

ENROLLED RESOLUTION 181-01

SUPPORT FOR SUSTAINABLE TRANSPORTATION FUNDING SOLUTION

WHEREAS, local units of government in Wisconsin own and maintain approximately 90% of the public road miles in the state, including county highways, town roads, and city and village streets; and

WHEREAS, Wisconsin's economy—rooted in agriculture, manufacturing, and tourism—relies on a safe, reliable, and well-maintained transportation network; and

WHEREAS, local governments greatly appreciate the one-time infusions of General Purpose Revenue, primarily sales and income taxes, and other revenue provided in recent state budgets, which have enabled the initiation and continuation of the successful and popular Local Roads Improvement Program Supplemental (LRIP-S) and Agricultural Roads Improvement Program (ARIP); and

WHEREAS, despite modest increases from the state over the years, transportation aids to local governments remain insufficient to keep pace with inflation and rising construction costs, leaving many communities funded below 2000 levels in real dollars; and

WHEREAS, local governments throughout Wisconsin continue to struggle to perform even routine maintenance, pavement preservation, and safety improvements, resulting in deteriorating roads and bridges; and

WHEREAS, the inaugural inventory and assessment of small bridges between 6 to 20 feet found about 10% of the nearly 17,000 structures to be in poor or severe condition; and

WHEREAS, levy limits and other fiscal constraints prevent local governments from independently filling the funding gap created by inadequate state transportation aids; and

WHEREAS, absent sustainable state funding, many communities have been forced to address their shortfalls by significantly increasing borrowing, deferring essential projects, or imposing local vehicle registration ("wheel") taxes; and

WHEREAS, Wisconsin motorists currently pay among the lowest transportation user fees in the Midwest, while neighboring states and dozens of others nationwide have enacted long-term revenue measures to keep their transportation systems competitive; and

WHEREAS, Wisconsin is increasingly relying on General Purpose Revenues to make needed investments, potentially pitting transportation against other vital services, such as education; and

WHEREAS, continued lack of growing, dedicated, and predictable revenue places Wisconsin at a growing economic disadvantage by threatening the efficiency of freight movement, the safety of travelers, and the attractiveness of our state to businesses and residents; and

WHEREAS, both Wisconsin's aging Interstate highway system—largely constructed in the 1950s and 1960s, including a large stretch of Interstate 94 in western Waukesha County, and our extensive network of state and local roads require predictable, adequate, and sustainable funding to meet current and future needs.

THE COUNTY BOARD OF SUPERVISORS OF THE COUNTY OF WAUKESHA
RESOLVES that the Governor of Wisconsin and the State Legislature are strongly urged to enact a comprehensive, sustainable transportation funding solution that:

1. Provides adequate and reliable revenue for the efficient long-term planning and execution of state and local transportation programs;
2. Includes responsible and prudent use of General Purpose Revenue and bonding;
3. Considers adjustment to existing transportation user fees and other revenue mechanisms to sustain purchasing power in order to maintain and improve Wisconsin's transportation infrastructure and relieve pressure on local governments; and
4. Ensures transportation continues to deliver for Wisconsin by adequately funding reconstruction, preservation, and safety investments on the state and local systems.

BE IT FURTHER RESOLVED that the clerk is hereby directed to transmit a copy of this resolution to the Governor's office, and all members of the Wisconsin State Senate and Assembly representing districts within Waukesha County.

