

COUNTY OF ROCK
Public Works
Department
Airport Division
Telephone: 608-757-5768



Southern Wisconsin
Regional Airport
4004 S. Oakhill Avenue
Janesville, WI 53546
Fax : 608-758-3060

AGENDA
Public Works Committee Meeting
Tuesday, August 24, 2010 at 8:30 a.m.

Southern Wisconsin Regional Airport Administration Conference Room
4004 S. Oakhill Ave.
Janesville, WI 53546

1. Call to Order at 8:30 a.m.
2. Approval of Agenda
3. Approval of Minutes July 28, 2010
4. Citizen Participation, Communications, and Announcements

AIRPORT BUSINESS

5. **Action Items**

- a. Approve Resolution Authorizing Overlap of Position for Department of Public Works, Airport Division

Information Items

- a. Report from Tom Morgan on AirFEST 2010
- b. Update on State and Federal Projects
- c. Update on Minimum Standards
- d. Airport Accounts Receivables

HIGHWAY BUSINESS

6. **Action Item**

- a. Approve Resolution: Placing Advisory Referendum Question on November Ballot Regarding Segregated Transportation Fund
- b. Approve Sale of Equipment – Used Asphalt Distributor Truck

7. Next Meeting Date

8. Adjournment

RESOLUTION NO. _____

AGENDA NO. _____

RESOLUTION

ROCK COUNTY BOARD OF SUPERVISORS

Public Works Committee
INITIATED BY



Ronald D. Burdick
DRAFTED BY

Public Works Committee
SUBMITTED BY

August 19, 2010
DATE DRAFTED

AUTHORIZING OVERLAP OF POSITION FOR DEPARTMENT OF PUBLIC WORKS, AIRPORT DIVISION

- 1 **WHEREAS**, the Department of Public Works, Airport Division currently has four field staff
- 2 positions; and,
- 3
- 4 **WHEREAS**, fifty percent of the field staff are off work for medical reasons; and,
- 5
- 6 **WHEREAS**, having a limited number of staff is causing difficulty adequately maintaining
- 7 the airport and will create even greater difficulties with the upcoming winter season; and,
- 8
- 9 **WHEREAS**, temporarily overlapping an Airport Maintenance Worker position insures that
- 10 the temporary new hire will be adequately trained prior to the winter season; and,
- 11
- 12 **WHEREAS**, the Airport has sufficient funds available for this position.
- 13
- 14 **NOW THEREFORE BE IT RESOLVED**, that the Rock County Board of Supervisors
- 15 duly assembled this _____ day of _____, 2010 does hereby authorize
- 16 temporarily overlapping an Airport Maintenance Worker position, not to exceed six months.

Respectfully submitted,

PUBLIC WORKS COMMITTEE

Kurtis L. Yankee, Chair

Betty Jo Bussie, Vice Chair

Eva Arnold

David Diestler

Brent Fox

COUNTY BOARD STAFF COMMITTEE

J. Russell Podzilni, Chair

Eva Arnold

Hank Brill

Betty Jo Bussie

Ivan Collins

Marilynn Jensen

Sandra Kraft

Louis Peer

Kurtis Yankee

FISCAL NOTE:

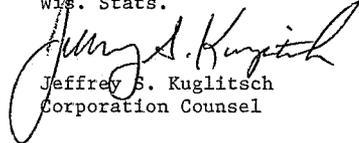
Sufficient funding is available in the Employee Benefits Cost Pool for the cost of this position.



Jeffrey A. Smith
Finance Director

LEGAL NOTE:

County Board is authorized to take this action pursuant to § 59.22(2),
Wis. Stats.



Jeffrey S. Kuglitsch
Corporation Counsel

ADMINISTRATIVE NOTE:

Recommended.



Craig Knutson
County Administrator

EXECUTIVE SUMMARY
For
AUTHORIZING OVERLAP OF POSITION FOR DEPARTMENT OF
PUBLIC WORKS, AIRPORT DIVISION

The Southern Wisconsin Regional Airport maintenance department has four field staff positions and fifty percent of that staff is currently on or will be on medical leave for extended periods.

