



Wisconsin Counties Association
ANNUAL CONFERENCE
& Exhibit Hall **2022**

10:30 - 11:30 AM

The Latest in Rural
Transportation Options

The Latest in Rural Transportation Options



Joe Ruth

Wisconsin Towns Association
Government Affairs
Director/Legal Counsel



Jon Johnson

Eau Claire County Highway
Commissioner

Town Highway Funding

- Town property tax levy
- State aids
- County aids
- Federal aids



Town Roads

- # towns
- 62,000 miles of town roads
 - 54% of the statewide road system
- 65% of town roads are paved
 - 35% are gravel
- 50% of town spending
- 5% of WisDOT budget

Town Highway Funding

- General Transportation Aids (GTA)\
 - Share of cost
 - 6 year average costs
 - Share of costs percentage
 - Rate per mile
 - \$2,681/mile (2022)
 - \$2,734/mile (2023)
 - Statutory limits:
 - Floor: 90% of previous years aids
 - Ceiling: 85% of 3 year average costs
 - 98% for low equalized value towns

Town Highway Funding

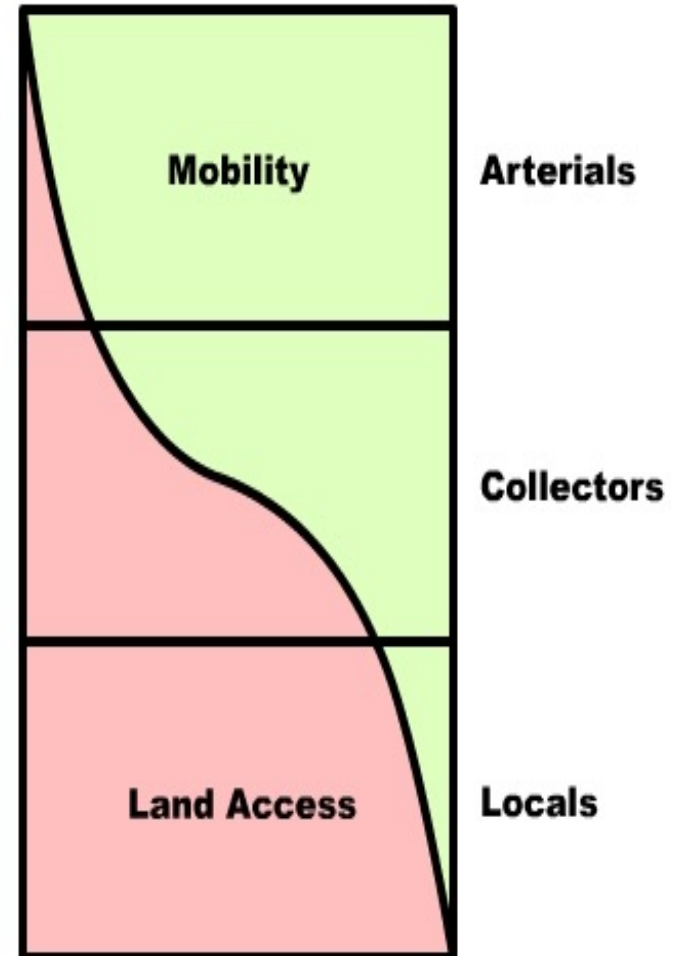
- Local Road Improvement Program
 - Entitlement (TRI): \$10 million/biennium
 - Managed by county highway commissioners
 - Proportional share to each county based on road miles
 - Discretionary (TRID): \$13 million/biennium*
 - 50/50 cost match
 - Statewide competitive grant process
 - Prioritized by committee
 - Approved by WisDOT Secretary
 - Supplemental (LRIP-S): \$39 million
 - Up to 90/10 cost match
 - Statewide competitive grant process
 - Prioritized by committee
 - Approved by WisDOT Secretary

Town Highway Funding

- Local Bridge Assistance Program
 - County, city, village, and town bridges
 - 5 year program cycle
 - \$440,000,000*
 - 80/20 cost match
- County Bridge/Culvert Aid
 - Wis. Stat. s. 82.08
 - 36 inch minimum span
 - 50/50 cost match
 - County match is taxed across all towns

Town Highway Funding

- Surface Transportation Program (STP) – Local
 - 80/20 cost match
 - Up to 15% of STP funds
 - WisDOT is allocating the full 15%
 - \$8 million per year
 - Minor collector and local roads
 - 99% of town roads are local



Town Highway Responsibilities

- Build, maintain, and operate safe roads
 - Signage
 - Plowing
 - Removing hazards
- Protect the town's investment in its roads
 - Weight limits
 - PASER
 - Proactive maintenance
- Provide reasonable access and efficient movement of people / goods
 - Permitting

