opinion-column-gas-tax-best-fix-bad-roads/)

US News Best State Ranking, WI roads #49

2/28/2017, US News - The Best States ranking of U.S. states draws on thousands of data points to measure how well states are performing...

[read article \(http://www.tdawisconsin.org/1777/us-news-best-state-ranking-wi-roads-49/\)](http://www.tdawisconsin.org/1777/us-news-best-state-ranking-wi-roads-49/)

[Read All News \(http://www.tdawisconsin.org/recent-press/\)](http://www.tdawisconsin.org/recent-press/)

Sign up to have your voice heard.

Periodically, the Just Fix It campaign will create messages you can quickly share with your legislators. This is a great way to educate legislators and make sure they know why transportation is important to you.

**Enter your information to
receive Just Fix It action
alerts!**

Full Name *

Email (jsmith@email.com) *

Mobile Phone ? *

Home Address (123 Any St) *

Zip Code *

Submit

☒ Send me emails about this campaign

☒ Send me text messages about this campaign

Just Fix It Gallery



Gilman Township: 410th Street



I-39/90

3 of 27



PREVIOUS

NEXT



[It is] not conservative ... to not fix something until it is so broken we have to spend a lot more to repair it.

I'm not a big fan of another (highway funding) study, because we already know what the answer is, right? We have to raise more revenue in some way or the other. That's what it really comes down to.

- Assembly Speaker Robin Vos, Assembly District

Wisconsin Towns Association

Mike Koles, Executive Director

Attorney Carol Nawrocki, Assistant Director

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Fax: 715-524-3917

wtowns@wiscitowns.com

WTA Statement on WisDOT Budget

Towns throughout Wisconsin have been making every effort to build and maintain an infrastructure system that is safe and provides the foundation for economic development. Achieving these goals has become increasingly difficult due to cost increases combined with limited revenue.

For example, a preliminary look at data from a recent WTA survey shows that in Assembly District 36, town governments will reconstruct a paved road every 107 years and have enough money to, on average, perform the critical maintenance procedure of chip sealing every 66 years. Not only is this reconstruction schedule well beyond what is recommended, but the ability to actually maintain the infrastructure is in jeopardy.

Data also shows that a recent and typical reconstruction project in the Town of Bradley in Lincoln County cost \$125,763 per mile. In the Town of Bristol in Dane County, a reconstruction project to strengthen an agri-business with an all season road cost \$442,081 per mile. In that same town a chip seal project costs \$15,793 per mile.

We appreciate Governor Walker and Secretary Gottlieb for understanding these types of dilemmas faced by thousands of town officials by proposing to increase local road aids in the next budget by \$65M, including \$8.9M specifically for towns. This is a much needed increase and will put towns in a better position to maintain roads and bridges. The proposed \$88/mile GTA increase will provide a town with 50 road miles an additional \$4,400, enough for the aforementioned Town of Bradley to reconstruct 0.03 miles of road and the Town of Bristol to provide 53 feet of infrastructure for the local economy.

The DOT budget proposal marks the starting point in a discussion about how our state finds a long-term, sustainable solution for the entire transportation system. Our association looks forward to working with the Governor and Legislature to build the foundation for economic development and ensure safety in every corner of the state.

Wisconsin Towns Association

Mike Koles, Executive Director

Attorney Carol Nawrocki, Assistant Director

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Fax: 715-524-3917

wtowns@wistowns.com

Wisconsin Towns Association Response to Vigorous Transportation Dialogue

We are pleased to see that Assembly Leadership and the Governor have agreed to work toward a long term, sustainable, and equitable transportation plan that provides the foundation for economic development and public safety throughout the entire State of Wisconsin. WTA feels strongly that we first must squeeze every drop of blood out of the transportation rock through efficiencies that have already been found during the last legislative session and presumably will be found through the WisDOT audit. At the end of the day, these efficiencies will very likely not cover the almost billion dollar deficit or the significant unmet needs. At that point, a long term, sustainable, and equitable solution can only be achieved by growing the transportation resource pie, not by splitting up a stagnant or shrinking pie into different sized pieces.

We are excited by Assembly Leadership's movement to first learn about system needs through informational hearings to be held by Representative Ripp. In preparation for these types of discussions, WTA conducted a comprehensive survey of its members. As we stated last week, preliminary analysis of data from Assembly District 36 revealed that towns now have the ability to reconstruct a road every 107 years and have enough money to, on average, perform the critical maintenance procedure of chip sealing every 66 years. In recently analyzed data from Assembly District 35, the reconstruction schedule is 252 years and chip sealing will occur, on average, every 82 years. We will be happy to provide Representative Ripp with the final data from all legislative districts when compilation is completed.

Transportation Sample 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, [municipality name] and other local governments across Wisconsin have been highlighting our unmet transportation needs in many different avenues including events such as the historic Turnout for Transportation event in September of 2016 where local governments in every region of this state held simultaneous meetings calling on the state legislature to prioritize transportation and pass a sustainable funding package; and

WHEREAS, while the increase in transportation funding for locals in the last budget was certainly appreciated, many still aren't back to 2011 levels when you adjust for inflation; and

WHEREAS, locals, including [local government name] continue to struggle to meet even the most basic maintenance needs for our transportation system; and

WHEREAS, states surrounding Wisconsin and across the country have stepped up with sustainable funding plans for their state and local roads; and

WHEREAS, Wisconsin will be at a competitive disadvantage if it does not implement a revenue and spending plan that addresses both our Interstates that were built in the 1950's and 60's and our local and state roads; and

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

WHEREAS, local governments would not be forced to turn to local wheel taxes or increased borrowing or exceeding their levy limits if the state would finally pass a sustainable funding plan for transportation

WHEREAS, the _____ board/ council 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

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

For contact information for your Legislative Delegation <http://legis.wisconsin.gov/>
Governor's address: Office of Governor Scott Walker, 115 East Capitol, Madison, WI 53702

DRAFT

Resolution No. 7-0616

**RESOLUTION SUPPORTING THE WISCONSIN COUNTIES ASSOCIATION
AND THE TRANSPORTATION DEVELOPMENT ASSOCIATION WITH
THEIR JUST-FIX-IT CAMPAIGN RELATED TO FUNDING OF
TRANSPORTATION IN THE STATE OF WISCONSIN**

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 along with rail, harbor, and transit systems across the state; and,

WHEREAS, according to "Filling Potholes: A New Look at Funding Local Transportation in Wisconsin," 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 "Filling Potholes," municipal transportation spending has declined from \$275 per capita in 2000 to \$227 in 2012; and,

WHEREAS, Mass Transit Operating Aids and County Elderly and Disabled Transportation assistance programs are funded through the state gas tax and vehicle registration user fee system. These programs are critical to ensuring that transportation services are delivered to vulnerable citizens. Proper funding for these programs helps ensure that all citizens have an opportunity to access the workplace as well as the marketplace; 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 borrowing eats away at the state's segregated funding sources — the state gas tax and vehicle registration fees — which increasingly pay debt service rather than fund transportation needs; and,

