

CHAPTER 1 – INTRODUCTION AND ADMINISTRATIVE ORGANIZATION

WHAT IS CEDS?

A Comprehensive Economic Development Strategy (CEDS) is a locally initiated planning process designated to create employment opportunities, foster more stable and diversified local economies, improve local conditions, and provide a mechanism for guiding and coordinating the efforts of local individuals and organizations concerned with the economic development of the region.

This Comprehensive Economic Development Strategy was prepared by the Southwestern Wisconsin Regional Planning Commission (SWWRPC). SWWRPC is an area-wide planning and development agency serving the five counties of Grant, Green, Iowa, Lafayette and Richland.

The 2007-2008 CEDS is structured into three chapters:

- **Introduction and Administrative Organization**
- **Demographic and Statistical Changes within the Region**
- **SWWRPC Mission, Goals and Work Program**

CREATION OF SWWRPC

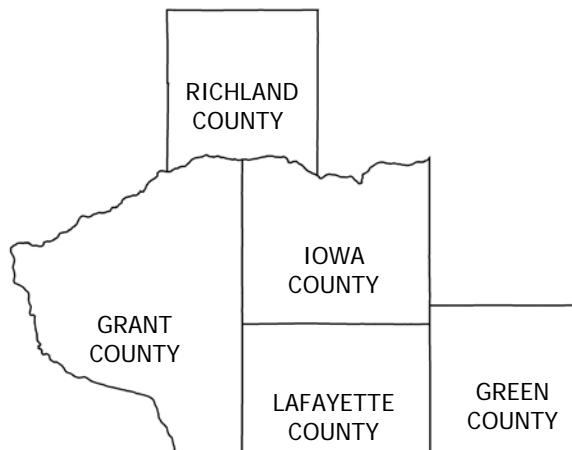
SWWRPC was created in May 1970 by executive order of the Governor of Wisconsin in response to petitions received from Grant, Green, Iowa, Lafayette and Richland counties. Authority for the Commission is provided in Wisconsin State Statutes, Section 66.945. The map below depicts the five counties within the SWWRPC.

SWWRPC MISSION

The mission of SWWRPC is to provide intergovernmental planning and coordination of community development planning, economic development, and transportation. In response to local and regional goals, the Commission and its Staff work to enhance fiscal and physical resources and to balance local and regional development, preservation, conservation, and social priorities.

REPRESENTATION

Formal representation on the Commission consists of three commissioners from each of the five counties within the region. A listing of all present commissioners is included at the beginning of this document.



CHAPTER 2 – DEMOGRAPHIC AND STATISTICAL CHANGES WITHIN THE REGION

Population

Table 2.1 below highlights population changes from the year 1990 to 2000 and from 2000 to 2006. Green and Iowa County experienced significant population growth between 1990 and 2000, with an increase over 10% as indicated below. Green and Iowa Counties also experienced the most significant growth rates between 2000 and 2006. Lafayette County has seen a larger percent increase between 2000 and 2006 than they did between 1990 and 2000, however Richland County has remained constant in population increase between 1990 and 2006.

Table 2.1 Population Change Source: 2000 US Census and 2006 US Census Estimate					
County	1990 Population	2000 Population	2006 Population	% Change 1990-2000	% Change 2000-2006
Grant County	49,264	49,597	49,362	0.68%	-0.47%
Green County	30,339	33,647	35,688	10.90%	6.07%
Iowa County	20,150	22,780	23,756	13.05%	4.28%
Lafayette County	16,076	16,137	16,298	0.38%	1.00%
Richland County	17,521	17,924	18,341	2.30%	2.33%

Aging Population

Table 2.2 indicates the percent of the population in each of the five counties that is over the age of 65. As the table indicates, of the five counties in the SWWRPC District, Richland County has the highest percent of the population over the age of 65 at 17.2% in 2000 and an estimated 19.7% in 2005, while Iowa County has the lowest percent of the population over the age of 65 at 13.3% in 2000 and 15.2% in 2005. The data show that the percent of the population 65 years or older is increasing in all five counties within the Southwestern Wisconsin region.

Table 2.2 Percent of the Population 65 Years and Over Source: 2000 US Census, 2005 US Census Estimate					
	Grant	Green	Iowa	Lafayette	Richland
% Population 65 years and over (2000)	15.3%	14.7%	13.3%	15.8%	17.2%
% Population 65 years and over (2005 estimate)	18.5%	17.0%	15.2%	19.0%	19.7%

One of the issues that directly relates to the elderly population is the need for housing alternatives. The elderly population is often ready to leave their single family home and move to some type of retirement facility or smaller scale living space.

Housing

Housing is a critical issue for Southwest Wisconsin. One of the major needs facing the area is workforce housing, otherwise known as low and moderate income housing. Additionally, with the aging population, there is a need for housing alternatives. Table 2.3 indicates the percent of occupied housing units in each of the five counties. As indicated all of the five counties but Richland have an occupancy rate of above 90%.