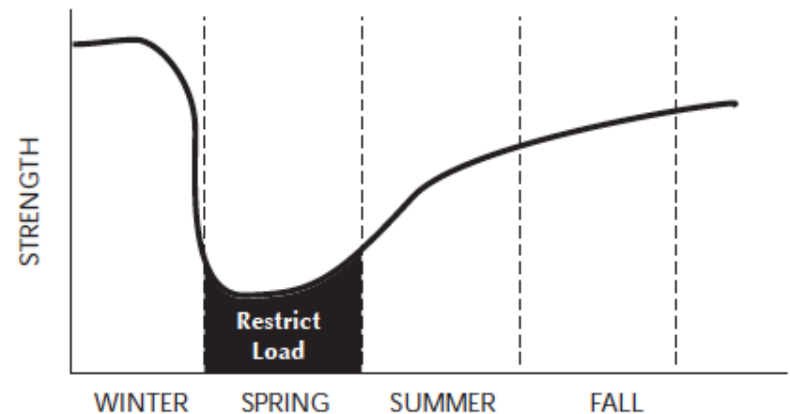
Town Highway Authority

- Keep roads passable at all times (§ 82.05)
 - No authority to close roads seasonally
 - Three week liability exemption for snow/ice (§ 893.83)
- Speed limits (§ 349.11)



Town Highway Authority

- Special or seasonal weight limits (§ 349.16)
 - Weakness of roadbed do to deterioration or climatic conditions
- Class B weight limits (§ 349.15)
 - 60% of normal weights
 - Many exemptions
- Truck routes (§ 349.17)



Variation in pavement strength throughout the year.

Town Highway Authority

Options		Action	Communication	Permit	Result
A	Posting Approach (§349.16)	Post roads limiting weight below 23K/92K/Wt Table	No publication required – but roads must be posted	Must respond to permit applications	Could post notice giving commodities/vehicles exemptions (e.g. milk trucks and Category B). §349.16 (3)
B	Total Opt Out §348.27 (19)5.a.	No weight or length limit on any jurisdiction road for loH or Ag CMVs	Must pass and post/publish ordinance or resolution. Also posted on DOT website.	No permits necessary	loH or Ag CMVs of any weight or length can run on roads subject to seasonal and special postings
C	Partial Opt Out I	Sets weight limit above 23K/92K/Wt Table on all roads under jurisdiction	Must pass and post/publish ordinance or resolution. Also posted on DOT website.	Must respond to permit applications	loH or Ag CMVs can run up to set limits without permit subject to seasonal and special postings
D	Partial Opt Out II §348.27 (19)5.c.	Designates roads for over-weight/over-length loH and Ag CMVs	Must pass and post/publish ordinance or resolution. Also posted on DOT website.	Must respond to permit applications	loH or Ag CMVs can run up to set limits on designated roads without permit subject to seasonal and special postings
E	Opt In §348.15 (9)(f)2.a. State highways fall into this category	Pass ordinance requiring Category B and all loH/Ag CMVs to follow 23K/92K/Wt Table	Must pass and post/publish ordinance or resolution. Also posted on DOT website. State Highway operate like this per 348.15 (9)(f)3	Must respond to permit applications	loH and Ag CMVs must apply for permit to exceed 23K/92K/Wt Table
F	Abides by Act 377	No special action taken – 23K/92K/Table governs loH and Ag CMVs – except Category B (no axle limit/ 92K GVW)	No publishing required	Must respond to permit applications	loH and Ag CMVs must apply for permit to exceed 23K/92K/Wt Table; Category B must apply for permit to exceed 92K GVW

County Involvement

- Enforcement
 - Weight limits
 - Speed limits
 - Other town ordinances
- Expertise / coordination
 - Weight limit timing
 - Signage
 - Maintenance
 - Design standards
 - ATV Routes

How Counties Can Support

- Local Bridge Assistance Program
- LRIP – Local Road Improvement Program
- 50/50 Bridge Program
- Emergency Highway Aid
- HSIP – Highway Safety Improvement Program
- STP – Local
- Intergovernmental Agreement
- Improvement and Maintenance Planning and Support

Local Bridge

- Bridge Inspections
- Project Identification
- Project Sponsor
 - Faciltator



LRIP

- TRI
 - LRIP web application / application assistance
 - Advertisement
 - Road Improvement plan
- TRI-D & TRI-S
 - Project Identification
 - Application assistance, guidance, consultant referral

County Bridge Aid

- Work with County Highway Department
- Site Assistance & Design
- Environmental Permitting
- Cost Estimate Assistance
- Petition for Replacement & Repair





Emergency Highway Aid

- Assist with road closures and repairs
- Complete damage aid forms with Town
- Receive 70% cost reimbursement

Damage caused by a disaster event to any highway that is **not** on the State Trunk Highway System.