WHEREAS, safety is a primary concern and the 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 Iowa County Board of Supervisors 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

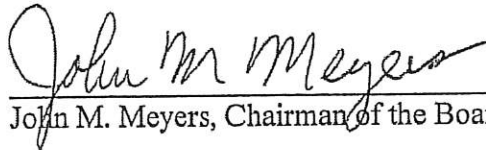
WHEREAS, from a competitive standpoint Wisconsin motorists pay significantly less than any of our neighbors when you combine the annual cost of the state gas tax and vehicle registration fees; and,

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;

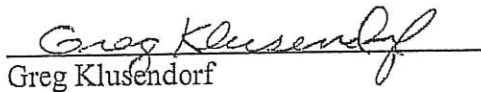
NOW, THEREFORE, BE IT RESOLVED by the Iowa County Board of Supervisors; the Board urges the Governor and Legislature to Just Fix It and agree upon a sustainable solution: one that includes a responsible level of bonding and adjusts our user fees to adequately and sustainably fund Wisconsin's transportation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

Offered by the Public Works Committee on June 6, 2016 as respectfully submitted by Chairman Greg Parman.

Adopted by the Iowa County Board of Supervisors this 21st day of June, 2016.


John M. Meyers, Chairman of the Board

Attested to by the County Clerk.


Greg Klusendorf

Iowa County Highway Department Permit No. _____
**APPLICATION/PERMIT to CONSTRUCT, OPERATE
and MAINTAIN UTILITIES WITHIN HIGHWAY
RIGHT-OF-WAY**

Applicant/Company: _____
Address: _____
Office Phone: _____
Local Phone/Cell: _____
Preparer's Phone: _____

LOCATION INFORMATION	
Highway(s): _____	
Town/Village/City of: _____	
_____ 1/4 of the _____ 1/4 Sec _____	
T _____ N _____	R _____ E _____
ADDITIONAL INFORMATION	
Annual Service Connection Permit ☐ Y ☐ N	
Utility Workorder # _____	
Fee Required? ☐ Y ☐ N	Amount \$75.00

DESCRIPTION OF PROPOSED WORK (Check and fill out all that apply)

UTILITY TYPE: ☐ Electric ☐ Gas/Petroleum ☐ Communications ☐ Water ☐ Sanitary sewer ☐ Private Line ☐ Transmission
☐ Distribution ☐ Service Facility Size/Capacity: _____
(diameter, # fibers, psi, KV, etc.)

ORIENTATION: ☐ Overhead ☐ Underground ☐ Parallel to hwy centerline ☐ Hwy crossing ☐ Bridge attachment ☐ Tunnel

WORK TYPE: ☐ New Construction ☐ Improve/Repair existing ☐ Maintenance ☐ Removal ☐ Abandon in place

CONSTRUCTION METHOD(S): ☐ Plow ☐ Trench ☐ Bore ☐ Suspend on poles/towers ☐ Open cut hwy ☐ Cased

☐ Tree cutting/removal ☐ Chemical treatment of trees/brush Erosion Control Designation: ☐ Major ☐ Minor

Provide additional narrative if needed: _____

NAME AND PHONE NUMBER OF UTILITY REPRESENTATIVE RESPONSIBLE FOR CONSTRUCTION: _____

Estimated Starting Date: _____ Estimated Completion/Restoration Date: _____

The Applicant understands and agrees that the permitted work shall comply with all permit provisions and conditions of the Utility Accommodation Policy of the above-named county in effect at the time of this application, and with any special provisions listed below or attached hereto, and any and all plans, details, or notes attached hereto and made a part thereof.

By: _____
(Signature of Applicant/Company Authorized Representative) (Title) (Date)

(Typed/Printed Signature of Person Signing Above or Electronic Signature Code) (Authorized Applicant/Company Rep Phone #)

DO NOT WRITE BELOW THIS LINE

PERMIT APPROVAL BY PERMITTING AUTHORITY

The foregoing application is hereby approved and permit issued by the Permitting Authority subject to full compliance by the Applicant with all provisions and conditions state in the Utility Accommodation Policy of the above-named county including the indemnification as included in 96.03 of the WCHA Utility Accommodation Policy in effect on the date of this application.

Supplemental Provisions Attached: Yes No

By: _____
(Authorized Representative for County)

(Title)

(Date)

Blank



WCHA/WCA Work Zone Safety Package:

I. Automated Speed Enforcement in Work Zones

BACKGROUND: Video enforcement of speed or an "automated speed enforcement" (ASE) system is a speed enforcement mechanism with one or more motor vehicle sensors that produces a recorded image of a motor vehicle that is believed to be traveling at speeds beyond the posted limit. Images captured by the ASE system are processed and reviewed by law enforcement. If a violation of the posted speed limit has occurred, a violation notice would then be mailed to the registered owner of the violating vehicle. Often times, the ASE systems may be referred to as "speed cameras."

Several states have taken steps in order to ensure accuracy and the legitimacy of their system. For instance, the State of Maryland tests each ASE system by imposing an annual calibration check, conducted by an independent calibration laboratory. Maryland state law also requires ASE systems to pass certain self-tests before producing a recorded image each time the ASE system is set up. The tests are performed before a trained operator and documented in a daily set-up log.

In order to ensure the programs flexibility and impact, the speed cameras used in work zone areas are deployed in a sport-utility vehicle referred to as a "mobile ASE unit." Such a unit can be located within the limits of any work zone area on expressways and controlled access highways where the speed limits is 45 miles per hour or greater. The State of Maryland posts the location of its seven mobile ASE units online, as they are moved to different work zone areas across the state. For vehicles registered in Maryland, citations are mailed no later than fourteen days after the violations occurs. For vehicles registered in another state, citations are mailed no later than thirty days after the violation occurs.

The goal of automated speed enforcement is to encourage a change in driver behavior and to increase drive awareness of the impacts of speed related fatalities in work zones. Driving to fast for conditions, particularly in a work zone is one of the most prevalent factors leading to traffic crashes. The 2010 Cochrane Review of speed cameras for the prevention of road traffic injuries and deaths reported that all 28 studies accepted by the authors found the effect of speed cameras to be a reduction in all crashes, injury crashes, and death or severe injury crashes.

The question has often been asked if "speed cameras" are an invasion of privacy? Speed cameras only record images to vehicles whose drivers violate the traffic law by speeding. When motorist apply for the privilege of a drivers license, they are agreeing to abide by the rules of the road.

CURRENT STATUS: The State of Wisconsin currently has no system in place to enforce the rate of speed by motorists in work zones on its state trunk highway or interstate system.

REQUESTED ACTION: The WCA and WCHA request that Wisconsin Statutes be modified, and funds be provided to the Wisconsin Department of Transportation to begin enforcing speed limits in work zones.