Current needs at the airport are not being met and remaining staff has rearranged their vacation/time off requests so as to maintain a minimum staffing level.

The overlap of a new hire into the Airport Maintenance Worker position will allow that person to be properly trained prior to the start of the winter season. This temporary position will not exceed six months.

Respectfully Submitted

Ronald D. Burdick
Airport Director

RESOLUTION

ROCK COUNTY BOARD OF SUPERVISORS

Public Works Committee
INITIATED BY



Benjamin Coopman, Public Works Director
DRAFTED BY

Public Works Committee
SUBMITTED BY

August 10, 2010
DATE DRAFTED

RESOLUTION PLACING ADVISORY REFERENDUM QUESTION ON NOVEMBER BALLOT REGARDING SEGREGATED TRANSPORTATION FUND

- 1 **WHEREAS**, according to the Legislative Fiscal Bureau, over the past decade, the State of
- 2 Wisconsin has transferred approximately \$1.2 billion from the State's segregated transportation
- 3 fund to the state's general fund and replaced it with approximately \$800 million in General
- 4 Obligation (GO) bonds, thereby reducing the amount available for transportation purposes by
- 5 approximately \$400 million; and,
- 6
- 7 **WHEREAS**, Wisconsin's practice of transferring money from the segregated transportation fund to
- 8 the general fund has eroded the public's confidence that the "user fees" they pay through the state
- 9 gasoline tax and vehicle registration fees will be used for their intended purpose; and,
- 10
- 11 **WHEREAS**, Wisconsin's practice of replacing the dollars transferred from the state's segregated
- 12 transportation fund with GO bonds puts our state in the precarious position of bonding to fund
- 13 ongoing operations; and,
- 14
- 15 **WHEREAS**, the Pew Center on the States recently released a report that included Wisconsin as
- 16 having one of the ten worst budget situations in the country and specifically cited transferring
- 17 money from the transportation fund for ongoing operations as an example of one of the practices
- 18 that has put Wisconsin in such an untenable position; and,
- 19
- 20 **WHEREAS**, the debt service for these bonds will have to be paid for out of the state's general fund
- 21 which hinders its ability to fund other programs like Shared Revenue, Youth Aids, Community
- 22 Aids and courts in the future; and,
- 23
- 24 **WHEREAS**, using the states General Obligation (GO) bonds in this way has hurt the state's bond
- 25 rating, reported by CNN in 2009 as having the second worst GO bond rating in the country; and,
- 26
- 27 **WHEREAS**, gas taxes and vehicle registration fees comprise over 90% of the state's segregated
- 28 transportation account and revenues from these two sources have been declining and are inadequate
- 29 to meet the existing transportation needs in this state; and,
- 30
- 31 **WHEREAS**, Wisconsin's transportation infrastructure is a fundamental component in its ability to
- 32 attract and retain business and produce jobs; and,
- 33
- 34 **WHEREAS**, the citizens of Rock County deserve the right to have their voices heard on this
- 35 important issue; and,
- 36
- 37 **WHEREAS**, providing constitutional protection much like our neighbors in Minnesota, Iowa,
- 38 Michigan and Ohio already have done is the only way to ensure that this practice will not continue.

RESOLUTION PLACING ADVISORY REFERENDUM QUESTION ON NOVEMBER
BALLOT REGARDING SEGREGATED TRANSPORTATION FUND

Page 2

41 **NOW, THEREFORE, BE IT RESOLVED** by the Rock County Board of Supervisors assembled
42 this _____ day of September 2010 that the following question will be put to the voters of Rock
43 County in an advisory referendum during the November 2010 election:

44
45 "Should the Wisconsin Constitution be amended to prohibit any further transfers or lapses
46 from the segregated transportation fund?" and,
47

48 **BE IT FURTHER RESOLVED** that the County Clerk is directed to cause a copy of the Notice of
49 Referendum to be published in the county's official newspaper as required by law; and,
50

51 **BE IT FURTHER RESOLVED** that the County Clerk is directed to provide a copy of this
52 resolution and a copy of the results of the advisory referendum to the Wisconsin Counties
53 Association.

