

PLATFORM RECOMMENDATIONS

It is important for the WCHA to have a written platform that can be periodically updated and edited. A platform performs several functions including:

- Alerting membership to core WCHA positions in advance of legislative action
- Setting parameters for leadership to operate under
- Communicating County positions to stakeholders and public

The following items that the Task Force would suggest for inclusion in a WCHA 2012 platform

- **LOCAL CONTROL** - The WCHA believes that individual County governments should be the primary decisionmaker at the County level. Counties and local governments being closest to those they represent understand the needs of their communities and as such should be empowered to develop public service models that best serve the public interest.

POSITION - Preserve and protect local governmental control

- **OPERATION PLANS** - Counties have been improving and maintaining major portions of Wisconsin public highway system for 100 years. Over that time the Counties have developed cost-effective operational plan for serving the public interest. The WCHA opposes unwarranted constraints to individual Counties operational plans by state or federal governments.

POSITION - Preserve and protect operational flexibility

- **INTERGOVERNMENTAL COOPERATION** - Wisconsin has always promoted intergovernmental cooperation. Such cooperation has always been seen as a cost-effective way of delivery services without duplication of effort. The WCHA supports the empowering of intergovernmental cooperation and opposes any effort to constrain it.

POSITION - Promote intergovernmental cooperation

- **USER FEES** - County governments have over 19,000 miles of collector highways, a system functioning at a level just below the State Trunk Highway System. The WCHA believes that user fees in the form of General Transportation Aids need to be increased to Counties, commensurate with Counties contribution to Wisconsin's highway network.

POSITION - Insure an equitable share of user fees for Counties

- **LOCAL ROAD IMPROVEMENT PROGRAM** - The WCHA supports increases to the County Highway Improvement Program. Also, simplification of the program including the development of Administrative Rules that empower counties to make good improvement decisions at the county level

POSITION - Support a simple and effective Local Road Improvement Program

- **STATE TRUCK HIGHWAY MAINTENANCE** - The WCHA recognizes that current State Highway Maintenance funding levels are totally inadequate for the delivery of service levels stipulated in the WIDOT Maintenance policy. The WCHA supports increases in STH funding levels consistent with the WIDOT's own Level of Service guidelines.

The WCHA opposes any direct or indirect subsidies from Counties to WIDOT to support STH maintenance operations

The WCHA supports working with WIDOT to establish maintenance operational plans for individual counties that insure WIDOT's full compensation for services being provided

POSITION - Support full funding for State Trunk Highway maintenance

- **COST EFFECTIVENESS** - The WCHA supports individual Counties ability to use County funds (including GTA) in the most cost-effective way possible without constraint.

POSITION - Preserve and protect local government's ability to spend local funds in the most cost-effective way

- **LOCAL FORCE ACCOUNT WORK** - The WCHA believes State and Federal authorities have the right to set parameters for those funds they provide County Governments. However, loss of Local Force Account work by Counties must be offset by providing increased share of user fees or increased maintenance funding.

POSITION - Reductions or changes to Local Force Account Work should be offset by increased funding

- **LIABILITY** - Counties are subject to liability exposure while performing State Trunk Highway Maintenance. Present STH Levels of Services are below those established by the Wisconsin Department of Transportation. Yet, the State of Wisconsin has failed to take action to indemnify Counties

POSITION - Indemnify Counties from liability for State Trunk Highway Maintenance