

Town of Grant
Monthly Meeting Minutes
Tuesday, April 21, 2026

Present: Chairman Barber, Supervisor Ziesler, Supervisor Riegel, Clerk Meyer, and Treasurer Moore
Others Present: Dan Bale, John Ziemer and Leslie Bale.
Meeting was called to order at 5:28 p.m.

Public Comment: None

Minutes:

Motion made by Tony, seconded by Tom to approve March 2026 Town Board Minutes. Motion carried.

Treasurer Report: - No Report

Clerk's Report - Clerk Meyer gave a report on the Town Audit from the Comprehensive Plan for the Township.

Specific matters for discussion and possible action by town board in open session

- **Set a date for Road Inspection:** Friday, April 24, 2026, at 8:00 a.m., starting at the Town Hall.
- **Patrolman's Cell Phone:** Discussion held on cell phone reimbursement.
Motion by Tony, seconded by Tom, to discontinue a cell phone reimbursement payment to the Road Patrolman. Motion carried.
- **Port Arthur Garbage:** Chairman is working on the problem with the new owner.
- **Comprehensive Plan:** Discussion held on working with a company or getting on the County's Plan.
- **Roads within the Township:** Chairman Barber is requesting to hire affordable Roadside Cutting Services to do Roadside maintenance.
Motion by Tom, seconded by Erle to hire Roadside Cutting Service to do Roadside Maintenance. Motion carried.

Approval and payment of monthly expenses:

Motion made by Tom, seconded by Tony to pay monthly expenses. Motion carried.

Any other matter that may come before the Board:

Clerk Meyer presented a Town Board Resolution Supporting a Comprehensive and Sustainable Transportation Funding Solution for the Town of Grant.

TOWN BOARD RESOLUTION SUPPORTING A COMPREHENSIVE AND SUSTAINABLE TRANSPORTATION FUNDING SOLUTION

Town of Grant, Rusk County

Resolution No. 01-2026

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 Grant 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 of Grant

Adopted this 21 day of April, 2026.

Motion by Tom, seconded by Tony to approve the Resolution Supporting a Comprehensive and Sustainable Transportation Funding Solution for the Town of Grant. Motion carried.

Next meeting – May 12, 2026

Motion by Tom, seconded by Tony to adjourn the meeting at 5:56 p.m. Motion carried.

Submitted by: Connie Meyer, Clerk