II. Flagger Reporting Requirements

BACKGROUND: This proposal allows a flagman on duty in a work zone to report a violation of right-of-way for a work zone employee. The report of violation may be communicated to a traffic officer so that a citation may be issued. Under Wisconsin law, the operator of a vehicle shall yield the right-of-way to person engaged in "maintenance" or "construction work" on a highway whenever the operator is notified of their presence by flagmen or by a warning sign.

Under this proposal a flagman who observes a violation of s. 346.27 may prepare a written report. The report would include the time and location of the violation and the license plate number and description of the vehicle in question. Further, the written report would identify the vehicle type.

CURRENT STATUS: Currently, under Wisconsin Statute, only a law enforcement officer may issue a citation for violation of right-of-way that occurs in their presence.

REQUESTED ACTION: The WCA and WCHA request that Wisconsin State Statutes be modified to allow a flagman who observes a vehicle failing to yield right-of-way to individuals engaged in a work zone maintenance or construction work activity to be able to report the violation to a law enforcement official.

III. Adding Work Zone Safety Information to the Drivers Education Curriculum

BACKGROUND: Wisconsin stat. 343.71(5) lays out the minimum curriculum requirements for drivers' education training. Within state statutes are requirements that students spend 30 minutes each, becoming "acquainted" with certain vehicle operations related requirements. Some of those topics include hazards related to farm equipment, organ and tissue donation, stopped emergency vehicles, railroad crossings, text messaging and motorcycle awareness. Wisconsin stat. 343.71(5) could be altered to include 30 minutes for drivers' education students to become acquainted with work zone related hazards.

CURRENT STATUS: Currently, under Wisconsin stat. 343.71(5), no requirement exists for any drivers' education requirement related to work zone safety.

REQUESTED ACTION: The WCA and WCHA request that Wisconsin stat. 343.71(5) be modified to include 30 minutes for drivers' education students to become acquainted with work zone related hazards as a condition of passage of a drivers' education course.

Contact:

Daniel J. Fedderly P.E.; R.L.S., WCHA Executive Director: (715)-505-9242
Daniel Bahr, WCA Government Affairs Associate: (608)-663-7188

WCHA Chairman:
Dave Ostness, St Croix County

WCHA Vice-Chairman:
Greg Parman, Iowa County

WCHA Past Chairman:
Terry Henck, Barron County



WCHA President:
Ron Chamberlain, La Crosse County

WCHA Secretary:
Mark Servi, Barron County

WCHA Past President:
Emmer Shields Jr. P.E., Ashland County

WCHA Treasurer: James Griesbach, Marathon County

WCHA Proposed Administration/Facilitation of Federally Funded Local Program Projects

History:

The Wisconsin County Highway Association has recognized the importance of the federally funded "Local Program" projects to Local Units of Government in Wisconsin and County Highway Departments for many years. Beginning in the early 1990's the WCHA dedicated significant time and energy to review of both Federal requirements and WisDOT FDM Policies regarding the administration of the "Local Program". Utilization of the Federally Funded "Local Program" supports Local Government's efforts to maintain the quality of their local transportation system and in turn the statewide transportation network that Wisconsin's citizens and economy are so dependent upon.

The WCHA and WisDOT have recognized that a critical aspect of efficient, effective "Local Program" utilization, is to develop a process that ensures the greatest timeliness and efficiency in administration of the Local Program projects. It is clear that the current administrative approach being taken through the Management Consultant Program (MC Program) is not working well for Local Governments. Increased delivery costs, lengthy delays and in some cases an inability to even deliver projects, has shown the limitations of the current MC Program. The recent survey of Local Governments relating to the MC Program verified the concerns that Local governments have had and identified many of the issues raised.

Issue:

The implementation of the Management Consultant Program "MC" Program has addressed several of the perceived problems that have been previously identified with the Local Program through a FHWA program review, including, lack of resources within WisDOT to provide the required services. The MC Program has also addressed the requirements of FHWA in terms of improved review and documentation of Federally funded Local Projects. Yet, the MC Program has fallen short in a few critical areas as recently identified in the local Program reviews and Local Government surveys. These areas can best be summarized as, Local government communications, Project facilitation through the Administration Process, and consistency in a delivery of the local program through the let process. In short the terminology that has been coined is the need for a "Project Champion" for the Local units of Government, an individual/entity whose primary responsibility is to ensure that Local Projects remain on schedule through the administration process, thus ensuring a high level of confidence in the Local program delivery. An individual/entity who's priority is continued and constant communications with the Local Units of Government, thus ensuring that Local budgets and funding are in place to maintain the delivery schedule and the local

units of government have adequate information on the Local Program Administration requirements. An individual/entity that provides a experienced, knowledgeable link between the Local units of government, their designers and the MC program administrators as well as WisDOT and FHWA as required.

Proposal:

The Wisconsin County Highway Association proposes that WisDOT contracts the administration of the federally funded "Local Program" to the WCHA or an entity, such as WCHA in conjunction with WCA. The WCHA would then provide services similar to the current Administration portion of the Management Consultant contracts for the Local Program, but would be the "Project Champion" for the Local Units of Government. The MC program would be prioritized efforts on the larger more complex projects with technical oversight and review to ensure all FHWA requirements are met. Implementation of a WCHA or an associated entity Contract for services would utilize the WCHA Executive Director as the central coordinator of the contract, and the WCHA in conjunction with an associated entity will contract for additional resources required. The WCHA has made several contacts across the State to determine the availability and willingness of individuals to supply the required services under this contract and has found several individuals that possess the skill set to supply a high level of services. The WCHA has identified the need for an individual in this capacity to have a unique combination of skills and experience, the Individuals must have detailed, hands on experience and knowledge of the Local Program and a strong Local government background. This unique combination will ensure the success of the contract for services, but more importantly will ensure the desired benefits to all local program stakeholders. The utilization of the WCHA to provide this contract for services is also consistent with the goals and objectives of the current FHWA Every Day Counts 2012 Initiatives for Locally Administered Federal-Aid Projects. This initiative includes provisions whereby States can procure and contract services to be managed by LPA's to develop and deliver federal-aid projects. By implementation of this initiative Wisconsin will continue to be a leader in the nation in this area of programming efficiencies.

Benefits that the WCHA can provide:

- ✓ long term detailed knowledge of the Local program administration and related FDM Policies
- ✓ priority attention to the Local program including no workload conflict with the technical review portion of the local program
- ✓ Detailed Knowledge of, and established relationships with, individual County Highway departments and local units of government across the State, to determine any possible conflicts and or project issues early in the process
- ✓ Detailed project type knowledge and experience to determine the best utilization of the Local program funding within policy limitations
- ✓ A long term history of cooperation with WisDOT in administration and Policy development
- ✓ Ability to determine possible policy conflicts and develop alternative methods to ensure FHWA compliance within approved Local program policies
- ✓ Direct, continued and ongoing communication with each County Highway Department and Local unit of government to communicate the Local program policies and ensure the best compliance in a cooperative manner as opposed to a regulatory oversight approach.
- ✓ Removal of the Local Program Administration part of the current MC contracts that will allow the MCs to better prioritize the technical oversight ensuring

Complete project submittals and a focused effort on WisDOT policy and FHWA requirements.