Respectfully submitted,

PUBLIC WORKS COMMITTEE

COUNTY BOARD STAFF COMMITTEE

Kurtis Yankee, Chair

J. Russell Podzilni, Chair

Betty Jo Bussie, Vice-Chair

Sandra Kraft, Vice Chair

Eva M. Arnold

Eva M. Arnold

David Diestler

Henry Brill

Brent Fox

Betty Jo Bussie

FISCAL NOTE:

This resolution only authorizes an advisory referendum during the November 2010 election and has no fiscal impact on Rock County in and by itself.

Ivan Collins

Marilynn Jensen

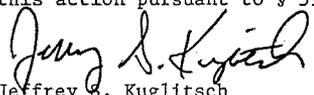
Louis Peer


Jeffrey A. Smith
Finance Director

Kurtis L. Yankee

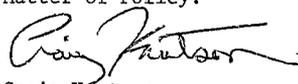
LEGAL NOTE:

The County Board is authorized to take this action pursuant to § 59.52(25).


Jeffrey S. Kuglitsch
Corporation Counsel

ADMINISTRATIVE NOTE:

Matter of Policy.


Craig Knutson
County Administrator

EXECUTIVE SUMMARY
FOR
RESOLUTION PLACING ADVISORY
REFERENDUM QUESTION ON NOVEMBER BALLOT
REGARDING SEGREGATED TRANSPORTATION FUND

Over the last decade and maybe longer, Wisconsin's Governors and Legislators have transferred money from the segregated Transportation Fund into the general State budget. This tactic occurred regardless of party affiliation or control. The Transportation Fund was originally set up as a user fee fund to address all common modes of transportation needs.

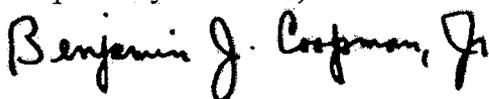
Transferred transportation funds were used for all kinds of non-transportation budget items. These fund transfers have put additional pressure on the state, as it backfilled the budget holes created with debt proceeds. Now a major structural deficit lurks within the state budget. Tough budget choices lie ahead for state lawmakers.

In response to this repeated abuse of the intent of the fund, transportation stakeholders across the state have come together to form a coalition to advocate for a constitutional amendment to protect the integrity of the Transportation Fund. They have suggested that all counties and other local units of government weigh in on this topic by posing a referendum question in November. This coalition, Finding Forward Wisconsin, and others individually as their association or organization will conduct media outreach to help inform the public.

Opponents argue that a constitutional amendment is unnecessary and maybe an abuse of that process. They fear that every time political factions can't agree and resolve their differences, another constitutional amendment for that current issue will be sought. The sanctity of the constitution will be lost.

This referendum is only advisory and requires no further action from the County Board upon receiving the citizen vote results. It is advisory for the state legislators and governor.

Respectfully submitted,



Benjamin J. Coopman, Jr., P.E.
Director of Public Works



Working to ensure your transportation dollars are used for transportation purposes

Wisconsin has been stuck in a rut for a decade now. The recurring story of our state's budget practices – first a structural deficit, then a one-time budget fix, then another deficit – isn't getting us anywhere. It needs to end. That's why local governments, private businesses, organized labor, transportation associations, regional planning interests, housing organizations and many other groups have come together as a coalition committed to moving Wisconsin forward.

This coalition is not interested in revisiting past battles or assessing blame for how Wisconsin fell into this pattern. Instead, the goal of the coalition is to engage the public in a positive initiative that will break this unhealthy budgeting cycle. In other words, every group in the coalition simply wants Wisconsin to "find forward."

Finding Forward believes amending the Wisconsin constitution to safeguard transportation user fees is part of a return to fiscal responsibility. Instead of using transportation revenue to plug general fund deficits, this money should be used to make the necessary investments to ensure future prosperity.

The members of Finding Forward are committed to working with communities across Wisconsin to take the first step to raise awareness and give the public a voice. Achieving a constitutional change is a longer, more complicated process, and Finding Forward is committed to being a strong and positive advocate every step of the way.

