TOWN BOARD RESOLUTION SUPPORTING A COMPREHENSIVE AND SUSTAINABLE TRANSPORTATION FUNDING SOLUTION

Town of Dane, Dane County

Resolution No. 2026-1

WHEREAS, local units of government in Wisconsin own and maintain approximately 90% of the public road miles in the state, including county highways, town roads, and city and village streets; and

WHEREAS, Wisconsin's economy—rooted in agriculture, manufacturing, and tourism—relies on a safe, reliable, and well-maintained transportation network; and

WHEREAS, local governments greatly appreciate the one-time infusions of General Purpose Revenue, primarily sales and income taxes, and other revenue provided in recent state budgets, which have enabled the initiation and continuation of the successful and popular Local Roads Improvement Program Supplemental (LRIP-S) and Agricultural Roads Improvement Program (ARIP); and

WHEREAS, despite modest increases from the state over the years, transportation aids to local governments remain insufficient to keep pace with inflation and rising construction costs, leaving many communities funded below 2000 levels in real dollars; and

WHEREAS, local governments throughout Wisconsin continue to struggle to perform even routine maintenance, pavement preservation, and safety improvements, resulting in deteriorating roads and bridges; and

WHEREAS, the inaugural inventory and assessment of small bridges between 6 to 20 feet found about 10% of the nearly 17,000 structures to be in poor or severe condition; and

WHEREAS, levy limits and other fiscal constraints prevent local governments from independently filling the funding gap created by inadequate state transportation aids; and

WHEREAS, absent sustainable state funding, many communities have been forced to address their shortfalls by significantly increasing borrowing, deferring essential projects, or imposing local vehicle registration ("wheel") taxes; and

WHEREAS, Wisconsin motorists currently pay among the lowest transportation user fees in the Midwest, while neighboring states and dozens of others nationwide have enacted long-term revenue measures to keep their transportation systems competitive; and

WHEREAS, Wisconsin is increasingly relying on General Purpose Revenues to make needed investments, potentially pitting transportation against other vital services, such as education; and

WHEREAS, continued lack of growing, dedicated, and predictable revenue places Wisconsin at a growing economic disadvantage by threatening the efficiency of freight movement, the safety of travelers, and the attractiveness of our state to businesses and residents; and

WHEREAS, both Wisconsin's aging Interstate highway system—largely constructed in the 1950s and 1960s—and our extensive network of state and local roads require predictable, adequate, and sustainable funding to meet current and future needs;

NOW, THEREFORE, BE IT RESOLVED that the Town Board strongly urges the Governor of Wisconsin and the State Legislature to enact a comprehensive, sustainable transportation funding solution that:

1. Provides adequate and reliable revenue growth for the efficient long-term planning and execution of state and local transportation programs;
2. Includes responsible and prudent use of General Purpose Revenue and bonding;
3. Adjusts any new and existing transportation user fees and other revenue mechanisms to sustain purchasing power in order to maintain and improve Wisconsin's transportation infrastructure; and
4. Ensures transportation continues to deliver for Wisconsin by adequately funding reconstruction, preservation, and safety investments on the state and local systems.

BE IT FURTHER RESOLVED that the clerk is hereby directed to transmit a copy of this resolution to the Governor's office, all members of the Wisconsin State Senate and Assembly representing districts within Town.

Adopted this 9th day of November, 2026.

Attest:

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President / Chair / Clerk President / Chair / Clerk

RESOLUTION NO. 2026-2

RESOLUTION TO AUTHORIZE A LEVY LIMIT ADJUSTMENT FOR CHARGES ASSESSED BY WAUNAKEE AREA EMERGENCY MEDICAL SERVICE

Town of Dane, Dane County
Resolution No. 2026-2

WHEREAS, under state law (sec. 66.0602(1)(ak), Wis. Stats.), "Joint emergency medical services district" means a joint emergency medical services district organized by any combination of two or more cities, villages, or towns under sec. 66.0301 (2); and

WHEREAS, the **Town of Dane** is a member of a joint emergency medical services district by statute consisting of the Villages of Waunakee and Dane, and the Towns of Dane, Springfield, Vienna, and Westport, herein referred to as signatory municipalities; and

WHEREAS, Section 66.0602(3)(h) Wis. Stats., of the Levy Limit Law, allows the signatory municipalities to exceed the levy limit if the levy increase requested by the joint emergency medical services district would cause a municipality to exceed its permitted levy limit, provided the levy increase requested by the joint emergency medical services district is less than the sum of the Consumer Price Index (CPI) plus 2%, and provided all the signatory municipalities pass a resolution allowing a signatory municipality to exceed the levy limit; and

WHEREAS, the joint emergency medical services district's total charges assessed for the current year compared to the prior year, increased 4.16% which is less than or equal to the percentage change in the Consumer Price Index (CPI) from September 1, 2025 through August 31, 2026, plus 2%: and

NOW, THEREFORE, BE IT RESOLVED, that the undersigned signatory municipality hereby authorizes any signatory municipality to exceed the levy limit in accordance with Section 66.0602(3)(h), allowing an adjustment in Section D, Line I on the 2026 levy limit worksheet if they are authorized to do so and so elect.