A local government authority must submit a DDA petition to the local transportation Region office for damaged roads or structures under its jurisdiction. Region office makes the final decision on eligibility based upon interpretation of statute §86.34.

1. For claims with final costs, applicant receives 75% of replacement costs plus 50% of improvement costs.
2. For claims ≤ \$15,000, applicant may accept payment equal to 75% of WisDOT's estimate for all repairs (replacement and improvement), which may include final costs if available.
3. For claims submitted for damage by any governmental unit in response to the disaster, applicant receives 70% of replacement.
4. If Federal-aid is granted for damage reimbursement, it shall be in lieu of aid otherwise available under DDA.

Petitions must be submitted within 60 days, and final costs submitted within 2 years of the disaster event. If federal disaster aid may be forthcoming, the deadline may be extended.

The road **MUST** have been closed **OR** rendered impassable due to the disaster damage or qualify for damages caused by any governmental unit in response to the event. Debris or water over a road does not automatically make a site eligible. Shoulder damage

STP - Local

- Counties are more familiar with this application process and can provide direction
- Counties and Towns competing for same funding
- County can provide recommendation to Town

Intergovernmental Agreements

- Between county and local unit of government
 - §66.0301
- Agreement serves municipalities in several ways
 - Documents a clear agreement between municipality and county
 - Layer of security
 - Natural disaster assistance