- ✓ Decreased cost for administration of the Local Program by prioritizing the MCs efforts in a narrower contract and prioritizing the WCHA Contract efforts thus reducing conflicts and project delays.
- ✓ Increased opportunity for the MCs to focus on the technical oversight and plan consistency that will create increased efficiencies in the lettings.
- ✓ Elimination of the greatest portion of the Local Government conflicts with the MC administration by providing the Local units of government a "Project Champion"
- ✓ Assistance with certification/qualification of LPA's to manage their local federal-aid projects per EDC 2012 initiatives.
- ✓ Ensure all efforts are made by LPA's to meet PS&E deadlines and the LET schedule.

Conclusion:

The WCHA recommends the proposed changes to the "Local program" administration process to reduce administration costs, increase project delivery confidence and efficiencies, eliminate ongoing conflict between the current MC administration process and various Local Units of Government, and provide the greatest return on our investment to ensure the greatest possible funding to the actual transportation improvements. The WCHA will secure and dedicate the resources needed to work cooperatively with WisDOT/FHWA/WTBA/Consultant industry/and the current MCs to develop the required contractual provisions and details to implement the proposed changes in "Local Program" Administration.

Blank

WCHA Chairman:
Dave Ostness, St Croix County

WCHA Vice-Chairman:
Greg Parman, Iowa County

WCHA Past Chairman:
Terry Henck, Barron County



WCHA President:
Ron Chamberlain, La Crosse County

WCHA Secretary:
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WCHA Past President:
Emmer Shields Jr. P.E., Ashland County

WCHA Treasurer: James Griesbach, Marathon County

WCHA Proposed Administration/Facilitation of (LRIP) Local Road Improvement Program Projects

History:

The Wisconsin County Highway Association and the Wisconsin Towns Association has recognized the importance of the (LRIP) Local Road Improvement Program, and was instrumental in development of the "Local Road Improvement Program" which has funded many local road projects to Local Units of Government in Wisconsin and County Highway Departments for several years. Beginning in the early 1990's the WCHA dedicated significant time and energy to the development of this local program which uses State funds and Local Match funds with a goal to expedite local road improvements for all levels of local government. For the Last several years the WCHA has reviewed the Statutory/Administrative Rule requirements and WisDOT Policies regarding the administration of the "LRIP". Utilization of the State/Local Funded "LRIP" helps to support Local Government's efforts to maintain the quality of their local transportation system and in turn the statewide transportation network that Wisconsin's citizens and economy are so dependent upon.

The WCHA and WisDOT have recognized that a critical aspect of efficient, effective "Local Program" utilization, is to develop a process that ensures the greatest timeliness and efficiency in administration of the LRIP projects. It is clear that the current administrative approach that has evolved over time by WisDOT is not working well for Local Governments. Increased delivery costs, project delays and in some cases an inability to even deliver projects, combined with a variety of interpretations by WisDOT has resulted in inefficiencies and in some cases loss of Funding to the locals, most all, due to how WisDOT chooses to interpret the statutory provisions for the Program. The Current administrative approach which has evolved over several program cycles has lost sight of the original key component to the development of the LRIP. That being expedited funding to Local roads with minimal administrative effort and or oversight by WisDOT.

Issue:

The Local Road Improvement Program has become overly burdensome in the application process as well as the implementation of project conditions and criteria as being interpreted and required by WisDOT personnel. There have been varying interpretations resulting in inconsistency for Local governments largely resulting from changing WisDOT personnel, also resulting in a lack of resources within WisDOT to provide the required services on a consistent basis. Project facilitation through the Administration Process, and consistency in a delivery of the local program through the let process is a key for Local Governments and the Industry as well. In short the need for the LRIP is again the need for "Project Champions" for the Local units of Government, an individual/entity whose

primary responsibility is to ensure that Local Projects are expedited and remain on schedule through the administration process, thus ensuring a high level of confidence in the Local program delivery. What is required at this point to reinstall the Exceptional value that the LRIP was originally designed to Deliver is an individual/joint entity whose priority is continue constant communications and consistent interpretations of program rules with the Local Units of Government, thus ensuring that Local budgets and funding are in place to maintain the delivery schedule and that all local units of government have adequate information on the Local Program Administration requirements. An individual/joint entity that provides an experienced, knowledgeable link between the Local units of government, their designers and the Industry stakeholders as well as WisDOT.

Proposal:

The Wisconsin County Highway Association and the Wisconsin Towns Association proposes that WisDOT contracts the administration of the "Local Road Improvement Program" to a joint entity, such as WCHA in conjunction with WCA and WTA. This Joint Entity would then provide the Statutory required portion services, similar to the current services that WisDOT Provides, but in a streamlined and consistent manner. This Joint Entity would be the "Project Champion" for the Local Units of Government, facilitating and expediting projects administration while ensuring that all statutory requirements are met. This Joint Entity could prioritize efforts on what are primarily smaller non-complex projects with technical oversight and review to ensure all Statutory requirements are met, yet expedited. Implementation of a WCHA or an associated joint entity Contract for services would utilize the WCHA Executive Director and WTA Executive Director as the central coordinators of the contract, and the WCHA in conjunction with an associated joint entity will contract for additional resources required. The WCHA has made several contacts across the State to determine the availability and willingness of individuals to supply the required services under this contract and has found several individuals that possess the skill set to supply a high level of services. The WCHA has identified the need for an individual in this capacity to have a unique combination of skills and experience, the Individuals must have detailed, hands on experience and knowledge of the Local Road Improvement Program and a strong Local government background. This unique combination will ensure the success of the contract for services, but more importantly will ensure the desired benefits to all local program stakeholders.

Benefits that the WCHA Administration model can provide:

- ✓ long term detailed knowledge of the Local program administration and related Policies
- ✓ priority attention to the Local program including no workload conflict with the technical review portion of the local program
- ✓ Detailed Knowledge of, and established relationships with, individual County Highway departments and local units of government across the State, to determine any possible conflicts and or project issues early in the process
- ✓ Detailed project type knowledge and experience to determine the best utilization of the Local program funding within policy limitations
- ✓ A long-term history of cooperation with WisDOT in administration and Policy development
- ✓ Ability to determine possible policy conflicts and develop alternative methods to ensure WisDOT compliance within approved Local program policies
- ✓ Direct, continued and ongoing communication with each County Highway Department and Local unit of government to communicate the Local program policies and ensure the best compliance in a cooperative manner as opposed to a regulatory oversight approach.