Table 2.3 Percent of Occupied Housing Units Source: US Census 2000					
	Grant	Green	Iowa	Lafayette	Richland
Total Housing Units	19,940	13,878	9,579	6,674	8,164
% Occupied Housing Units	92.6%	95.2%	91.5%	93.1%	87.2%

Education

Over the last twenty years, the importance of education has increased in tandem with the growth of technology and knowledge-intensive activities. Today more than ever, an educated workforce is critical to the maintenance of a dynamic local economy and is an important aspect of local competitiveness. Local employers require access to a reliable and skilled labor force. For local government, a high-quality and educated labor force is important to attracting potential employers that may be looking for communities in which to invest. Comparisons of education levels in the population at the local, state, and national levels provide important insights into the need for possible public investment in education to assure the long-term attractiveness of a local economy.

As indicated in Table 2.4, all five of the counties have over 80% of the population 25 years and over with an educational level of at least a high school diploma. Grant, Green, and Iowa Counties have at least 15% of the population 25 years and over with a bachelor's degree or higher. Education levels directly correlate with per capita personal income levels. Many jobs today require advanced skills to receive a higher wage rate. This is not to say that every individual needs to have advanced education. See Table 2.4 below for percent of the population with advanced training.

Table 2.4 Percent Educational Attainment for the Population 25 Years and Over Source: 2000 US Census					
	Grant	Green	Iowa	Lafayette	Richland
High School Diploma or Higher	83.5%	84.1%	88.5%	85.5%	82.1%
Bachelor's Degree or Higher	17.2%	16.7%	18.5%	13.3%	14.1%

Per Capita Personal Income

Per capita personal income is the income that is received by persons from all sources. It is calculated as the sum of wage and salary disbursements, supplements to wages and salaries,

proprietors' income with inventory valuation and capital consumption adjustments, rental income of persons with capital consumption adjustment, personal dividend income, personal interest income, and personal current transfer receipts, less contributions for government social insurance.

This measure of income is calculated as the personal income of the residents of a given area divided by the resident population of the area. In computing per capita personal income, the Bureau of Economic Analysis (BEA) uses the Census Bureau's annual midyear population estimates. As indicated in table 2.5 below, Green County has the highest per capita personal income in the five county area with an income of \$30,275. The lowest per capita personal income is in Lafayette with an income of \$24,429. Table 2.5 below also indicates the percent of the population that is below the poverty level. As noted above, these levels are often directly correlated with educational attainment.

Table 2.5 Per Capita Personal Income & Poverty Levels Source: 2007 Bureau of Economic Analysis, USDA Economic Research Service citing 2004 US Census Estimates					
	Grant	Green	Iowa	Lafayette	Richland
Per Capita Personal Income (2005)	\$26,374	\$30,870	\$31,399	\$25,153	\$25,467
% Population in Poverty (2004 estimate)	11.0%	8.2%	8.1%	9.9%	11.3%

Employment by Occupation

Table 2.6 below reflects the six occupational categories collected by the United States Census. Occupation is defined by what a person does for a living or what type of work they are doing. See below for a breakdown of percent of the population by occupation. The largest percent of employment within all five counties is management, professional, and related occupations.

Table 2.6 Percent Employment by Occupation Source: US Census 2000					
	Grant	Green	Iowa	Lafayette	Richland
Management, professional, and related occupations	29.9	28.3	30.9	29.8	26.3
Service occupations	16	12.7	12.8	12.6	13.7
Sales and office occupations	22	23.8	25.5	21	20.5
Farming, fishing, and forestry occupations	3	2.6	2.5	5.2	3.3
Construction, extraction, and maintenance occupations	9.1	10.5	10.9	8.9	9.5
Production, transportation, and material moving occupations	19.9	22	17.4	22.4	26.6

Employment by Industry

As indicated above, occupation is the kind of work a person does. Industry classifications are more specific. For example, as identified in Table 2.6, someone may be in a management occupation, but in table 2.7, they are in a management occupation in a specific industry. For example, if you find the industry of retail trade and look under Iowa County you will see that 23.7% of the population is employed in the industry of retail trade. This is not surprising since Lands End is located in Dodgeville.

Table 2.7 Percent Population Employed by Industry					
Source: US Census 2000					
	Grant	Green	Iowa	Lafayette	Richland
Agriculture, forestry, fishing and hunting, and mining	10.1	7.8	10.4	16.4	11.4
Construction	5.4	6.5	9.2	5.5	7.5
Manufacturing	17.3	22.8	13.6	17.8	25.7
Wholesale trade	3	3.2	2.4	3.9	2.1
Retail trade	13.9	14.4	23.7	13.8	12.4
Transportation and warehousing, and utilities	4	4	3.3	5.1	4
Information	2	2.1	1.2	1.3	1.3
Finance, insurance, real estate, and rental and leasing	3.6	4.6	4.3	4.1	3.5
Professional, scientific, management, administrative, and waste management services	4.1	5	3.9	3.5	2.6
Educational, health and social services	21.3	17.5	17	17	18.1
Arts, entertainment, recreation, accommodation and food services	8	5.2	5.5	4.9	5.5
Other services (except public administration)	4.5	3.7	2.8	4	3.4
Public administration	2.9	3.1	2.7	2.8	2.5

Labor Force

Labor force is defined as the population of persons employed and those looking for and available to work. The local labor force is composed of the number of individuals for whom jobs are required and are simultaneously the group of persons from which an employer can draw needed employees. Too few persons in the labor force and a community can lead to a labor shortage. Too many people in the labor force, relative to the jobs base, may results in unemployment or low wages. Labor force statistics should be examined in tandem with the number of persons of working age and the share of male and female members of the labor force. A low relative participation rate can be associated with an elderly or a young population. It can also mean that people have left the labor force after having become discouraged due to a lack of jobs, a disability, or the low average wage paid per job. Over the last twenty years, female participation rates have increased and male participation rates have decreased. This trend has emerged as the economy has moved toward employment in the services sector. Men have traditionally been paid higher wages than women; a low rate of male labor force participation may be a secondary sign of low average family incomes.