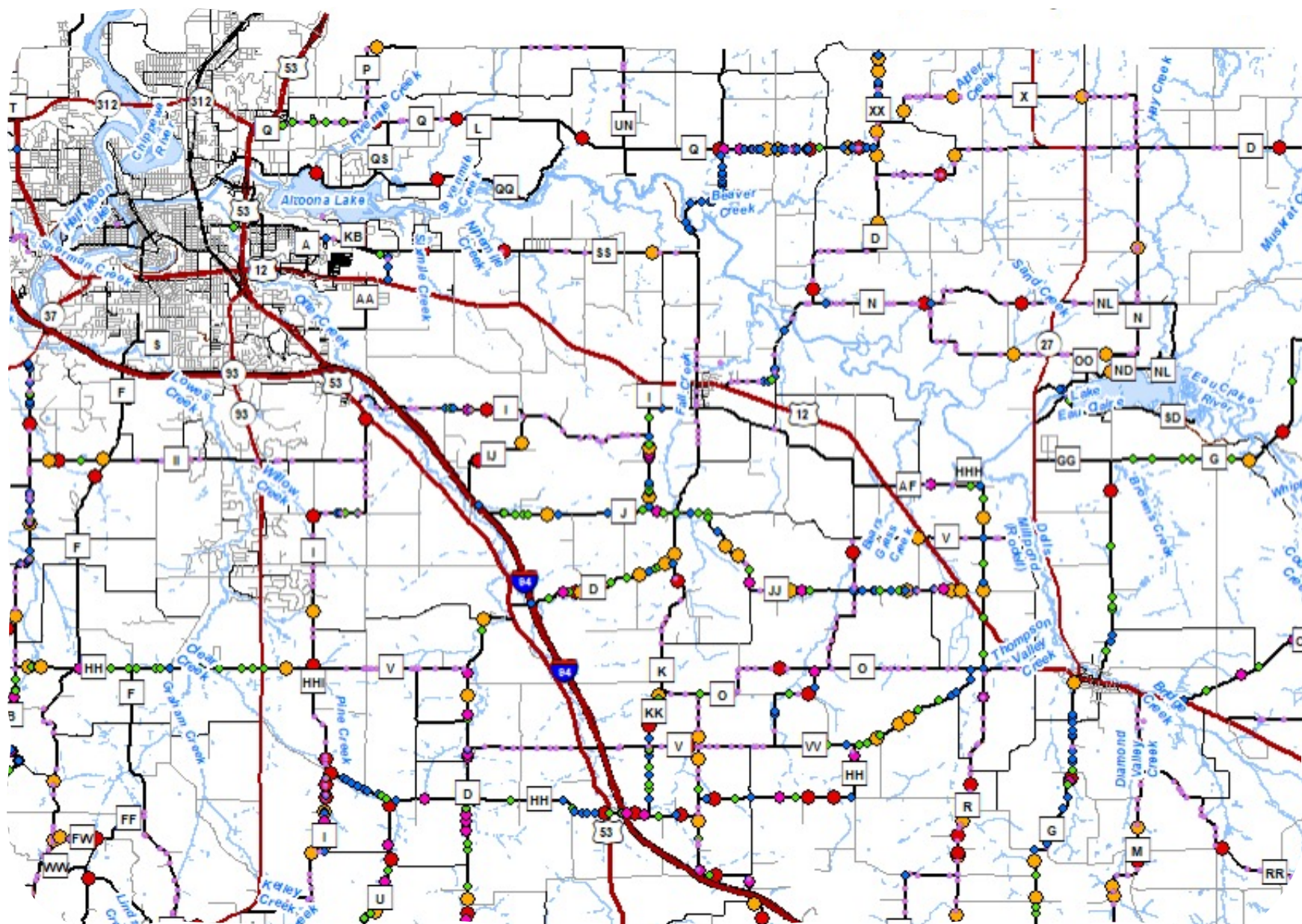
Improvement & Maintenance Plans

- Key to prioritizing and funding applications
- Extend the life of
- Can be simple or more in depth



Improvement programs

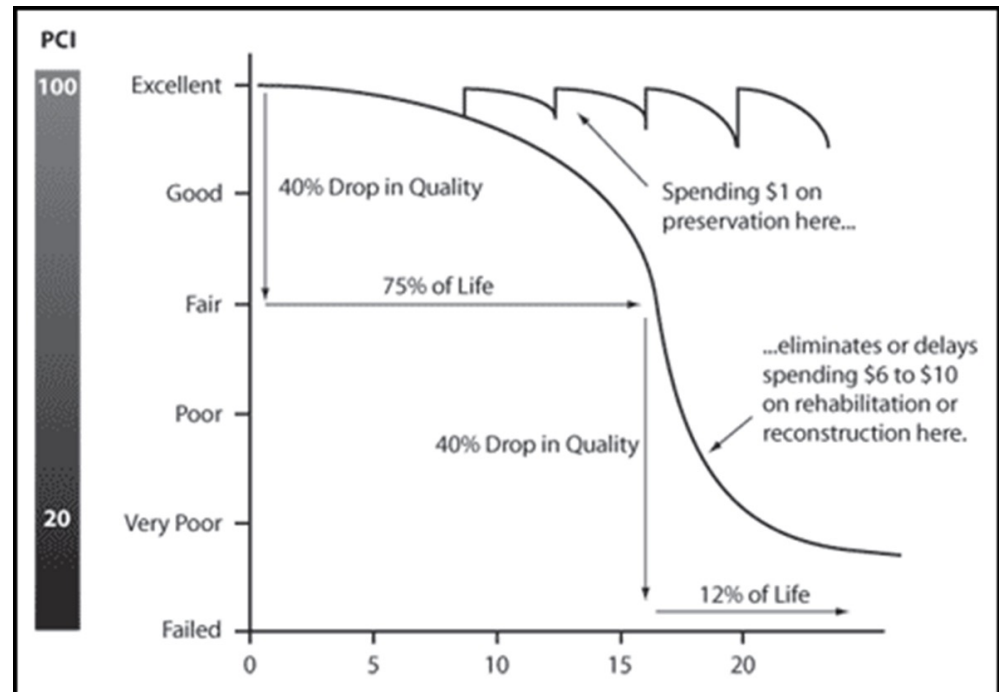
- Pavement Replacements
 - Paser/WISLR
- Bridge & Culvert Replacements
 - Bridge Inspection – Federal Requirement
 - What about your large culverts?



Maintenance Programs

- Developing a Plan
 - What's your goal?
 - This varies on the amount of road miles and traffic in your area and your road conditions.
 - Examples:
Township – Crack Fill and Chip Seal
Village – Crack fill and Thin Asphalt Overlay

Look at cost / mile and implement a budget based on available funding



Preventative Maintenance Planning

Asphalt Maintenance

- Crack Sealing – 2-3 years
 - And repeat at year 5
- Fog Sealing - 1-2 years
 - Over Chip Seal
- Chip Sealing – 5-8 years
 - Sooner the better !
- Sand Sealing - ?
- Scrub Sealing – 10+ years
- Micro Surfacing – 10+ years
- Rut Paving – as needed
- Wedging – as needed
- Thin Asphalt Overlay – 10+

Other Maintenance Needs

- Shoulders
- Culverts
- Drainage/Ditches
- Mowing
- Bridge – Epoxy Seal
 - Ealier the better

Collaboration

- Maintenance

- Pavement Stripping –
Town of Pleasant Valley, Washington
- Culvert Supply – Town of
Wilson
- Plan Development
- Contractor Coordination
- Equipment Use
- Bridge Maintenance

- Construction

- Coordinate Paving – Town
of Otter Creek, Village of Augusta
- Coordinate Pulverizing
- Joint Purchases
 - Gravel



Thank you