Welcome to the District Meeting
What will you learn today?

1. Legislator Dialogue
2. Overview of Legislative Agenda
3. BOR updates
4. Wisconsin Municipal Clerks Association
5. State Trust Fund Loans
6. Fire Department and EMS
7. Transportation Study
8. Communicating with Legislators
WTA Legislative Agenda

Mike Koles
WTA Executive Director
Legislator Dialogue
VIDEO
http://www.localgovinstitute.org
Transportation Budget

1. Increase GTA per Road Mile Aids

2. Maintain or increasing (TRIP/TRID) funding and increase TRID ratio to 80-20.
# Biennial Transportation Deficit

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Opening balance plus current law revenues</td>
<td>$3,222 million</td>
</tr>
<tr>
<td>Cost to continue</td>
<td>$3,540 million</td>
</tr>
<tr>
<td>Base deficit</td>
<td>$318 million</td>
</tr>
<tr>
<td>Additional project needs above FY15 base</td>
<td></td>
</tr>
<tr>
<td>Southeast Freeways (Zoo / I94 N-S / I94 E-W)</td>
<td>$619 million</td>
</tr>
<tr>
<td>Hoan Bridge</td>
<td>$17 million</td>
</tr>
<tr>
<td>Stillwater Bridge</td>
<td>$20 million</td>
</tr>
<tr>
<td>“Realistic” deficit</td>
<td>$974 million</td>
</tr>
</tbody>
</table>
### November Proposal

<table>
<thead>
<tr>
<th>Fee or Tax Change</th>
<th>FY16/FY17 Revenue</th>
</tr>
</thead>
<tbody>
<tr>
<td>Highway Use Fee</td>
<td>$378.9 million</td>
</tr>
<tr>
<td>Motor Fuel Tax Changes</td>
<td>$358.4 million</td>
</tr>
<tr>
<td>OS/OW Permit Fees</td>
<td>$8.8 million</td>
</tr>
<tr>
<td>Hybrid/Electric Vehicle Fee</td>
<td>$5.7 million</td>
</tr>
<tr>
<td>Other Fee Changes</td>
<td>$3.0 million</td>
</tr>
<tr>
<td>Diesel Light Vehicle Credit</td>
<td>($3.4 million)</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$751.4 million</strong></td>
</tr>
</tbody>
</table>

- Use of Bonding - $805.2m
- Use of General Fund
Motor Fuel Tax Change

- Convert from fixed $0.309 excise tax to mix of excise and wholesale adjusted annually
  - Gas: $0.135 + 8% wholesale price
  - Diesel: $0.163 + 8% of wholesale price

- Wholesale floor $0.359 (gas) and $0.409 (diesel)
  - Effectively a 5 and 10 cent increase

- 5% maximum annual adjustment
Transportation Investment Coalition

- Adequate
- Equitable
- Sustainable-Long Term
Governor’s Budget Proposal

- $1.3 Billion in Bonding; up from $991 last budget
- No GTA Increase
- Increase of $106.2M for SE Megaprojects
- $632.2M total for SE Megaprojects
- Towns GTA $138M om 2015
Adequate?

42% reduction in state highway program

42% of roads rated as poor in 10 years (20% now)
Equitable?

% of Funding

- Town GTA: 4.0%
- All Else: 96.0%

% of Roads

- Town: 54%
- All Else: 46%
Sustainable?

Debt Service as % of State Transportation Revenue
Assumes DOA Proposed 15-17 Bonding Continued in 17-19 & 19-21 Biennia

Projected
Transportation Importance

• Only Indiana’s economy is more dependent on transportation

• WI invests less per mile than most states

• 35 states have better roads

• Lowest registration fees and gas tax in upper Midwest
SOLUTIONS

Adequate

Equitable

Not Excessive

Bonding

Raising

Revenues

Equitable

Distribution
to Various

Interests and

Geographies

Sustainable

SOLUTIONS
Town Road Policy

3. Allow use of Manure Drag Lines

4. Eliminate Antiquated $5,000 per mile limit

5. Reduce Road Costs by Eliminating Culvert Red Tape
Assessment Policy

• Eliminate local assessment and have the county assess

• Assessment must be at 100% every year

• County can charge town at 95% of what it cost in 2015 plus annual adjustments

• State determines salary range for county employees and works with county to determine # of employees and Department budget!!!
Assessment Policy: Why?

