

Duey Stroebel Misleading Wisconsin Citizens on Roads

Written by Democratic Party of Wisconsin, Sam Erickson
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Saukville Republican Cites Outdated and Faulty Statistics While Campaigning on Promise of “No New Funding” for Wisconsin’s Crumbling Roads

MADISON – A recent Cap Times piece highlighted how State Senator Duey Stroebel (R - Saukville) has been campaigning across the state to promote his agenda of “No New Funding” for Wisconsin’s crumbling infrastructure. Repeatedly, Sen. Stroebel has cited outdated and faulty statistics from the conservative Reason Foundation to back up false conclusions about the state of Wisconsin’s roads. Sen. Stroebel is simply misleading Wisconsin’s citizens while putting everyone at risk and costing taxpayers more in future repairs.

See the excerpts from the piece below.

[Wisconsin's roads aren't as bad as reports suggest, state Sen. Duey Stroebel says](#)

TODD D. MILEWSKI | The Capital Times | June 21, 2016

When the topic of Wisconsin's transportation infrastructure has surfaced lately, a study that puts the state's roads in a poor light is often mentioned.

A 2013 study by the American Society of Civil Engineers showed Wisconsin having among the worst road records in the nation, with 71 percent in mediocre or poor condition.

But state Sen. Duey Stroebel said all the talk of the declining condition of the state's roads needs to be debunked.

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[...]

Stroebel opposes tax or fee increases to help pay for what some claim is a crumbling state transportation system. He said other studies show a different picture for Wisconsin's roads.

A report by the conservative Reason Foundation showed Wisconsin's highway ranking improving from 31st in 2009 to 15th in 2012.

Stroebel said that in the Reason Foundation report, the four states ranked as having the worst roads have prevailing wage laws and no right to work law. The 10 states with the best roads, he said, do not have prevailing wage and have instituted right to work.

Prevailing wage sets a minimum pay level for construction workers on state projects, while right to work laws prevent workers from being required to pay union dues as a condition of employment.

"That is a place that we need to move to," Stroebel said. "We've begun to move there now with right to work and a partial repeal of prevailing wage, but we need to go all the way there. And then those are the things that are going to help us stack up better."

[...]

Four major state highway projects have racked up more than \$700 million in overruns in part because of delays, the Milwaukee Journal Sentinel reported.