Adopted this **9** day of **November** 2026.

Attest:

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President / Chair / Clerk

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President / Chair / Clerk

RESOLUTION NO. 2026-3

URGING MIDCONTINENT GRID SOLUTIONS AND THE PUBLIC SERVICE COMMISSION OF WISCONSIN TO PROVIDE ADDITIONAL REVIEW AND OPPORTUNITIES FOR PUBLIC INPUT ON THE BELL CENTER–COLUMBIA–SUGAR CREEK–IL/WI STATE LINE 765 KV TRANSMISSION PROJECT

Town of Dane, Dane County

Resolution No. 2026-3

On January 6, 2026, the Midcontinent Independent System Operator (MISO) announced that Transource, Inc. had been selected to develop the Bell Center–Columbia–Sugar Creek–IL/WI State Line 765 kV Competitive Transmission Project ("BECI"), with Midcontinent Grid Solutions (MGS), a joint venture of Transource Energy and BHE Transmission, advancing the project.[1]

BECI is a proposed approximately 190-mile, 765-kilovolt (kV) transmission project extending across portions of Wisconsin from Crawford County to Walworth County, passing through Dane County and connecting electric facilities in western Wisconsin to facilities near the Illinois/Wisconsin state line.[2] Portions of the BECI study area and potential transmission route may affect communities and properties within Dane County, including areas in and around the towns of Bristol, Deansville, Sun Prairie, Medina, and York, and the Villages of Deforest, Deerfield, Windsor, Marshall, Cottage Grove, and Cambridge.

The BECI project has not yet been submitted to the Public Service Commission (PSC) of Wisconsin for approval. As of August 24, 2026, MGS is hosting public open house sessions with a September 7, 2026 deadline for feedback on the proposed study segments.[3] This deadline and the one session being jointly held for the Dane/Dodge County area is insufficient time for affected landowners, municipalities, governmental units, and members of the public to evaluate potential routes and property-specific impacts before a final study segment or project approval is considered.

The proposed project and study segment released by MGS have raised concerns regarding potential new transmission corridors, easements, construction access, vegetation management, and the acquisition of private property interests.[2] If approved by PSC, the developer will acquire easements from affected property owners or, where authorized by law, obtain such property interests through eminent domain.

Given the extensive agricultural land already affected by the Koshkonong Solar Energy Center and other large-scale energy developments in southern Wisconsin, the establishment of additional transmission corridors across prime farmland should be avoided. The PSC and MGS should require BECI to use existing or previously disturbed corridors to the greatest extent feasible and should not approve a route through prime farmland unless the applicant clearly demonstrates that no practicable alternative exists

The potential environmental effects of BECI include impacts on wetlands, waterways, wildlife and habitat, agricultural lands and soils, woodlands, protected species, and other natural resources. Construction and maintenance may cause erosion, soil compaction, disturbance of wetland and aquatic habitats, habitat fragmentation, and the spread of invasive species.

1 https://www.misoenergy.org/meet-miso/media-center/2026---news-releases/miso-announces-selecteddevelopers-for-competitive-transmission-projects-in-wisconsin/

[2] https://mgs-projects.com/BECI_ASSETS/resources/Announcement%20Packet.pdf
[3] https://mgs-projects.com/BECI#open-house
Overhead lines may create collision hazards for waterfowl, 39 sandhill cranes, and other large birds, particularly near wetlands, waterways, and migratory corridors. Agricultural operations may also be affected by soil compaction, damage to drainage systems, disruptions to equipment and field operations, and interference with aerial activities.[4]

Studies of transmission infrastructure have identified potential effects on nearby property values, particularly for properties located in proximity to transmission lines with impacts commonly associated with aesthetics, health concerns, noise, and safety.[5]

High-voltage transmission lines can produce corona discharge, which may result in audible noise, ozone and other reactive gases, and radio interference, with these effects potentially increasing during wet weather[6].

MISO's selection of BECI through its regional transmission planning process does not by itself resolve questions regarding the project's specific necessity for Wisconsin, the allocation of costs and benefits, route selection, or local environmental and community impacts. MISO's independent market monitor, Potomac Economics, has raised concerns about aspects of MISO's transmission planning assumptions and the evaluation of benefits associated with its broader transmission portfolio, underscoring the importance of transparent and, independently supported analysis of major transmission investments[7].