- ✓ Removal of the Local Road Improvement Program Administration duties as part of the current WisDOT Staff duties which in turn will allow WisDOT to better prioritize the technical oversight to complex projects ensuring Complete project submittals and a focused effort on WisDOT policy in other areas.
- ✓ Decreased cost for administration of the Local Program by prioritizing the efforts in a narrower contract and prioritizing the WCHA Contract efforts thus reducing conflicts and project delays.
- ✓ Increased opportunity to focus on the technical oversight and plan consistency that will create increased efficiencies in the lettings for the industry.
- ✓ Elimination of the Local Government conflicts with the various interpretations in the current administration process, by providing the Local units of government a "Project Champion"

Conclusion:

The WCHA recommends the proposed changes to the "Local Road Improvement Program" administration process to reduce administration costs, Free up WisDOT Personnel for More complex needs on the State Projects, increase LRIP project delivery confidence and efficiencies, provide consistent regulatory interpretations which will eliminate ongoing conflicts between the WisDOT administration process and various Local Units of Government, and provide the greatest return on our investment to ensure the greatest possible funding to the actual transportation improvements. The WCHA, WCA, and WTA will secure and dedicate the resources needed to work cooperatively with WisDOT/WTBA/Consultant industry, to develop the required contractual provisions and details to implement the proposed changes in "Local Road Improvement Program" Administration.

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STATE BUYOUT OF FEDERAL FUNDS FOR THE LOCAL HIGHWAY PROGRAM "FEDERAL SWAP PROGRAM"

BACKGROUND: In 2010, approximately 15 percent of the state's federal highway funds were devoted to funding local projects. For projects using federal funds, the Federal Highway Administration requires compliance with financial and administrative requirements. Such requirements can be overly burdensome and unnecessarily increase the project delivery costs for local units of government such as counties. In some cases, local governments believe that implementing and reporting on these federal requirements adds cost and time to their projects.

WCA and WCHA believe that eliminating federal funds from local road programs and replacing them with state funds would reduce the magnitude of oversight and allow projects to be designed and constructed at a faster pace and at a lower cost to the taxpayer, by streamlining the use of federal funds and providing counties with more efficient options to do business. The state could more appropriately use federal funds on its larger, more complex projects. Local projects would still be required to comply with the current design standards, other state laws, and regulations such as the Wisconsin Environmental Protection Act.

CURRENT STATUS: Delivery costs for the federal Surface Transportation Program (STP) are in the range of 35 percent. Delivery costs in the state Local Road Improvement Program (LRIP) are less than 10 percent. The STP program poses bureaucratic red tape for county transportation while the state LRIP program is a model of efficiency.

The Federal Fund Exchange Program is a voluntary program that allows a Local Public Agency (LPA) to trade all or a portion of its federal fund allocations in a specific federal fiscal year with the particular state's Department of Transportation in exchange for state transportation dollars. The majority of this "pass-through" of federal funds is comprised of two programs: the Surface Transportation Program (STP) Rural and Urban.

REQUESTED ACTION: WCA and WCHA request that Governor Walker and the Wisconsin State Legislature begin taking steps towards the establishment of a Federal Exchange Program in the State of Wisconsin.

TALKING POINTS:

- The federal fund exchange program "Swap Program" would allow local units of government to trade all or a portion of its federal fund allocations in a specific federal fiscal year with the particular State's Department of Transportation in exchange for state transportation dollars.
- Swapping federal funds from local road programs and replacing them with state funds would reduce the magnitude of oversight, accelerates projects and allows for project delivery at a lower cost to the taxpayer.

- By streamlining the use of federal funds and providing counties with more efficient options to do business.
- “WisDOT shall work with stakeholders to develop the program, create guidelines, develop an allocation, and project selection process.”

Contact:

Daniel J. Fedderly P.E.;P.L.S., WCHA Executive Director
Daniel Bahr, WCA Government Affairs Associate: (608)-663-7188



STATE HIGHWAY MAINTENANCE

BACKGROUND: Although the state retains ownership over its state trunk highway system, the Wisconsin Department of Transportation (WisDOT) contracts with Wisconsin's 72 counties to perform routine maintenance on these roadways, including winter snow removal and roadside mowing. The contracts entered into between the state and county highway departments are a model for cooperation and efficiency. This partnership has served the citizens of Wisconsin well and has existed since the inception of the Wisconsin state trunk highway system.

An inadequately maintained state highway system reduces Wisconsin's ability to attract new business and grow the economy. A major factor in business relocation decisions is the quality of local infrastructure, particularly roads. Due to a backlog of needs and limited resources, the state trunk highway system has been in critical need of additional investment. As a result, the legislature increased the funding for Routine Maintenance Agreements with counties by \$2.5 million in FY 2013-14 and \$50 million in FY 2014-15. This is a total funding increase in the current biennium of \$52.5 million. Establish a statutory separation between State Highway Maintenance dollars, used to fund Routine Maintenance Agreements with counties, and state highway operations.

CURRENT STATUS: Counties are increasing the level of service provided to the state trunk highway system as a result of the additional investments made by the legislature in the 2013-15 biennial budget. The investment made is leading to the elimination of the growing gap between actual funds received by counties for state highway maintenance and the funding necessary to meet the needs as indicated by the Level of Service (LOS) model. Such funding is necessary to meet the costs of maintaining system expansion, increased materials, equipment and labor costs and increased demand for services.

REQUESTED ACTION: WCHA and WCA support increasing the funding level adopted for state highway maintenance in the 2013-15 biennial budget in the upcoming 2017-19 biennial budget.

Contact:

Daniel J. Fedderly P.E.; R.L.S., WCHA Executive Director: (715)-505-9242
Daniel Bahr, WCA Government Affairs Associate: (608)-663-7188



COUNTY GENERAL TRANSPORTATION AIDS (GTA)

BACKGROUND: General Transportation Aids (GTA) are distributed to all counties and municipalities to assist in the maintenance, improvement, and construction of local roads. Payments are divided among all local governments based on either a percentage of eligible highway-related expenditures or a per-mile payment, whichever is greater. GTA is often used to offset the cost of constructing roads, filling potholes, plowing snow, grading shoulders, marking pavement and repairing curbs and other transportation services.

County GTA is critical to maintaining the 19,000 mile county trunk highway system. Faced with limits on local property tax collections and rising costs in the delivery of state-mandated services, many counties have been forced to delay important maintenance activities. According to a survey of county highway commissioners, the average replacement schedule for a county road is now over 75 years—far longer than the lifespan of a county highway.

While the Governor and Legislature have recently devoted additional funding to county GTA, counties receive less today than they did five years ago. In addition, as county costs continue to rise, state GTA payments represent a smaller and smaller share of total county maintenance costs.

CURRENT STATUS: Counties received \$98.4 million in 2015 GTA payments, down from more than \$104.4 million in 2011.

REQUESTED ACTION: WCA and WCHA request additional funding be allocated to the county GTA appropriation to reflect the backlog of maintenance on the county trunk highway system.

TALKING POINTS:

- GTA is critical towards maintaining the 19,000 mile county trunk highway system.
- Counties currently receive less in state GTA payments today than they received five years ago.
- Investing in county GTA allows counties to adopt sustainable road maintenance schedules, which result in extending the useful life of local roads.