Table 2.8 SWWRPC Labor Force Statistics				
Source: Wisconsin WorkNet 2006				
	Available Labor Force	Employed	Unemployed	Unemployment Rate
Grant	27,496	26,273	1,223	4.4%
Green	20,349	19,462	887	4.4 %
Iowa	14,436	13,813	623	4.3%
Lafayette	9,158	8,780	378	4.1 %
Richland	10,112	9,645	467	4.6%

Table 2.9 indicates the percent of the labor force that works within the County of residence. Seventy percent of Grant County's labor force works within the county, however 30 percent seeks employment from outside the County. Lafayette County only has 54% of the labor force working within the County.

Table 2.9 Percent of Local Labor Force Working Within the County of Residence					
Source: 2000 US Census					
	Grant	Green	Iowa	Lafayette	Richland
% of Labor Force Working Within the County of Residence	70%	66%	64%	54%	67%

Transportation

Several significant multi-modal improvements are proposed or planned for Southwestern Wisconsin (for more detail, see the Projects List following this report). The most ambitious is the Rail Restoration 15 (RR15) proposal to restore rail from Monroe (Green County), through Darlington and to Shullsburg (Lafayette County), and to the Town of Mineral Point (Iowa County). The railroad right-of-way is owned by the multi-county Pecatonica Rail Transit Commission (PRTC) and this corridor is preserved under the federal Rails-To-Trails Act. It connects to the PRTC's operating freight rail line, which goes through Green and Rock Counties and connects to Chicago. The restoration proposal is in response to current shippers interested in economic development potential, the PRTC, its member counties, and SWWRPC have encouraged the railroad operator (Wisconsin & Southern Railroad) to seek state funding, which would require a local match. To reflect local support, the PRTC, its member counties, and SWWRPC have each passed resolutions in favor of proceeding with the feasibility of restoring rail service to SW WI. At the request of the PRTC, WisDOT will launch an economic impact study this fall.

Tourism

The Wisconsin hospitality industry is a vital link in the endeavor to grow Wisconsin's economy. Tourism is the state's third largest industry and joins manufacturing and agriculture as the basis for the economy in the state. Wisconsin is a premiere four-season travel and tourism destination. With the leadership of Jim Governor Doyle and Secretary Kelli a. Trumble, along with other state officials, tourism pumps nearing \$11.8 billion into the economy and is a stable source of employment for thousands of residents. Table 2.10 below indicates the impact that Tourism has in Southwestern Wisconsin.

Table 2.10 Tourism Spending				
Source: Wisconsin Department of Tourism 2006				
	Dollars Spent by Travelers in 2006	County Rank in State for Traveler Spending (72 WI Counties)	Employee Wages from Tourism Spending	Full Time Equivalent Jobs Supported from Tourism Spending
Grant	75 Million	42 nd	47 Million	1,931
Green	44 Million	58th	18 Million	1,307
Iowa	55 Million	52nd	35 Million	1,422
Lafayette	21.5 Million	68th	13.5 Million	553
Richland	23 Million	67 th	14 Million	587

Agriculture

Agriculture is one of the top 3 industries in the State along with manufacturing and tourism. Table 2.11 below indicates the importance of agriculture in Southwest Wisconsin. In Southwest Wisconsin there are a total of 1,880,762 acres of farmland. The average size of a farm in the SWWRPC region is 228 acres.

Table 2.11 Agricultural Statistics					
Source: 2002 US Agricultural Census					
	Grant	Green	Iowa	Lafayette	Richland
Acres of Farmland	605,836	306,946	367,373	342,800	257,807
Number of Farms	2,490	1,490	1,686	1,205	1,358
Average Farm Size	243	206	218	284	190

CHAPTER 3 – SWWRPC MISSION, GOALS, INITIATIVES, & WORK PROGRAM

COMMISSION MISSION STATEMENT

The Mission of the Southwestern Wisconsin Regional Planning Commission is to provide intergovernmental planning and coordination of community development planning, economic development, and transportation. In response to local and regional goals, the Commission and its Staff work to enhance fiscal and physical resources and to balance local and regional development, preservation, conservation, and social priorities.

REGION-WIDE INITIATIVES

1. **Workforce Innovation in Regional Economic Development (WIRED):**

WIRED is an initiative designed to support an integrated approach to workforce, economic development and education. The model stresses the role that talent development has in driving economic prosperity. The South Central-Southwest Wisconsin GROW Region (SCSW) has joined together to undertake the effort of building the talent, infrastructure and investment needed to develop a skilled workforce aligned with the region's emerging industries. Through sector development (industry-driven training), system development (infrastructure), and talent development (work skills), the initiative strives to expand employment opportunities for workers and stimulate the creation of high-skill and high-wage jobs.