Wisconsin Statute § 1.12(6) establishes a state policy that, to the greatest extent feasible and consistent with economic and engineering considerations, electric-system reliability, and environmental protection, existing utility corridors should be used first when siting new electric transmission facilities, followed by highway and railroad corridors, recreational trails under the circumstances specified by statute, and new corridors.[8] Therefore, potential routing alternatives should be evaluated using existing utility corridors, highways and interstate highways, railroad corridors, and other previously disturbed areas before establishing new transmission corridors across agricultural, residential, conservation, or environmentally sensitive lands.
As the BECI Project has not yet been submitted to the PSC, it provides an opportunity for additional research and analysis of the project's necessity, costs and benefits, routing alternatives, construction methods, and potential environmental, health, property, and community impacts before the formal PSC review and approval process begins.

NOW, THEREFORE, BE IT RESOLVED, that the Town of Dane Board of Supervisors requests that, when the BECI project is submitted to the Public Service Commission of Wisconsin, the PSC delay consideration of the application until sufficient additional research, analysis, and public review have been completed;

BE IT FURTHER RESOLVED, that the Town of Dane Board of Supervisors requests:

1) An independent and transparent analysis demonstrating the necessity of BECI for Wisconsin, including current and projected electricity demand, projected load growth, reliability needs, new large-load development, and alternatives for meeting those needs;

[4] https://psc.wi.gov/Documents/Brochures/Enviromental%20Impacts%20TL.pdf
[5] https://www.sciencedirect.com/science/article/abs/pii/S030142152400199X
[6] https://www.ehn.org/high-voltage-transmission-lines-substations-public-health
[7] https://www.utilitydive.com/news/miso-transmission-planning-invenergy-grain-belt-ferc/742535/
[8] Wisconsin Legislature: 1.12(6)

2) A detailed analysis of the project's total costs, cost 76 allocation, anticipated costs to Wisconsin ratepayers, and economic and reliability benefits to Wisconsin, Dane County, and affected municipalities;

3) A comprehensive environmental assessment comparing potential routes and construction methods and evaluating impacts on agricultural lands and soils, wetlands, waterways, groundwater, forests, conservation lands, wildlife habitat, migratory bird corridors, pollinators, fish, aquatic ecosystems, livestock, cultural and historic resources, air and water quality, and other natural resources, including cumulative impacts

4) A comprehensive evaluation of alternatives to BECI, including generation, energy efficiency, demand response, energy storage, and other transmission improvements;

5) An assessment of all feasible routing alternatives be evaluated consistent with the corridor priorities established in Wis. Stat. § 1.12(6), including existing utility corridors, highways and interstate highways, railroad corridors, and other previously disturbed areas, before new transmission corridors are considered;

6) A detailed agricultural impact and farmland-preservation analysis identifying the number of acres of prime farmland, farmland of statewide importance, and other agricultural land that would be affected by each potential route. The analysis shall account for cumulative agricultural impacts associated with Koshkonong Solar and other major energy infrastructure projects in southern Wisconsin and identify a preferred route that avoids further fragmentation or permanent loss of productive farmland;

7) A comparison of overhead and underground construction options based on construction and life-cycle costs, reliability, maintenance, expected service life, severe-weather resilience, agricultural impacts, land use, environmental impacts, and impacts on 99 affected properties and communities;

8) An assessment of potential public health and safety impacts, including projected electric and magnetic field levels and potential exposure at residences, agricultural buildings, schools, parks, livestock operations, and other occupied or publicly accessible areas, as well as potential impacts associated with corona discharge, including audible noise, 104 ozone generation, and radio interference;

9) Identification of potentially affected properties and public lands, including proposed easements, easement widths, access roads, construction areas, temporary easements, vegetation-management areas, existing transmission easements, and other areas of disturbance;

10) Construction and vegetation-management plans describing how impacts to agricultural operations, natural resources, private property, and surrounding communities would be avoided or minimized;

11) That affected Dane County landowners receive property-specific information in electronic format at least 30 days before any formal PSC proceeding or other decision making process that would materially affect their property;

12) MGS and the project proponents establish a schedule for additional engagement sessions with affected landowners, municipalities, counties, state agencies, and the public, including opportunities for affected property owners to receive property-specific information and meet with project engineers and representatives;

BE IT FURTHER RESOLVED, that the Town of Dane Board of Supervisors finds that southern Wisconsin's prime farmland is a finite and irreplaceable public resource and that, following the substantial agricultural disruption caused by the PSC-approved Koshkonong Solar Energy Center, additional prime farmland should not be compromised for 122 BECI when existing corridors or other practicable alternatives are available.

BE IT FINALLY RESOLVED, that the Town of Dane Board of Supervisors requests that the Public Service Commission of Wisconsin provide sufficient time for Dane County, affected municipalities, property owners, state agencies, and members of the public to review the requested information and provide meaningful input before making any decision regarding approval or routing of the BECI project.

Adopted this **9** day of **November** 2026.

Attest:

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President / Chair / Clerk President / Chair / Clerk