Contact:

Daniel J. Fedderly, P.E; P.L.S., WCHA Executive Director
Dan Bahr, WCA Government Affairs Associate: 608-663-7188



LOCAL ROAD IMPROVEMENT PROGRAM (LRIP)

Statutory Authority: § 86.31 **Admin. Rule:** TRANS 206

Background: The Local Road Improvement Program (LRIP) was established in 1991 to assist local units of governments in improving seriously deteriorating county highways, town roads, and municipal streets. LRIP is a reimbursement program and pays up to 50% of the total eligible project costs, with the balance matched by the local unit of government. All LRIP projects are locally let and are reimbursed by the Wisconsin Department of Transportation (WisDOT) upon project completion.

The program has three basic components that provide funding for road improvements. Counties are eligible for funding under County Highway Improvement component (*CHI*), towns under Town Road Improvement component (*TRI*), and cities and villages under Municipal Street Improvement component (*MSI*). In addition, three discretionary programs (*TRID*, *CHID* and *MSID*) allow towns, counties, and cities and villages to apply for additional funds for high-cost projects. The program was designed to be simple, flexible and effective by minimizing administrative costs.

Current Status: Funding for the County Highway Improvement Program has remained the same since 1998. The effectiveness of CHI funds has been seriously eroded by inflation. Current levels represent 60% to 70% of the buying power the program yielded in 1998. The 19,000 miles of the County Trunk Highway System requires commitment and investment from the state transportation funds to at least restore this program to reasonable funding levels.

The County Highway Improvement Program of LRIP is a critical funding source for the County Trunk Highway System. WCA and WCHA believe that current funding for CHI and CHID need to be increased to restore the programs buying power and begin to address the backlog of work on the County Trunk Highway System. The Transportation Finance and Policy Commission recommended a \$40M annual increase for the program in 2012. An examination of the need on the County Trunk Highway System is in order and a proposal should be developed for significant increases to the County portion of LRIP during the 2017/2019 Budget.

LRIP was established as a flexible, effective and local government friendly program. While the need to evaluate and modify the program to fit changing conditions, may be necessary, this must be accomplished with the collaboration of local governments and without the loss of the original vision for the program.

REQUESTED ACTION: WCA and WCHA request that additional funding be allocated to the CHIP appropriation to reflect the current needs on the County Trunk Highway System.

Contact:

Daniel J. Fedderly P.E.; R.L.S., WCHA Executive Director: (715)-505-9242

Daniel Bahr, WCA Government Affairs Associate: (608)-663-7188

HEAVY LOADS / PROTECTING OUR INFRASTRUCTURE INVESTMENT

A number of factors affect the life of our highways and bridges. The most significant factor is the number of heavy loads our highways and bridges are subjected to. The life span of a highway or bridge may be significantly shortened by loads that exceed certain design parameters. In some cases, immediate damage may occur as a result of excessive loads.

Wisconsin Local governments maintain over 100,000 miles of roads, streets and highways. Hundreds of millions of dollars have been invested in our local transportation network and hundreds of millions are spent annually to maintain it. In recent years, construction and maintenance costs have increased well above standard inflation, due to the large amounts of fuel and oil used on transportation facilities. At the same time as a local government's ability to maintain their infrastructure becomes more strained and the need to preserve the existing roads over a longer service life is becoming necessary, a number of industries are using economic justification to lobby for exceptions and exemptions to Wisconsin weight laws. Such allowances can lead to accelerated deterioration and damage to the system. Public policy must balance the need for improved economic vitality with the preservation of our infrastructure. There must be clear economic benefit to any change or accommodation offered to industry.

Position Statement:

- Any consideration of increased weight loadings for Wisconsin highways should include an assessment of the potential damage that will result to local bridges and pavements.
- It is incumbent on state government to partner with local government to insure that any legislative action does not jeopardize local governments' ability to protect the local road system. The ability of local governments to post their roads and bridges is both a fiscal and safety issue.
- Any increased weight permitted should try to include a vehicle or equipment configurations that would do "no harm". Additional axles or specially configured equipment, that will spread loading and limit damage, should be part of any legislation that includes higher weights.
- Consideration of local highway limitations and cost to local government should be part of the analysis performed when non-standard weights are being considered.
- A "priority route" analysis for local roads, streets and highways should be undertaken with the establishment of any program that targets resources for each local heavy haul route.
- Policy signed in to law in 2013 regulating implements of husbandry (2013 Wisconsin Act 377) is a good start towards addressing many of these aforementioned issues. The 2013 law is a product of nearly two years of research, discussion and compromise.

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WISCONSIN LOCAL ROAD SAFETY PLANS (LRSP)

FHWA and others have been promoting LRSP's for some time now as a means to reduce fatal and serious crashes. To date much of that focus has been on more expensive plans prepared by consultants or staff depending on an agencies expertise and staffing resources. This route has not produced the number of plans needed to make a difference on the vast majority of local roads. Therefore, the National Association of County Engineers has partnered with FHWA to produce what we hope can be a repeatable process to prepare or at the very least develop the framework for individual LRSP's at the local level that varies depending on the agencies resources, staff and data availability. It is anticipated that most plans will be similar to the tribal templates currently being promoted by the TTAP but again size and complexity will vary.

BACKGROUND

Approximately 60 percent of all road miles in the U.S. are non-Interstate, rural roads owned and operated by local entities, such as towns, counties, and tribal governments. In 2015, 49% of traffic fatalities occurred in rural area while only 19% of the US population lives in rural areas. These data underscore the need to systematically improve road safety in rural areas.

All State DOT's have a comprehensive safety plan that provide a framework for reducing highway fatalities and serious injuries on public roads. These Strategic Highway Safety Plans (SHSP) are data-driven plans that establishes statewide goals, objectives, and key emphasis areas that integrates the 4 E's of Safety – engineering, education, enforcement and emergency services. The SHSP can assist local practitioners in addressing safety on local rural roads but a locally-focused plan is often needed to address the unique conditions that contribute to safety problems and to assist local practitioners in making informed data driven safety investment decisions. These challenges faced by local agencies can be addressed through the creation of a Local Road Safety Plan (LRSP).

