

VILLAGE OF DE SOTO, WISCONSIN

Comprehensive Plan

Village of De Soto Board

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HOUSING ELEMENT

HOUSING CHAPTER SUMMARY

Housing is a basic necessity of life and an important part of the comprehensive planning process. The purposes of this section are to assess current housing in the Village of De Soto and to identify policies and programs that will help meet existing and future housing demands. Obtaining suitable, spacious, and affordable housing is often difficult for many residents. Housing is generally considered affordable when housing costs do not exceed 30 percent of household income.



Wisconsin State Statute 66.1001(2)(b)

(b) Housing element. A compilation of objectives, policies, goals, maps and programs of the local governmental unit to provide an adequate housing supply that meets existing and forecasted housing demand in the local governmental unit. The element shall assess the age, structural, value and occupancy characteristics of the local governmental unit's housing stock. The element shall also identify specific policies and programs that promote the development of housing for residents of the local governmental unit and provide a range of housing choices that meet the needs of persons of all income levels and of all age groups and persons with special needs, policies and programs that promote the availability of land for the development or redevelopment of low-income and moderate-income housing, and policies and programs to maintain or rehabilitate the local governmental unit's existing housing stock.

GOALS

The State of Wisconsin passed a comprehensive planning law in 2000 to compel municipalities to create comprehensive plans. The plans include nine chapters: Issues and Opportunities, Housing, Transportation, Utilities and Community Facilities, Agricultural, Natural and Cultural Resources, Economic Development Intergovernmental Cooperation, Land Use, Implementation. The goal listed below is a major objective.

- Provide an adequate supply of affordable housing for individuals of all income levels throughout the area.

HOUSING POLICIES AND OBJECTIVES

The following are the housing policies and objectives for the Village of De Soto.

1. Enforce the Village of De Soto Zoning Ordinance to maintain the character of existing and future residential neighborhoods.
2. Promote the preservation and rehabilitation of the existing housing in the Village of De Soto.
3. Provide choices of owner and renter type-housing units to serve the current and future needs of all residents.
4. Promote and utilize federal and state housing assistance programs.
5. Strengthen building code enforcement to encourage preservation of existing housing and enhance community health, safety and welfare.
6. Create standardized lot sizes for new residential development.
7. Discourage residential development from areas where soils, slope, or other topographical limitations prove to be unsuitable.
8. Review new housing proposals and support those that meet the Village's housing needs and are consistent with the policies outlined in this comprehensive plan.
9. Identify areas and designate land for future housing developments.
10. Any development in the Village area would have to follow guidelines of the floodway and flood zone according the county and state regulations.

HOUSING AGENCIES & PROGRAMS

There are a number of state and federal housing agencies and programs to assist individuals, developers, and communities in Iowa County. Below are brief descriptions of various agencies and programs, including contact information. To find out specific information or which program fits your needs contact them directly.

WISCONSIN DEPARTMENT OF HOUSING AND INTERGOVERNMENTAL RELATIONS – BUREAU OF HOUSING (DHIR-BOH)

More than \$40 million is distributed annually to improve the supply of affordable housing for Wisconsin residents. The Bureau of Housing is involved in the following programs:

- Administers federal housing funds such as Home Investment Partnerships, (HOME) and Community Development Block Grants (CDBG)
- Administers a variety of programs for persons with Special Needs (Homeless)
- Provides state housing funds through local housing organizations
- Coordinates housing assistance programs with those of other state and local housing agencies
- Develops state housing policy and provides housing information and technical assistance

WISCONSIN BUREAU OF
HOUSING DEPARTMENT OF
ADMINISTRATION

101 East Wilson Street
Madison, WI 53702

Phone: 608-266-0288
<http://www.doa.state.wi.us/dhir>

WISCONSIN HOUSING AND ECONOMIC DEVELOPMENT AUTHORITY (WHEDA)

The Wisconsin Housing and Economic Development Authority serves Wisconsin residents and communities by providing information and creative financing to stimulate and preserve affordable housing, small business, and agribusiness as a stimulus to the Wisconsin economy.

WHEDA offers programs for both single and multi-family units. Below are examples of projects that may qualify for WHEDA Multifamily Loans.

- New construction
- Acquisition and/or rehabilitation of existing properties
- Historic preservation
- Community-based residential facilities
- Assisted living facilities
- Section 8 properties

WHEDA (Madison Office)

201 W. Washington Ave. Suite 700
P.O. Box 1728
Madison, WI 53701-1728

Phone: 1-800-362-2761
<http://www.wheda.com>

UNITED STATES DEPARTMENT OF AGRICULTURE - RURAL DEVELOPMENT (USDA-RD)

The Rural Housing Service helps rural communities and individuals by providing loans and grants for housing and community facilities. Funding is provided for single family homes, apartments for low-income persons or the elderly, housing for farm laborers, child care centers, fire and police stations, hospitals, libraries, nursing homes, schools, and much more.