2. **Regional Economic Development Coalition:**

The Governor's Business Council is charged with the priorities of workforce development, aligning education priorities, streamlining regulations, sharing best practices, and improving access to and utilization of existing information and resources for economic development. The mission of the Council is to "move towards solutions that promote innovation, attract and retain businesses, streamline regulation, provide affordable healthcare, enhance entrepreneurial spirit and make Wisconsin a national leader in workforce skills and efficient manufacturing" (WDC 2007). The Southwest Wisconsin Regional Economic Development Coalition is the local regional response to the Business Council.

3. **Tri-State Effort:**

The Tri-State Effort is focused on researching and understanding regional competitiveness in rural regions. The project is led by the SWWRPC and Mark Drabenstott along with several partners including Blackhawk Hills RC + D, ECIA – Dubuque Iowa, and Alliant Energy. A grant application has been forwarded to EDA by Mark Drabenstott - University of Missouri in collaboration with Purdue and the University of Indiana. If funded, the approach integrates several economic analyses, including conducting regional roundtables, cluster analysis, benchmark analysis, trend analysis, and economic linkage analysis. Together these analyses will provide an understanding of the region's competitive advantage.

REGION-WIDE PRIORITIES

1. Explore the possibility of conducting a region-wide business retention and expansion program.

A healthy local economy and a strong business climate is a goal of SWWRPC. A Business Retention and Expansion Program would promote job retention and growth by helping communities identify the concerns and barriers to survival and growth facing local businesses. Studies show that 40 to 80 percent of all new jobs are created by existing firms rather than by attracting new firms to the community. Business attraction efforts are less likely to be successful if existing businesses are not happy. By conducting a survey, areas can be identified where local businesses need assistance.

The Wisconsin Department of Commerce recognizes that Wisconsin's economy is a reflection of the business climate within each urban and rural community in the state. While new business attraction can stimulate economic growth, the retention and expansion of existing businesses is vital to maintaining and growing a community and ultimately the state. In order to aid in strengthening economic development in Wisconsin, Commerce provides communities with a survey tool to determine factors that affect business retention and expansion locally. This is one tool that may be utilized as the program is explored.

2. Investigate workforce housing needs within the SWWRPC Region.

"Workforce housing" has emerged in recent months as a concern not only of housing advocates but also policy makers and employers. Even the term itself—workforce housing—was rarely heard until recently. But with housing costs in many areas increasingly exceeding the financial reach of many low- to moderate-wage workers, people are taking notice. How can we improve the housing conditions for the workforce in Southwest Wisconsin.

One resource to explore will be the The Wisconsin Bureau of Housing (BOH) helps expand local affordable housing and supports services to people without housing. The fifteen federal and state programs, managed by the Bureau, aid elderly persons, people with disabilities, low and moderate income residents and the homeless population. The Bureau works closely with local governments and non-profit housing organizations to deliver financial and technical housing assistance and to strengthen the capabilities of housing organizations. Another organization to work closely with will be the Wisconsin Housing and Economic Development Authority (WHEDA). WHEDA has some available resources that may benefit Southwest Wisconsin.

3. Develop a strategy to support the areas tourism potential.

The Wisconsin hospitality industry is a vital link in the endeavor to grow Wisconsin's economy. Tourism is the state's third largest industry and joins manufacturing and agriculture as the basis for the economy in the state. Wisconsin as a premiere four-season travel and tourism destination. In the year 2005, tourism spending in the SWWRPC Region was \$211 million dollars and supported 5,566 full time equivalent jobs. While tourism is one of the top three industries in the state of Wisconsin, the region's five counties rank low in the state for traveler spending. It is important to remain cognizant of these rankings, and recognize the room for improvement.

4. Work with businesses and producers to tap into value-added agriculture market.

Value added agriculture is a process of increasing the economic value and consumer appeal of an agricultural commodity, it may also have a change from the input commodity to the output commodity. Value-added agriculture can include anything from agri-tourism to energy production to food production. Energy production and value added agriculture have may include any of the following: bio-diesel, ethanol, or biomass.

5. Review the possibilities of creating a regional initiative for the SWWRPC Region.

SWWRPC is working closely with the Southwest Wisconsin Regional Economic Development Coalition (SWREDC) to pursue a regional initiative. This was sparked by the 6th Annual SWREDC Conference which featured David Beurle of Innovate Leadership Australia as a keynote speaker. There have been several regional initiatives in Wisconsin over the past few years including the Community Progress Initiative, Seven Rivers Region, New North, and Milwaukee Seven.

LOCALLY IDENTIFIED PROJECTS

Recently the SWWRPC contacted the five county Economic Development Corporations within the region to identify upcoming proposed public works, recreation and economic development projects. The projects that were identified are listed in Appendix A and include the Project Title, Project Cost, and Funding Sources. Additional projects will be added to this list in the future.

THE COMMISSION'S WORK PROGRAM

The regional planning commission will work closely with existing organizations, or help to develop new organizations that may be needed, to carry out the various work program activities identified. The commission has and will continue to take a leadership role in addressing many of the major problems faced by the area and will be at the forefront in identifying potential sources of funding that are needed and in finding appropriate organizational mechanisms for carrying out various activities.

In other activities, the staff will play a supporting role if there is an identified and appropriate leadership in place to carry out the needed activities. With respect to general technical assistance of a routine nature or of short duration, the commission will provide free technical assistance upon a verbal or written request from governing bodies, local organizations, etc., such as in finding suitable sources of finances to carry out a project or in developing statistical profiles for a certain purpose.