SUPPORT FOR SUSTAINABLE TRANSPORTATION FUNDING SOLUTION

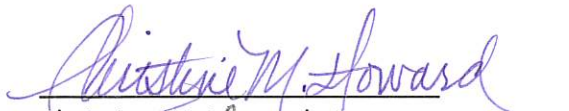
Presented by:
Executive Committee

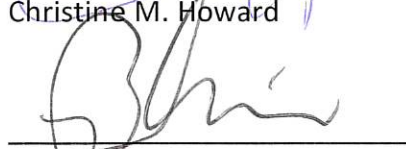

James A. Heinrich, Chair

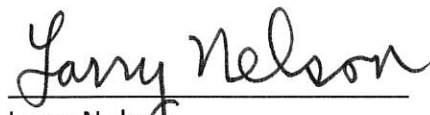

Keith Hammitt, 1st Vice Chair


Jacob LaFontain, 2nd Vice Chair


Timothy Dondlinger


Christine M. Howard


Brian Meier

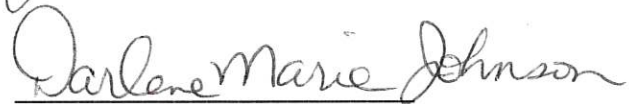

Larry Nelson

Approved by:
Public Works Committee

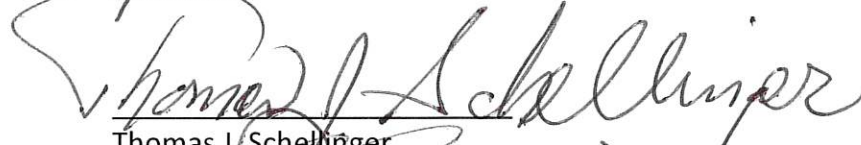

Keith Hammitt, Chair

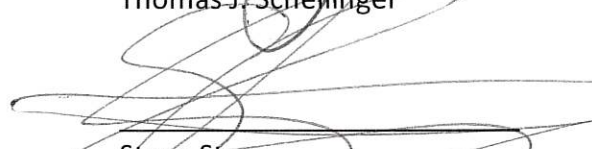

Jim Batzko


Johnny Koremenos

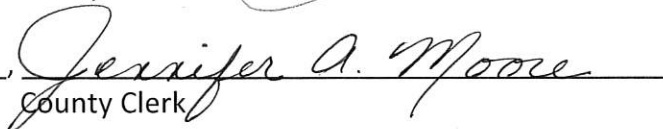

Darlene M. Johnson


Jack Nissen


Thomas J. Schellinger


Steve Styza

The foregoing legislation adopted by the County Board of Supervisors of Waukesha County, Wisconsin, was presented to the County Executive on:

Date: 05-29-2026, 
County Clerk

The foregoing legislation adopted by the County Board of Supervisors of Waukesha County, Wisconsin, is hereby:

Approved: X

Vetoed: _____

Date: 6-1-2026, 
Paul Farrow, County Executive

VOTE RESULTS

23 AYE 0 NAY 0 ABSTAIN 2 ABSENT

Consent Agenda

17 Yes Votes Needed

 **Passed**

D1 - Styza	AYE	D10 - Thieme	M	AYE	D19 - Enriquez	AYE
D2 - Euclide	AYE	D11 - Howard		AYE	D20 - Schellinger	AYE
D3 - Gscheidmeier	AYE	D12 - Wolff		AYE	D25 - Johnson	AYE
D4 - Batzko	AYE	D13 - Leisemann		ABSENT	D21 - O'Brien	AYE
D5 - Dondlinger	AYE	D14 - Nissen		AYE	D22 - Gryczka	AYE
D6 - Walz	AYE	D15 - Kolb		AYE	D23 - Hammitt	S AYE
D7 - LaFontain	ABSENT	D16 - Crowley		AYE	D24 - Schroeder	AYE
D8 - Koremenos	AYE	D17 - Meier		AYE		
D9 - Heinrich	AYE	D18 - Nelson		AYE		

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2 the public road miles in the state, including county highways, town roads, and city and village
3 streets; and
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9 Revenue, primarily sales and income taxes, and other revenue provided in recent state budgets,
10 which have enabled the initiation and continuation of the successful and popular Local Roads
11 Improvement Program Supplemental (LRIP-S) and Agricultural Roads Improvement Program
12 (ARIP); and
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14 WHEREAS, despite modest increases from the state over the years, transportation aids to local
15 governments remain insufficient to keep pace with inflation and rising construction costs,
16 leaving many communities funded below 2000 levels in real dollars; and
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19 routine maintenance, pavement preservation, and safety improvements, resulting in deteriorating
20 roads and bridges; and
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23 about 10% of the nearly 17,000 structures to be in poor or severe condition; and
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26 independently filling the funding gap created by inadequate state transportation aids; and
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30 local vehicle registration ("wheel") taxes; and
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33 Midwest, while neighboring states and dozens of others nationwide have enacted long-term
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37 investments, potentially pitting transportation against other vital services, such as education; and
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40 a growing economic disadvantage by threatening the efficiency of freight movement, the safety
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6 of state and local transportation programs;
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- 8 2. Includes responsible and prudent use of General Purpose Revenue and bonding;
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- 10 3. Considers adjustment to existing transportation user fees and other revenue mechanisms
11 to sustain purchasing power in order to maintain and improve Wisconsin's transportation
12 infrastructure and relieve pressure on local governments; and
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- 14 4. Ensures transportation continues to deliver for Wisconsin by adequately funding
15 reconstruction, preservation, and safety investments on the state and local systems.
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