Use of Transportation Revenues for General Fund Purposes

Wisconsin Legislative Fiscal Bureau

	2003-11*
Use of Trans. Revenue for General Fund	\$1.3 billion
Less GPR-Supported Bonds	-1.0 billion
Net Loss to Transportation Fund	\$300 million

*Additional transfers from the transportation fund to the general fund could still occur under a 2009-11 budget provision requiring administrative transfers of \$200 million.

Let the Voters Speak in November

In Wisconsin, counties have the authority to place advisory referendum questions on the election ballot to determine the will of their constituents. Adding the question of constitutionally protecting Wisconsin's transportation user fees will give citizens in each county an important chance to be heard – and provide state legislators with a clear sense of the public's wishes. Therefore, the coalition urges counties across the state put the transportation user fee question on their ballots.

It's Not Just a Transportation Issue

Susan Urahn, managing director of the Pew Center on the States, explains why Wisconsin is included in the November 2009 Pew study, *Beyond California: States in Fiscal Peril*.

"Our report states that California's budget problems are in a league of their own. But Wisconsin has had persistent budget shortfalls -- the state has had a negative general fund balance from fiscal years 2002 to 2008, according to its own Comprehensive Annual Financial Reports. Additionally, Wisconsin has used short-term fixes to meet budget challenges, such as relying on its transportation funds to cover day-to-day operating expenses."



3M

AAA – Wisconsin

**Aggregate Producers of Wisconsin
(APW)**

**American Council of Engineering
Companies of Wisconsin (ACEC)**

**American Petroleum Institute
(API)**

**Construction Business Group
(CBG)**

Dairy Business Association (DBA)

**East Central Wisconsin Regional
Planning Commission**

Forward Janesville, Inc.

**Great Lakes Timber Professionals
Association**

**International Union of Operating
Engineers, Local 139**

**Metropolitan Milwaukee
Association of Commerce (MMAC)**

**Midwest Food Processors
Association (MWFPA)**

**National Federation of
Independent Business (NFIB)**

Oshkosh Chamber of Commerce

**Transportation Development
Association of Wisconsin (TDA)**

**Wisconsin Automobile & Truck
Dealers Association (WATDA)**

**Wisconsin Automotive Aftermarket
Association (WAAA)**

**Wisconsin Asphalt Pavement
Association (WAPA)**

**Wisconsin Commercial Ports
Association (WCPA)**

**Wisconsin Concrete Pavement
Association (WCPA)**

**Wisconsin County Highway
Association (WCHA)**

**Wisconsin Earth Movers
Association (WEMA)**

**Wisconsin Economic Development
Association (WEDA)**

**Wisconsin Grocers Association
(WGA)**

Wisconsin Housing Alliance

**Wisconsin Laborers' District
Council**

**Wisconsin Manufacturers &
Commerce (WMC)**

**Wisconsin Motor Carriers
Association (WMCA)**

Wisconsin Petroleum Council

**Wisconsin Petroleum Marketers
& Convenience Store Association
(WPMCA)**

**Wisconsin Restaurant Association
(WRA)**

Wisconsin Retail Council (WRC)

**Wisconsin Towns Association
(WTA)**

**Wisconsin Transportation Builders
Association (WTBA)**

**Wisconsin Urban & Rural Transit
Association (WURTA)**



Frequently Asked Questions (FAQ)

Why is it called Finding Forward?

Wisconsin has been stuck in a rut for a decade now. The recurring story of our state's budget practices – first a structural deficit, then a one-time budget fix, then another deficit – isn't getting us anywhere. It needs to end. That's why local governments, private businesses, organized labor, transportation associations, regional planning interests, housing organizations and many other groups have come together as a coalition committed to moving Wisconsin forward.

Finding Forward is not interested in revisiting past battles or assessing blame for how Wisconsin fell into this pattern. Instead, the goal of the coalition is to engage the public in a positive initiative that will break this unhealthy budgeting cycle. In other words, every group in the coalition simply wants Wisconsin to "find forward."