In implementing some activities requiring substantial time commitment, the commission may contract with appropriate parties to carry out the desired work. Examples of this include writing grant applications and administering local grants. A general and a detailed scope of work follows.

Scope of Work

The following work program elements outline the issues and the associated activities that the Commission is addressing in its 2007-2008 EDA planning grant year.

1. Continue to provide technical assistance to general-purpose units of local government to facilitate the building of local capacity to undertake economic development.

The Commission staff will continue to devote a substantial amount of time to meet with elected officials to discuss development opportunities and problem areas in order to help seek viable solutions to meet community development needs, especially the enhancement and retention of jobs. The Commission is currently working with numerous local jurisdictions to undertake comprehensive planning under Wisconsin's "smart growth" legislation. The commission will work with counties, towns and incorporated places to discuss and implement a strategy of fulfilling requirements of the law to have in place such plans by January 1, 2010 for any jurisdiction that regulates land use. It is worth noting that one requirement is a local economic development element.

2. Provide technical assistance and resource information to businesses and individuals that are interested in new business opportunities in southwestern Wisconsin.

Assistance will be provided to all individuals and businesses which request assistance in the areas of data needs for marketing and feasibility studies, financing alternatives for business expansion, and other related matters. This includes assisting businesses in their expansion plans through contractual arrangements in writing Community Development Block Grant applications. The Commission will also provide technical assistance to county revolving loan funds, where they exist, and will work with them through a contract to package loan applications for county businesses that are seeking assistance.

3. Provide a continuing function in serving as a public forum for discussion of economic development needs in southwestern Wisconsin.

The Southwestern Wisconsin Regional Planning Commission regularly serves as a public forum for the discussion of major issues (both constraints and opportunities) affecting economic development in southwestern Wisconsin. Experts on a wide range of topics such as transportation, environmental concerns, health care, public liability, agriculture, job training, industrial development and marketing, historic preservation, recreation and tourism, public and private financing, and many more, are invited to speak at regular monthly Commission meetings and other Commission-sponsored events. Staff also makes speaking presentations on these and other subjects at the request of local, regional, or state organizations.

4. Provide for continued coordination with area organizations on matters of economic development in southwestern Wisconsin and analyze opportunities for building an efficient mechanism(s) for regional collaboration.

The Commission actively participates with other essential organizations such as the University of Wisconsin – Platteville, UW Richland Center – Richland Center, and Southwest Wisconsin and Blackhawk Technical Colleges, county and local economic development organizations, elected officials and representatives of banks and other businesses. The Commission staff works with many organizations to coordinate efforts and cooperates whenever possible.

5. Actively promote downtown improvement programs, historic preservation, and tourism development as viable economic development tools in southwestern Wisconsin.

The Commission has actively promoted the need for more active involvement of the community citizenry in generating new ideas and support for improvements in central business districts and other commercial areas, as well as in facilitating a greater awareness of historic and tourism/recreation resources available to the community. The Commission has worked closely with many communities on these topics and provided needed technical assistance, especially with the Main Street Program, under which several area communities have been designated. The Commission can be a catalyst for greater community involvement in improving the local small business climate.

6. Notify EDA of plant closings in southwestern Wisconsin.

The Commission will notify the EDA of significant industrial plant closings, and known impending plant closings in a timely manner.

7. Develop an update of the *Comprehensive Economic Development Strategy (CEDS)* for Southwestern Wisconsin for 2007-08.

The Commission will provide continuing information to EDA on the status of programs, projects, major changes in economic conditions or program focus and economic problems in the region.

**Appendix A:
Local Projects**

Jurisdiction	Project Title	Project Cost	Proposed Funding	Project Description
City of Brodhead	19th St Construction		TIF & assessments	Open 19th St, E 3rd Ave to E 7th Ave and utilities for relocating W&L Of.
City of Brodhead	E 7th Ave Sewer & Water	\$500,000	TIF & assessments	Sewer installation 5th St to E 7th Ave, south to 19th St. Water installation on E 6th Ave and south to 15th S. and E 7th Ave south to 19th St.
City of Brodhead	RDA #2		RDA & TIF	Brownfield demolition and redevelopment. School building rehab for housing.
City of Darlington	Residential/ Commercial Development Project	\$2,000,000	WHEDA, TIF District	Construct 24 residential units on second and third floors with commercial rental units on the first floor, in the 400 block of Main St.
City of Fennimore	2007 Lincoln Ave Rebuild	\$3,950,000	State DOT, Water & Sewer Fund, City Taxes	Complete rebuild from 4th St to south of City limits. Street storm sewer, curb/gutter, sidewalk, street lights.
City of Lancaster	Hickory Street Reconstruction	\$500,000	CDBG, EDA	Reconstruction of Hickory St.
City of Lancaster	Industrial Park Development	\$1-4 Million	CDBG, EDA	Develop 60 acres of industrial park land in City's east side.
City of Lancaster	Lincoln Ave Reconstruction	\$500K - \$1 Million	CDBG, EDA	Total reconstruction of Lincoln Ave from Eaton Street to City limits.
City of Lancaster	S. Monroe St Reconstruction	\$500,000	CDBG, EDA	Reconstruction of S. Monroe St.
City of Mineral Point	Doty St. Rehab	\$1-1,500,000	CDBG/Taxes	Water, storm sewer, curb and blacktop replacement
City of Mineral Point	TIF #2	\$500,000-\$1 million	TIF/EDA	TIF district infrastructure (streets, water/sewer)
City of Monroe	8th & 9th St Reconstruction Project	\$2,500,000	CDBG, HES, STP-Urban, MSIP-D, TE, WDNR	Total reconstruction and widening of 0.9 miles of 8th and 9th Streets.
City of Platteville	Downtown Housing	\$100,000 plus	DCDBG, TIF	Develop rental housing in vacant upper floor of downtown building.
City of Platteville	Downtown Street Lights	\$420,000	CDBG, TIF	Install historical replica lights on Main St from Hickory St to Broadway St.

