

WHERE WE ARE...

The Town consistently hears from residents that they are concerned about the condition of Town roads. Many Town roads are in poor condition. Many others need maintenance to slow deterioration and maximize useful life.

- There are approximately 69.7 miles of Town roads in Pleasant Springs.
- Approximately 60.5 miles are paved.
- 22.6 miles are in fair to poor condition (require Mill/Overlay or Reconstruction).
- 30.1 miles are in good condition (require Crack Filling and Seal Coating).

Available funding is not sufficient to keep up with the cost of performing the maintenance required to maximize their life and the cost of reconstructing roads that have reached the end of their life.

- Mill/Overlay or Reconstruction currently needed on Town roads is estimated to cost over \$3.5 million.
- Crack Filling/Seal Coating currently needed on Town roads is estimated to cost nearly \$1 million more.
- The Town receives only approximately \$153,600 per year in State road funding.
- The cost of providing Town services keeps rising. There is little room in the budget to allocate additional funds for road maintenance.

After discontinuing all gravel roads that serve only one property, the Town of Pleasant Springs still has more miles of roads to maintain than our neighboring Towns.

Municipality	Population	Miles of Road
Town of Pleasant Springs	3175	69.72
Town of Cottage Grove	3880	65.89
Town of Dunn	4947	64.00
Town of Dunkirk	1944	52.28
Town of Rutland	1986	45.65

HOW DID WE GET HERE...

The Town of Pleasant Springs has always been frugal with taxpayer dollars and traditionally believed in “pay as you go” vs borrowing for road maintenance.

Unlike funding for capital equipment, there has never been an annual budget item to contribute to a fund for future road reconstruction.

The Town depended heavily upon State road aids to pay for road maintenance.

When the State froze tax levies for Towns, this immediately froze the Town’s budget at an unsustainable level because prior budgets did not set aside funds for road reconstruction.

Making matters worse, the cost of road maintenance has risen faster than inflation while the level of State road aids to Towns has not even kept pace with inflation.

The Town budget has also had to absorb significant increases in the cost of providing EMS services.

As a result, prior budgets were typically balanced by shortchanging road maintenance.

The Town of Pleasant Springs has consistently has one of the lowest tax rates in Dane County. The following table compares current mill rates for Pleasant Springs and a number of neighboring municipalities. The frugality of the Town is particularly clear when comparing only the local portion of the Mill rate which represents only tax revenue received by the Town.

Municipality	Full Mill Rate	Local Mill Rate
Town of Pleasant Springs	15.716473	1.36737113
Town of Albion	18.525420	2.22040383
Town of Cottage Grove	17.979524	3.88151571
Town of Deerfield	18.685397	3.11218045
Town of Dunn	19.435344	2.81990065
Town of Dunkirk	16.314104	2.86407843
Town of Montrose	16.964877	2.94404347
Town of Oregon	17.154546	2.62258064
Town of Vienna	17.895172	2.83500982
Town of York	16.228078	2.66122177
Village of Cambridge	22.125382	7.66916823
Village of McFarland	21.512875	7.21568816
City of Madison	23.971800	9.30067264
City of Stoughton	22.212917	8.44831061

WHERE DO WE GO FROM HERE...

All factors contributing to the problem remain the same or are getting worse.

- Road maintenance costs continue to go up
- State road aids are unlikely to be significantly increased
- Increases in freeze/thaw cycles and increased vehicle weights are causing roads to deteriorate faster

In 2016, the Town Board decided to formulate a strategy to increase spending for roads and finally address the ongoing road maintenance funding shortfall. This strategy includes:

- Develop a plan to catch up on postponed and overdue Mill/Overlay and Reconstruction currently needed for Town roads.
- Fully fund needed Crack Filling/Sealcoating road maintenance in order to maximize the life of Town roads which reduces annual expenditures required for Mill/Overlay and Reconstruction.
- Utilize the ATC environmental impact funds to subsidize a plan to catch up on road maintenance.
- Utilize short term borrowing to obtain required funding for road maintenance while staying with a “pay as you go” philosophy.

For 2016, the Town budget included utilizing \$100,000 of ATC funds plus borrowing \$75,000 to be repaid in 2017 for the Mill/Overlay of Kaase road.

For 2017, the Town was faced with high priority need to replace all culverts under Shadyside Drive. Since work already had to be performed, Shadyside and Skyline Drive were also budgeted for Mill/Overlay due to their poor condition. In order to fund this work, the Town budget included utilizing \$200,000 of ATC funds plus borrowing \$300,000 to be repaid in 2018.

The Town Board is now proposing to continue this level of funding for the next 6 years so that other Town roads can also be scheduled for Mill/Overlay or Reconstruction without shortchanging needed Crack Filling/Sealcoating.