Why is Wisconsin's transportation fund segregated in the first place?

Wisconsin has a history of funding its transportation system by charging the users of that system. In order to ensure that user fees fund the system, the dollars need to be maintained in an account separate from general tax revenue. Over 90 percent of Wisconsin's state funding for transportation comes from two main user fees: the gas tax and vehicle registration fees.

User fee...tax...what's the difference?

A user fee is payment for a specific service, while a tax funds general services as determined through the state's budget process. The "user fee compact" holds that those who pay should benefit from those revenues. Just as hunters and anglers believe that the license fees they pay should be used to promote those activities, transportation advocates believe the fees paid by system users should be dedicated to maintaining and improving that system.

Why not seek a constitutional amendment to protect all segregated funds?

It is true that the stop-gap method of budgeting – of transferring money out of any segregated fund in an attempt to fill a deficit in a general fund – has damaged Wisconsin's fiscal health. No single constitutional amendment can fix that, though, because constitutional language must be very precise to be enforceable. For this reason, the coalition believes only constitutional language that spells out directly where the money comes from and what it can be used for will be successful.

The majority of other states have come to this same conclusion – they have provisions and language in their constitutions that explicitly protect transportation user fees.

While the transportation fund has been the fund with the most dollars transferred out, amending the state constitution to safeguard it can serve as the example Wisconsin sets for protecting all segregated funds.

Will protecting the transportation fund only benefit roads?

No. Wisconsin's segregated transportation fund is the sole source of state funding for the entire transportation system – highways, air, rail, transit, harbors, bicycle and pedestrian facilities. When money is diverted from the transportation fund, it hurts all of these modes of transportation.

How do we amend the state constitution?

The state legislature must pass a joint resolution with the proposed constitutional language in two consecutive legislative sessions. If both houses of the legislature pass the exact same joint resolution in two consecutive sessions, then the proposed language will be placed on a binding referendum to go before the voters in a subsequent election.

Why are counties considering placing an advisory referendum on the November ballot?

Counties in Wisconsin have the ability to place advisory referendum questions on the election ballot to determine the will of their constituents. Counties have used this ability for all kinds of reasons, from asking whether the citizens favor building a new facility to whether the state should pass unfunded mandates.

If counties across the state provide their citizens the opportunity to have their voices heard on whether Wisconsin should constitutionally protect its transportation user fees, then our state legislators will have a clear sense of what the public's wishes are on the subject.

Would a constitutional amendment really provide iron-clad protection against future raids?

There are no guarantees that future lawmakers could not find creative ways to divert transportation user fees. By voting to place language in the constitution, however, the public will clearly declare its intentions. In addition, other states have found that constitutional language provides a legal remedy if it is violated.

Why now?

The evidence is clear. After numerous budgets have transferred transportation dollars and replaced them with general obligation bonds, we have seen the effects. We know that this is not a stop-gap measure that allows Wisconsin to get through a bad time. It is a stop-gap measure that only makes the bad times worse.

With an open gubernatorial election and a significant number of open legislative seats, now is the time to focus on the future.

Rock County Department of Public Works
Division of Highways – Issue Paper

ISSUE: Sale of Asphalt Distributor

DISCUSSION: This Asphalt Distributor was purchased in 1991 and mounted on a 1974 International tandem axle chassis. This critical piece of equipment is used to spray tack oil down just before laying blacktop. Last year a replacement for this unit was purchased and the old Distributor was kept in case we had any bugs to work out with the new one. This almost thirty-year-old unit still has some value. A few contractors approached us asking if they could purchase it. We advertised the sale per the Rock County Purchasing Policy and sent the bid sheet to all the local Oil Distributor vendors. Below are the results:

Grade Tech Pavers Bid \$4,350.01

Meigs Trucking Bid \$8,500.00

RECOMMENDATIONS: Meigs Trucking's bid of \$8,500.00 was the highest offer. I recommend the sale of the 1991 Asphalt Distributor and truck chassis to Meigs Trucking for the cost of \$8,500.00.

Respectfully submitted,

Michael Turk, Rock County DPW Shop Superintendent