**Appendix A:
Local Projects**

Jurisdiction	Project Title	Project Cost	Proposed Funding	Project Description
City of Platteville	Restroom/Shower Facility	\$60,000	Fundraising, Stewardship	Moundview Park Campground Restroom and Shower Facility.
City of Platteville	Skatepark/Trailhead Restroom Facility	\$45,000	Fundraising, Stewardship, CDBG	New restroom facility for Skate Park and entrance to DNR trail.
City of Richland Center	Pine River Industrial Park	\$2,000,000	Land Sales, TIF, EDA, CDBG	Redevelop a brownfield adjacent to the Richland Foundry for a heavy industrial park and would provide land for expansion of two recycling salvage operations and a machine shop.
City of Richland Center	Richland Center Industrial Park North - Phase II	\$3,000,000	Land Sales, TIF, EDA, CDBG	Provide Phase II of the Industrial Park. Currently we have less than 20 acres and this would open another 60 to 80 acres.
City of Richland Center	Richland Center Biotechnology Center/Waste Treatment	\$23,000,000	EPA, Revenue Bonds, General Bonds, EDA, CDBG	This would provide for two biomass recycling centers, one for industrial dairy waste and one for agricultural waste plus a Statewide Center for biomass research. This project would create 30 jobs immediately and provide for a future biotech industrial park.
City of Richland Center	Richland Center New Neighborhood Project	\$3,000,000	TIF, WDOT, CDBG, Land Sales	This project would provide all the homes sites which Richland Center would need for the next twenty five years. This would allow 900 to 1200 units. The funding would be for the first phase of this project which would not only provide for 65 Iowa and moderate homes
City of Richland Center	Auditorium	\$1,200,000	TIF, CDBG, Tax Credits, Private Contributions	This project would entail the restoration and conversion of the Richland Center Auditorium, the oldest public auditorium in Wisconsin, to a performing arts center and offices.
City of Richland Center	Orange Street Phase II	\$3,000,000	BEBR, SAG, TIF, Land Sales	This project would acquire and clear one and one half blocks of land and provide space for a major retail store, drug store, printing shop and housing. Estimated to create 50 jobs and 24 housing units.
City of Richland Center	Community Center	\$750,000	CDBG, GO Bonds, CDBG	This will create a new senior and community center for Richland Center. There are no estimates for benefits at this time, however the facility would serve the entire county.
Town of Brigham	Building expansion			Possible expansion of shared Municipal Building.
Town of Marshall	Renovate Old School into a Community Center	\$300,000	CDBG, Local Taxes	Purchase and renovate old school building for community use.
Town of New Glarus	New Parks	-	-	Land purchase and equipment.
Town of New Glarus	Storm Water Management System	-	-	New storm water management system.
Town of New Glarus	Town Hall	-	-	Build or acquire new office building and/or garage.

**Appendix A:
Local Projects**

Jurisdiction	Project Title	Project Cost	Proposed Funding	Project Description
Town of Ridgeway	Hands Hill Project	\$347,958	TRIP D Funds, 50/50 County Bridge, Local borrowing	2 new bridges, widening road, vertical curve, improve slopes, improve sight distance, improve slopes.
Village of Barneveld	Highway ID reconstruction	\$300,000	Bank financing	Reconstruction highway, add curb/gutter
Village of Belmont	Welcome Center Road Extension	\$400,000	EDA, Tax Incremental District	Extend Welcome Center road from its current termination point to Liberty St.
Village of Blue River	Exchange Street and utility improvements	\$472,100	CDBG/borrowing	Replace sanitary sewer, install new water main
Village of Dickeyville	Dickeyville-Paris Volunteer Fire Dept	\$735,000	CDBG	Build new Fire and Rescue Building.
Village of Highland	County 1 Reconstruction	\$364,700	STP - Rural Funding	Complete reconstruction of County 1 from corporate limits to bottom of Main St includes utilities
Village of Highland	State HW 80 Reconstruction	\$1,761,750	WI DOT	Complete reconstruction of State HW 80 from east end to north end, includes utilities.
Village of Muscoda	New Well/Well House & Upgrade to Water System	\$1,500,000	CDBG/utility customers	Requirement from DNR to put in a new well. Village also needs to upgrade water mains for better flow and fire protection. Hwy 133 will be reconstructed in 2006, and village is hoping to put in new main while road is under construction.
Village of Patch Grove	Lancaster St Project	\$606,000	-	Water and sewer replacement on Lancaster St.
Village of Potosi	Downtown Renovation	-	Revolving Loan Fund & Grants thru Chamber	Chamber has formed a committee to oversee the renovation project. Work has already started on some buildings.
Village of Potosi	Potosi Brewery Restoration	\$3,400,000	Private, Federal, State	Restore Potosi Brewery to include Inter. Ctr. For Great River Road, restaurant, micro pub, gift shop, museum.
Village of Potosi	Potosi Point Rd	\$700,000	Private, Federal, State	Enhance existing road & access to National Wildlife Refuge. Working with WI Miss. River Pkwy Commission, Army Corps of Engineers, Fish & Wildlife Svc.
Village of Ridgeway	Jarvis St	\$375,000	-	New street, water and sewer lines, curb and improved sidewalk.
Village of South Wayne	South Wayne Community Park	Over \$100,000	Donations, SW Comm. Foundation	Develop park to include ball fields, playground, shelter house, restrooms