Local practitioners play a critical role in addressing crash risks at the local level; an LRSP provides the framework for local practitioners to take a proactive stance to identify the specific or unique conditions that contribute to crashes within their jurisdictions. Similar to a State's SHSP, an LRSP utilizes the 4 E's as appropriate to address safety issues. An LRSP provides an excellent opportunity for safety stakeholders and involved agencies at all levels of government (local, State, and Federal) to work together to align and leverage resources to address the safety challenges unique to rural roads.¹

Additional benefits may be realized in the process of developing an LRSP to include:

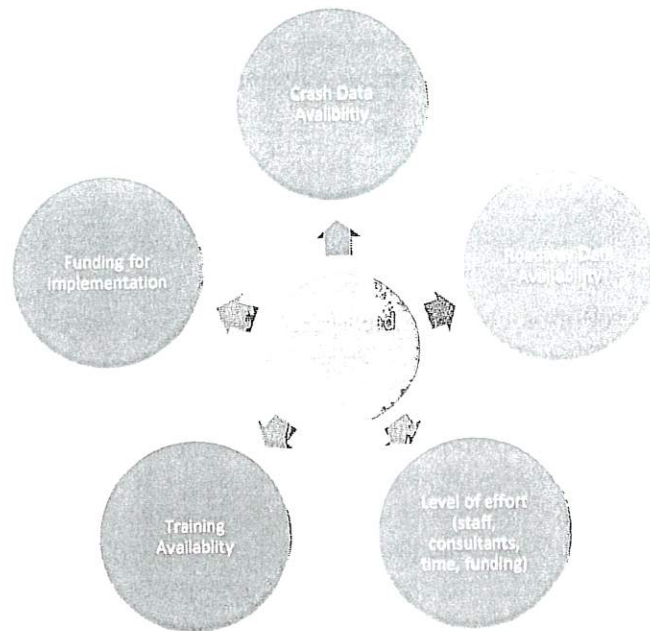
- Promoting road safety awareness.
- Developing lasting partnerships that may benefit future projects.
- Instilling or enhancing a sense of collaboration among different disciplines.
- Assisting local agencies to better leverage funding.

LRSPs have been successful in comprehensively addressing safety for a variety of local and tribal agencies throughout the US.

LOCAL ROAD SAFETY PLANS

¹ Developing Safety Plans: A Manual for Local Rural Road Owners, FHWA 2012

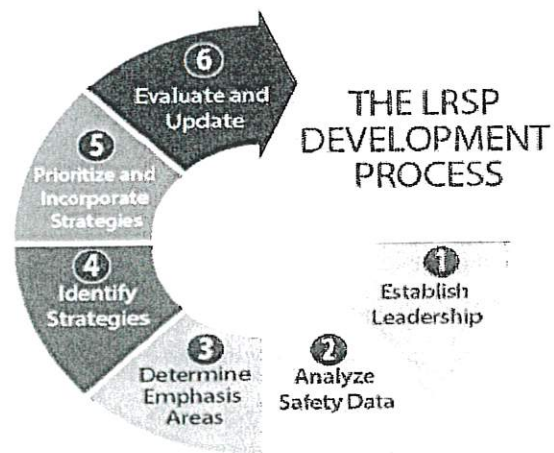
The continuum of LRSP is based upon data, level of effort available, training and resources to implement the plan.



COMMON COMPONENTS

Introduction

- Vision
- Stakeholders
- Process
- Summary of existing efforts
- Data Summary
- Emphasis Areas
- Countermeasures and Project Identification
- Implementation Strategy



WISCONSIN LRSP PEER EXCHANGE

To further the desire to have a LRSP in every WI county, we will host a Peer Exchange, Tuesday, August 21 in Lake Geneva (the day before the Governor's Conference on Highway Safety). Prior to the August meeting, we will do one webinar to go over the purpose and data. The Transportation Information Center will help with crash data summaries and other data as needed.

2018-2021 FINAL STIP Project Listing
SW Region
IOWA County

Year	Project	Schd Dt	Pgm	Contract Type	Concept	Net Miles	HWY	Project Description WISDOT Program	Estimate Anticipated Funding
2018	5958-00-70	08/14/18	205	LET	BRRPL	0.152	CTH G	REWEY - COBB	\$250,000 - \$499,999
								PECATONICA RIVER BRIDGE B-25-0180	
								CONST OPS/BRIDGE REPLACEMENT	
								LOCAL BRIDGES	
2020	5579-00-73	11/10/20	205	LET	BRRPL	0.126	CTH H	CTH T - CTH T	STP <5K POP - MAP 21
								MILL CREEK BRIDGE B-25-0186	\$1,000,000 - \$1,999,999
								CONST OPS/BRIDGE REPLACEMENT	
								LOCAL BRIDGES	
2019	5688-00-75	11/12/19	205	LET	BRRPL	0.076	CTH HH	CTH K - CTH H	STBG <5K POP FAST
								WHITE HOLLOW CR BRIDGE B-25-0178	\$250,000 - \$499,999
								CONST OPS/BRIDGE REPLACEMENT	
								LOCAL BRIDGES	
2019	5921-00-74	11/12/19	205	LET	BRRPL	0.055	CTH Y	USH 151 - STH 191	STP OFF-SYSTEM BRIDG
								DODGE BRANCH BRIDGE B-25-0179	\$250,000 - \$499,999
								CONST OPS/BRIDGE REPLACEMENT	
								LOCAL BRIDGES	
2018	5682-00-74	09/11/18	205	LET	BRRPL	0.076	LOC STR	T HIGHLAND, BLUE RIVER ROAD	STBG <5K POP FAST
								BLUE RIVER BRIDGE B-25-0177	\$500,000 - \$749,999
								CONST OPS/BRIDGE REPLACEMENT	
								LOCAL BRIDGES	
2019	5699-00-76	12/10/19	205	LET	BRRPL	0.051	LOC STR	T DODGEVILLE, SURVEY ROAD	STP OFF-SYSTEM BRIDG
								BR MINERAL POINT CRK B-25-0187	\$250,000 - \$499,999
								CONST OPS/BRIDGE REPLACEMENT	
								LOCAL BRIDGES	
2018	5970-02-42	05/25/18	303	UTL	RCND10	0.040	STH 039	HOLLANDALE - NEW GLARUS	STBG FAST OFF-SYSTEM
								CTH K TO STH 78	\$0 - \$99,999
								UTL OPS/Frontier	
								STATE 3R	NON-FEDERAL

