

6 **A RESOLUTION**
7

8 Urging the Governor of Wisconsin and the State Legislature to enact a comprehensive,
9 sustainable transportation and transit funding solution
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11
12 WHEREAS, local units of government in Wisconsin own and maintain
13 approximately 90% of the public road miles in the state, including county highways,
14 town roads, and city and village streets; and
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16 WHEREAS, Milwaukee County is directly responsible for maintaining an
17 extensive transportation network, including 303 lane miles of County Trunk Highways,
18 1,240 lane miles of expressways, and 719 lane miles of state trunk highways, totaling
19 approximately 1,543 lane miles of major roadways that require regular maintenance,
20 preservation, and safety investments; and
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22 WHEREAS, Wisconsin's economy—rooted in agriculture, manufacturing, and
23 tourism—relies on a safe, reliable, and well-maintained transportation network; and
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25 WHEREAS, local governments greatly appreciate the one-time infusions of
26 General Purpose Revenue, primarily sales and income taxes, and other revenue
27 provided in recent state budgets, which have enabled the initiation and continuation of
28 the successful and popular Local Roads Improvement Program Supplemental (LRIP-S)
29 and Agricultural Roads Improvement Program (ARIP); and
30

31 WHEREAS, despite modest increases from the state over the years,
32 transportation aids to local governments remain insufficient to keep pace with inflation
33 and rising construction costs, leaving many communities funded below 2000 levels in
34 real dollars; and
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36 WHEREAS, local governments throughout Wisconsin continue to struggle to
37 perform even routine maintenance, pavement preservation, and safety improvements,
38 resulting in deteriorating roads and bridges; and
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40 WHEREAS, the inaugural inventory and assessment of small bridges between 6
41 to 20 feet found about 10% of the nearly 17,000 structures to be in poor or severe
42 condition; and
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44 WHEREAS, Milwaukee County's highway maintenance programs rely on a
45 combination of state transportation aids, local levy funding, and Vehicle Registration

46 Fee (VRF) revenues, but current state funding has not kept pace with inflation or rising
47 construction costs, increasing pressure on county resources; and
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49 WHEREAS, levy limits and other fiscal constraints prevent local governments
50 from independently filling the funding gap created by inadequate state transportation
51 aids; and
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53 WHEREAS, absent sustainable state funding, many communities have been
54 forced to address their shortfalls by significantly increasing borrowing, deferring
55 essential projects, or imposing local vehicle registration (“wheel”) taxes; and
56

57 WHEREAS, Wisconsin motorists currently pay among the lowest transportation
58 user fees in the Midwest, while neighboring states and dozens of others nationwide
59 have enacted long-term revenue measures to keep their transportation systems
60 competitive; and
61

62 WHEREAS, Wisconsin is increasingly relying on General Purpose Revenues to
63 make needed investments, potentially pitting transportation against other vital services,
64 such as education; and
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66 WHEREAS, continued lack of growing, dedicated, and predictable revenue
67 places Wisconsin at a growing economic disadvantage by threatening the efficiency of
68 freight movement, the safety of travelers, and the attractiveness of our state to
69 businesses and residents; and
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71 WHEREAS, both Wisconsin’s aging Interstate highway system—largely
72 constructed in the 1950s and 1960s—and our extensive network of state and local
73 roads require predictable, adequate, and sustainable funding to meet current and future
74 needs; and
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76 WHEREAS, Milwaukee County’s transit system, which provides critical
77 transportation services, continues to face structural operating challenges with projected
78 shortfalls that have required the use of federal relief funds and county contingency
79 allocations to sustain essential services, underscoring the need for stable, predictable
80 state transportation and transit funding; and
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82 WHEREAS, the 2026 Milwaukee County Adopted Operating Budget states that
83 the Office of Government Affairs’ highest priority shall be to advocate for increased and
84 sustained funding for the Milwaukee County Transit System; and
85

86 WHEREAS, the Committee on Intergovernmental Relations, at its meeting of
87 May 22, 2026, recommended adoption of File No. 26-306 (vote 5-0); now, therefore,
88

89 BE IT RESOLVED, the Milwaukee County Board of Supervisors strongly urges
90 the Governor of Wisconsin and the State Legislature to enact a comprehensive,
91 sustainable transportation and transit funding solution that:

- 92
- 93 • Provides adequate and reliable revenue growth for the efficient long-term
- 94 planning and execution of state and local transportation and transit
- 95 programs
- 96 • Includes responsible and prudent use of General Purpose Revenue and
- 97 bonding
- 98 • Adjusts any new and existing transportation user fees and other revenue
- 99 mechanisms to sustain purchasing power in order to maintain and improve
- 100 Wisconsin's transportation infrastructure
- 101 • Ensures transportation continues to deliver for Wisconsin by adequately
- 102 funding reconstruction, preservation, and safety investments on the state
- 103 and local systems
- 104

105 ; and

106

107 BE IT FURTHER RESOLVED, the Milwaukee County Clerk is hereby directed to

108 transmit a copy of this resolution to the Governor's office, all members of the Wisconsin

109 State Senate and Assembly representing districts within Milwaukee County, and the

110 Wisconsin Counties Association.

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112

113 05/22/26

114 s://Committees/2026/May/IGR/Resolutions/26-306 rolland sustainable transit funding.docx