**Appendix A:
Local Projects**

Jurisdiction	Project Title	Project Cost	Proposed Funding	Project Description
Town of Clifton	None			
Town of Dayton	None			
Town of Decatur	None			
Town of Eden	None			
Town of Exeter	None			
Town of Fayette	None			
Town of Fennimore	None			
Town of Gratiot	None			
Town of Henrietta	None			
Town of Jamestown	None			
Town of Kendall	None			
Town of Lamont	None			
Town of Little Grant	None			
Town of Mifflin	None			

**Appendix A:
Local Projects**

Jurisdiction	Project Title	Project Cost	Proposed Funding	Project Description
Town of Monroe	None			
Town of Platteville	None			
Town of Pulaski	None			
Town of Richland	None			
Town of Spring Grove	None			
Town of Sylvester	None			
Town of Waldwick	None			
Town of Washington	None			
Town of Waterloo	None			
Town of Watterstown	None			
Town of Willow Springs	None			
Town of Wiota	None			
Town of Wyoming	None			
Village of Albany	None			

**Appendix A:
Local Projects**

Jurisdiction	Project Title	Project Cost	Proposed Funding	Project Description
Village of Argyle	None			
Village of Bagley	None			
Village of Boaz	None			
Village of Brooklyn	None			
Village of Gratiot	None			
Village of Hollandale	None			
Village of Lone Rock	None			
Village of Montfort	None			
County	Project Title	Project Cost	Proposed Funding	Project Description
Grant	Montfort-Dodgeville Road	\$100,000 or less		Replace pavement and pave five feet of the shoulders.
Grant	Lancaster-Bloomington Road	\$1,000,000-\$1,999,999		Replace deficient existing bridge.
Grant	Fennimore-Boscobel Road	\$100,000-\$249,999		Paint steel on existing structure.
Grant	Lincoln Avenue, City of Fennimore	\$750,000-\$999,999		Reconstruct the existing urban street
Grant	Lincoln Avenue, City of Fennimore	\$4,000,000-\$4,999,999		Reconstruct the existing urban street

**Appendix A:
Local Projects**

Jurisdiction	Project Title	Project Cost	Proposed Funding	Project Description
Grant	Dubuque-Dickeyville Road	\$3,000,000- \$3,999,999		Patch as needed and asphalt overlay
Grant	Platteville-Montfort	\$6,000,000- \$6,999,999		Resurface the existing asphalt pavement.
Grant	Water Street, City of Platteville	\$3,000,000- \$3,999,999		Reconstruct and widen the urban roadway to 36' without parking.
Grant	Casseville-Lancaster Road	\$1,000,000- \$1,999,999		Construct an urban cross section with new storm sewer.
Grant	Lancaster-Platteville Road	\$2,000,000- \$2,999,999		Replace existing structure B-22-24 over the Platte River.
Grant	Evl Woodman-Boscobel Road	\$1,000,000- \$1,999,999		Mill existing pavement and surface with asphalt. Pave 5 feet of shoulder.
Grant	Potosi-Cassville Road	\$8,000,000- \$8,999,999		Reconstruct and provide 24 feet of pavement and 6 feet of shoulder.
Grant	Cassville-Bloomington Road	\$250,000- \$499,999		Paint steel and replace/widen bridge deck.
Grant	Woodman-Boscobel Road	\$500,000- \$749,999		Replace deteriorating bridge at the existing location and replace three box culverts.
Grant	CTH X Road Reconstruction	\$1,030,000	Grnat County will fund the mill & asphalt portion	Mill & Asphalt Surface, Drill & Blast to make room for a wider roadway
Green	Monroe-Monticello Road	\$250,000- \$499,999		Overlay existing pavement with a sealcoat.
Green	Blanchardville - CTH H Road	\$4,000,000- \$4,999,999		Reconstruct to correct deficiencies, provide twenty-four feet of pavement with three foot paved shoulders.
Green	STH 11- STH 59 Road	\$1,000,000- \$1,999,999		Flatten, straighten, and widen STh 104 from Atkinson Road to Townsend Road.
Iowa	Dodgeville Bypass	\$250,00- \$499,999		Concrete overlay