2018-2021 FINAL STIP Project Listing
SW Region
IOWA County

Year	Project	Schd Dt	Pgm	Contract Type	Concept	Net Miles	HWY	Project Description WISDOT Program	Estimate Anticipated Funding
2018	5970-02-43	05/25/18	303	UTL	RCND10	0.040	STH 039	HOLLANDALE - NEW GLARUS	\$0 - \$99,999
								CTH K TO STH 78	
								UTL OPS/TDS TELECOM	
								STATE 3R	NON-FEDERAL
2019	5970-02-83	01/08/19	303	LET	RCND10	0.040	STH 039	HOLLANDALE - NEW GLARUS	\$750,000 - \$999,999
								CTH K TO STH 78	
								CONST/EXTEND CULVERTS	
								STATE 3R	NON-FEDERAL
2018	5953-02-40	05/25/18	303	UTL	RCND10	0.060	STH 191	DODGEVILLE - HOLLANDALE	\$0 - \$99,999
								DIAMOND OAKS DRIVE TO STH 39	
								UTL OPS/FRONTIER	
								STATE 3R	NON-FEDERAL
2018	5953-02-41	05/25/18	303	UTL	RCND10	0.060	STH 191	DODGEVILLE - HOLLANDALE	\$0 - \$99,999
								DIAMOND OAKS DRIVE TO STH 39	
								UTL OPS/ALLIANT ENERGY - ELEC	
								STATE 3R	NON-FEDERAL
2018	5953-04-40	01/25/18	303	UTL	RECST	0.670	STH 191	C DODGEVILLE, E DIVISION STREET	\$0 - \$99,999
								IOWA STREET TO DIAMOND OAKS DRIVE	
								UTL OPS/LEVEL OF EFFORT	
								STATE 3R	NON-FEDERAL
2018	5953-04-71	05/08/18	303	LET	RECST	0.670	STH 191	C DODGEVILLE, E DIVISION STREET	\$1,000,000 - \$1,999,999
								IOWA STREET TO DIAMOND OAKS DRIVE	
								CONST OPS/GRADE, BASE, AND SURFACE	
								STATE 3R	STBG <5K POP FAST
2018	5953-04-72	05/08/18	303	LET	RECST	0.670	STH 191	C DODGEVILLE, E DIVISION STREET	\$0 - \$99,999
								IOWA STREET TO DIAMOND OAKS DRIVE	
								CONST OPS/SANITARY SEWER & WATER	
								STATE 3R	NON-FEDERAL

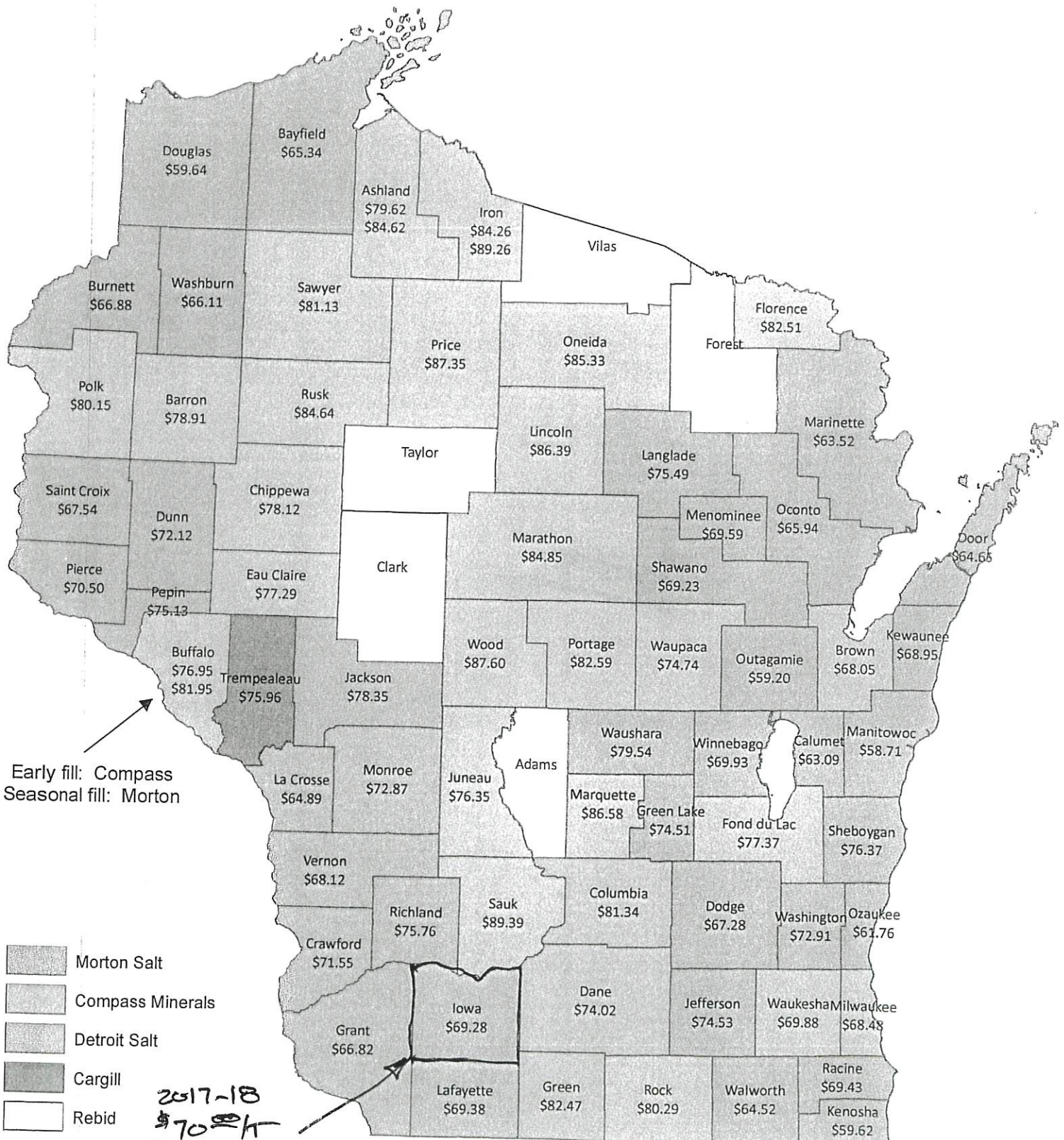
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2018-2021 FINAL STIP Project Listing
SW Region
IOWA County

Year	Project	Schd Dt	Pgm	Contract Type	Concept	Net Miles	HWY	Project Description WISDOT Program	Estimate Anticipated Funding
2019	5953-02-82	01/08/19	303	LET	RCND10	0.060	STH 191	DODGEVILLE - HOLLANDALE	\$1,000,000 - \$1,999,999
								DIAMOND OAKS DRIVE TO STH 39	
								CONST/EXTEND OR REPLACE BOX CUL VRTS	
								STATE 3R	NON-FEDERAL
2019	1204-05-72	11/12/19	303	LET	RSRF30	13.690	USH 018	DODGEVILLE - MOUNT HOREB	\$17,000,000 - \$19,999,999
								USH 151 TO E COUNTY LINE	
								CONST/RESURFACE EB & WB; B-25-0038	
								BACKBONE	NATIONAL HIGHWAY PER
2018	1204-04-77	08/14/18	303	LET	PVRPLA	0.000	USH 151	PLATTEVILLE - MADISON	\$14,000,000 - \$14,999,999
								STH 23 TO USH 18/B-25-16 THRU -24	
								CONST/PAVRPL/BRI DECK O'LAY	
								BACKBONE	NATIONAL HIGHWAY PER
2019	1204-04-97	03/25/19	303	SFA	MISC	3.340	USH 151	STH 23 TO USH 18	\$0 - \$99,999
								PLATTEVILLE - MADISON/B-25-16,21,22	
								TRF MIT 1204-04-77	
								BACKBONE	NON-FEDERAL

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2018 Salt Bid Results



Prices shown are cost per ton.
Where one price is shown, early fill and seasonal fill bids were the same.
Where two prices are shown, early fill and seasonal fill bids were different.

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