



WISCONSIN RAPIDS SUNRISE SCRIPT

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September 23, 2021

District 6250 Wisconsin Rapids Rotary – Sunrise – Club No. 31198, Chartered 12/29/95
Box 1181, Wisconsin Rapids WI 54495

Today's Program

Bill Lindroth - Jimmy Humston "New Lido Gold Development at Sand Valley"

Now meeting (normally) In-Person Meeting at the Elks Lodge 430 Jackson

Click on this link to join virtually

<https://us02web.zoom.us/j/76631647715?pwd=RWWteU1aMzhXTmtGa3QyRmtTTi9HZz09>

Meeting ID: 766 3164 7715 Password: 4J7xBF Dial: 312 626 6799 Passcode: 960151

Week	Rotarian/Program
Sep 30	Avenues of Service
Oct 7	Dennis McCarville – Stan Suchow "Swing Against Cancer"
Oct 14	Caleb McGregor
Oct 21	Rick Merdan
Oct 28	Carrie Nikolai

Rotary News

- We had 19 people in attendance including LHS Youth Rotar Ashley Abbot as well as Lynn Schroer, guest of Keff Kuhn.
- Attached is the flyer for the "Attitude of Gratitude" flower fundraiser.
- Still waiting for a couple checks to clear to determine the amount raised for K-9 units from the mini-golf fundraiser.
- Caleb McGregor will be inducted as the newest member on September 23.
- Kyle won the first Packer Pool and awarded points to Every Rotarian Every Year and contributed an extra \$20 for two extra points.

Joe Terry "Wisconsin Rapids Street Utility Concept"

Joe gave us some background on street maintenance and funding over the years. Currently the cost is born by debt (borrowing) and special assessments that can be very onerous. There was an example of a 78 year old widow in a home valued at \$65,000 and just received a special assessment for \$8,000 when she is surviving on her monthly Social Security. After reviewing various alternatives the city is looking at creating a transportation utility, this is from the feasibility study.

"The City of Wisconsin Rapids has 150 miles of streets to maintain and is currently replacing approximately 1 mile of streets per year. The City historically has relied upon General Obligation (GO) debt issuance to fund road reconstruction and resurfacing projects due to State imposed levy limits. The City utilizes special assessments to recover a portion of street reconstruction costs. In addition, the City largely relies upon the operating property tax levy and State transportation aids to fund transportation operations expenses."

The full feasibility study can be found at this link: [Transportation Study](#)

Currently the average special assessment is between \$5,000 - \$7,000 but can often exceed \$10,000 especially for corner lots. The sudden bills are often a shock and can cause significant animosity between city staff and residents. On the other hand, the city is only replacing one of 150 miles of city roads each year which means a road with a projected lifespan of 50 years would be replaced every 150 years! Obviously that is not acceptable. A transportation utility will help improve this rate.

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Tom Schneider

Youth Exchange Officer
TBD

Youth Exchange Counselor
Tom Schneider

Youth Protection Officer
TBD

The city is using a consultant to construct the framework for the utility to ensure it is fair and can survive and any legal challenge. It is supported by data and information from various national sources such as the Institute of Transportation Engineers (ITE), National Land Use Database, and the League of Municipalities (see below).

The League of Municipalities' opinion includes a number of items that municipalities need to consider so that the transportation utility is construed as a user fee and not a tax, and furthermore defensible against a possible legal challenge. These include:

- 1. Transportation utility fees need to be reasonably based on the costs of the services provided. (i.e. fees must be cost based)*
- 2. Fee should be related to a property owner's use of the street system.*
- 3. Avoid using the fee to pay for snow plowing or street sweeping.*
- 4. Place fees collected in a separate enterprise fund, used only for street rehabilitation costs.*
- 5. Collect the fees in the same manner as other utility charges.*
- 6. Any credit policy adopted should avoid exempting tax-exempt properties so as to not be construed as a tax.*
- 7. To the extent possible, have a process for allowing properties that demonstrate reduced use of system to qualify for a lower fee.*

Charges to property owners within the city would be dependent on the average number of trips. A large retail store would bring in a lot of traffic/use of the streets, especially from non-residents and hence would encounter a much larger charge than a residential property. The fees would include a 10% fixed and 90% variable portion, vacant properties would just be assessed the fixed fee. Basically, it averages to roughly \$0.03 per vehicular traffic. The proposal will be discussed in the October city council meeting and will need to be passed in two consecutive meetings. For more information you can see the city website or Facebook page.

Transportation Utility Overview

Equates the municipality's transportation network to a utility like a water, sewer or stormwater utility

User rates collected to fund the operations of the transportation system including:

- Operations costs
- Capital

Generally based on TRIP Generation (measure of system usage)

Institute of Transportation Engineer's *TRIP Generation Manual*

What is a TRIP = any time a car enters or leaves a driveway

Different land use types have different TRIP generation rates

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SUNRISE ROTARY CLUB**



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