**Appendix A:
Local Projects**

Jurisdiction	Project Title	Project Cost	Proposed Funding	Project Description
Iowa	Highland-Sth 133 Road	\$4,000,000- \$4,999,999		Recondition roadway to correct safety, alignment and pavement deficiencies and pave three feet of shoulders. Replace existing deficient underwood Creek Bridge.
Iowa	Spring & Main Sts, V of Highland	\$1,000,000- \$1,999,999		Reconstruct Spring and Main Streets.
Iowa	Montfort-Dodgeville Road	\$750,000- \$999,999		Replace pavement and pave five feet of the shoulders.
Iowa	Montfort-Dodgeville Road	\$8,000,000- \$8,999,999		Replace pavement and pave five feet of the shoulders.
Iowa	Dodgeville-Mount Horeb Road	\$3,000,000- \$3,999,999		Patch and asphalt overlay eastbound lanes; overlay only on westbound lanes.
Iowa	Montfort-Dodgeville Road	\$1,000,000- \$1,999,999		Improve safety of existing intersection by constructing a roundabout.
Iowa	Dodgeville-Mount Horeb Road	\$750,000- \$999,999		Replace wingwalls on B250019, 32, and 37; deck patching and overlay on B250037 and 38.
Iowa	Darlington-Mineral Point Road	\$750,000- \$999,999		Replace existing box culvert.
Iowa	Dodgeville Bypass	\$250,000- \$499,999		Overlay bridge deck.
Iowa	Dodgeville Bypass	\$250,000- \$499,999		Install dowels and diamond grind the rough pavement.
Lafayette	STH 11- Darlington Road	\$750,000- \$999,999		Replace deficient existing bridge.
Lafayette	Wiota-Argyle Road	\$100,000- \$249,999		Replace deficient existing bridge.
Richland	STH 58 - East County line	\$100,000 or less		Overlay existing pavement with a sealcoat.
Richland	Mill Creek Bridge & Approaches	\$1,000,000- \$1,99,999		Replace deficient bridge at the existing location.

**Appendix A:
Local Projects**

Jurisdiction	Project Title	Project Cost	Proposed Funding	Project Description
Richland	West County Line - TH 14	\$1,000,000- \$1,999,999		Mill off existing pavement and surface with asphalt.
Richland	STH 60-STH 80/Mill & Hoosier CR BR	\$250,000- \$499,999		Overlay existing bridge deck with concrete.
Richland	STH 130 - CTH N	\$250,000- \$499,999		Overlay existing bridge deck with concrete.
Richland	South County Line - USH 14	\$500,000- \$749,999		Overlay existing pavement with a sealcoat.
Richland	Richland Center - CTH CC	\$250,000- \$499,999		Overlay existing pavement with a sealcoat.
Richland	STH-171-Richland Center	\$3,000,000- \$3,999,999		Remove deteriorating pavement and resurface with blacktop.
Richland	West County Line-STH 171	\$7,000,000- \$7,999,999		Remove deteriorating pavement and resurface with blacktop.
Richland	Richland Center/City Limits- W 6th	\$1,000,000- \$1,999,999		Replace deteriorating concrete pavement.
Richland	Gotham-East County Line	\$100,000- \$249,999		Overlay existing pavement with a sealcoat.
Richland	USH 14 & STH 171 Intersection	\$1,000,000- \$1,999,999		Recondition intersection to improve safety.
Richland	STH 60 - Richland Center	\$100,000- \$249,999		Overlay existing pavement with a sealcoat.
Richland	Rockbridge - CTH I	\$250,000- \$499,999		Overlay existing bridge with concrete and make minor repairs as needed.
Richland	Viola-CTH G	\$1,000,000- \$1,999,999		Reconstruct deficiencies in roadway geometrics to improve safety and replace bridge.
Richland	USH 14 - East County Line	\$250,000- 499,999		Overlay existing pavement with a sealcoat.

**Appendix A:
Local Projects**

Jurisdiction	Project Title	Project Cost	Proposed Funding	Project Description
Richland	CTH W-CTH T	\$2,000,000- \$2,999,999		Replace existing pavement with blacktop and reconstruct isolated areas to improve roadway geometrics.
Richland	Viola-North County Line	\$750,000- \$999,999		Mill existing pavement and surface with asphalt.
Regional Initiative	Project Title	Project Cost	Proposed Funding	Project Description
	WIRED Initiative	\$5 million over 3 year period		Supports the development of a regional, integrated approach to workforce and economic development and education.
	Regional Economic Development Coalition			Provides a mechanism for business leaders to prioritize ways in which the State of Wisconsin can support regional and statewide economic development.
	Tri-State Effort	\$350,000	EDA	Effort to understand regional competitiveness in rural regions.
Green County, Iowa County, Lafayette County and various multiple participating local jurisdictions including townships, cities & villages	Rail Restoration 15 (RR15)	\$54 Million	WI Freight Railroad Preservation Program, county assessments, local TIF & private funding by railroad operator	Rail Restoration 15 (RR15) is a multi-year rail program that will restore rail service to rural communities in SW WI. The project is divided into three phases depending upon political will and economic justification. Phase One includes restoring rail service between the City of Monroe and the Village of Gratiot for a cost of \$19,000,000; Phase Two includes restoring rail service between the Village of Gratiot and the City of Shullsburg for a cost of \$17,000,000; and Phase Three includes restoring rail service between the Village of Gratiot and the Town of Mineral Point for a cost of \$18,000,000. Federal and state funding will be leveraged with private and other public funding sources. RR15 will increase the flow of commerce into SW WI and will provide hundreds of new jobs and new property tax bases for local communities by utilizing one of the most efficient and environmentally-friendly form of transportation – railroads.