• Some local officials & assessors were asking for it
  – Last time they weren’t

  – 300+ contacts

  – Please take away my job
Assessment Policy: Why?

- Equalized valuation is difficult to understand and people complain when there are jumps after an assessment
  - Just because the typical citizen doesn’t understand it, doesn’t mean that it doesn’t work well; perhaps education is a better strategy
  - When the economy swings in one direction or the other, there will still be swings in assessments
Assessment Policy: Why?

• There are bad assessors and this will limit that challenge by having fewer.
  
  – Eliminating local control will not eliminate the time proven 80-20 rule.

  – We’ve been a great partner in moving in the direction of tests, certification, and education. Let’s not give up on that.

  – Local control is more accurate and will lead to less challenges
Assessment Policy: Why?

- This will be more efficient at the state level
  - Alright, DOR will be able to eliminate the equalization branch

HOWEVER....THIS WILL COST MORE AT THE LOCAL LEVEL
Assessment Policy: Why?

- County will have to pay a lot more
  - Can only charge 95% initially.
  - Will have a steep cost to get everyone up to 100%
  - Will have to assess every single year.
  - Creating public sector jobs and eliminating private sectors jobs

- Towns will be subject to cost increases from the county and have no ability to negotiate or otherwise control costs.
Cheaper????????

• MJS = $6/parcel vs. $25/parcel

• WAAO = $4.96 vs. $30.96

• Waupaca County - $287K to $1.03Million; 257%

• La Crosse County - $246K to $1.24Million; 403%
Cheaper??????????????

**Town Cost**

- $50,000 (in 2015) * 95% = $47,500 annually

- County – NOT TOWN – in charge of increases

- Towns can negotiate their own costs – thank you very much
Board of Review

• County Board of Review

• Every Board Member must be certified every year

• Less opportunity for citizens to voice concerns
  – Local touch
  – Geographic distance
  – Number of people in line
Bad Assessment Proposal

• Kills Local Control
• Decreases Accuracy
• Increases Costs for Towns in Long Run
• Unfunded Mandate for Counties
• Increases Cost for Counties
• Forces Poor Stewardship of Taxes
Land Use Policy

1. Allow for Town removal from Dane County Zoning

2. Legislative Fix for Hegwood v. Town of Eagle
Before Hegwood

GENERAL ZONING

LAKE

GENERAL ZONING
After Hegwood

- Obnoxious Uses
- Property Value
- Farmland Preservation Credits
3. Allow County to Adopt their Own Plan

Town of Mickey
3. Allow County to Adopt their Own Plan
4. Limit Use of Extra-Territorial Zoning
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- Limit Negotiation Time to 1 Year

- Prevent use
  - If city/village population is not growing at a rate of 5% or more over the next 10 years as projected by DOA
  
  AND

  - City/village has less than 10% of their land available for development
5. Codify Case Law banning Balloon on a String Annexation

- Long Term Property Value Loss
- Implementation of Services Difficult
- Inability to address externalities
- Eliminates Democracy / Not American
5. Codify Case Law banning Balloon on a String Annexation

- Wisconsin Supreme Court has found these illegal:
  - Cannot connect with a “shoestring” (T. Mt. Pleasant v. City of Racine)
  - Cannot create “crazy quilt” boundaries (T. Mt. Pleasant v. City of Racine)
  - Violated the Rule of Reason (T. Mt. Pleasant v. City of Racine)

- Rule of Reason
  - Exclusions/Inclusions of Land Can’t be Arbitrary
  - Reasonable Need for the Property
  - Cannot Abuse Discretion
5. Codify Case Law banning Balloon on a String Annexation

- Not the only time cities/villages have chosen to ignore law
- Loser Pays
- Cost of DOA Review
Public Safety

- Increase revenue flexibility for Fire and EMS so public safety is maintained.

- 2011 – 2015
  - 365 Towns Answered
  - 11% Fire on Average; Median – 6%; High – 388%
  - 13% EMS on Average; Median – 26%; High – 1340%
Public Notices

• 3 Postings

OR

• 1 Posting and Website