The Rural Housing Service (RHS) is an agency of the U.S. Department of Agriculture (USDA). Located within the Department's Rural Development mission area, RHS operates a broad range of programs to provide:

- Homeownership options to individuals
- Housing rehabilitation and preservation funding
- Rental assistance to tenants of RHS-funded multi-family housing complexes
- Farm labor housing
- Help to developers of multi-family housing projects, like assisted housing for the elderly and disabled, or apartment buildings
- Community facilities, such as libraries, childcare centers, schools, municipal buildings, and firefighting equipment in Indian groups, nonprofit organizations, communities, and local governments.

USDA RURAL DEVELOPMENT OF WISCONSIN

4949 Kirschling Ct
Stevens Point, WI 54481

Phone: (715) 345-7615
FAX: (715) 345-7669
<http://www.rurdev.usda.gov/wi/>
<http://www.rurdev.usda.gov/rhs/>

UNITED STATES HOUSING AND URBAN DEVELOPMENT DEPARTMENT (HUD)

The mission of HUD is to provide decent, safe, and sanitary home and suitable living environment for every American. More specifically the programs of HUD are aimed at the following:

- Creating opportunities for homeownership
- Providing housing assistance for low-income persons
- Working to create, rehabilitate and maintain the nation's affordable housing
- Enforcing the nation's fair housing laws
- Helping the homeless
- Spurring economic growth in distressed neighborhoods
- Helping local communities meet their development needs

U.S. DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT (HUD)

451 7th Street S.W.
Washington, DC 20410

Phone: (202) 708-1112
<http://www.hud.gov>

TRANSPORTATION ELEMENT

TRANSPORTATION CHAPTER SUMMARY

Residents of De Soto depend on the transportation facilities in their community and the region to connect them to other areas of the state and to the rest of the nation and the world. The type, quality and location of transportation facilities are an important component in residents' quality of life and in developing and maintaining a sustainable economy.

There is a significant relationship between transportation and land use. New development or changes in existing land uses, whether incremental or sudden, directly affects the safety and functionality of roadways and the demand for additional transportation facilities. On the other hand, the creation of new or improving existing transportation corridors can have a significant distributional affect on the type and timing of development within a community and/or a region.

Thus this element and the Land Use Element should support and complement one another. For the foreseeable future, the private automobile will continue to dominant all modes of transportation. However, it is important to recognize that people have different needs and capabilities and that a good transportation system should include a variety of transportation choices.

INSERT PIC HERE (Barge traffic and train near Mississippi?)

Wisconsin State Statute 66.1001(2)(c)

(c) Transportation Element. A compilation of objectives, policies, goals, maps and programs to guide the future development of the various modes of transportation, including highways, transit, transportation systems for persons with disabilities, bicycles, electric personal assistive mobility devices, walking, railroads, air transportation, trucking, and water transportation. The element shall compare the local governmental unit's objectives, policies, goals, and programs to state and regional transportation plans. The element shall also identify highways within the local governmental unit by function and incorporate state, regional and other applicable transportation plans, including transportation corridor plans, county highway functional and jurisdictional studies, urban area and rural area transportation plans, airport master plans and rail plans that apply in the local governmental unit. Beginning on January 1, 2010, any program or action of a local governmental unit that affects land use shall be consistent with that local governmental unit's comprehensive plan, including ... (m) An improvement of a transportation facility that is undertaken under s. 84.185

GOALS

The State of Wisconsin passed a comprehensive planning law in 2000 to compel municipalities to create comprehensive plans. The plans include nine chapters: Issues and Opportunities, Housing, Transportation, Utilities and Community Facilities, Agricultural, Natural and Cultural Resources, Economic Development Intergovernmental Cooperation, Land Use, Implementation. The goal listed below is a major objective.

- Improve the transportation system to provide the safe and efficient movement of individuals and goods, and provide choices of mode, while enhancing the livability and quality of life for the Village of De Soto residents.

TRANSPORTATION POLICIES AND OBJECTIVES

The following are the transportation policies and objectives for the Village of De Soto.

1. Continue to maintain a transportation plan and road improvement tracking along the guidelines of the WISLR software.
2. Developers should be required to pay the cost of road improvements or construction and these must meet the local road or street design standards.
3. Utility maintenance, construction, and upgrades will be coordinated with road improvements, whenever feasible.
4. Any new roads to property and new driveways will be the responsibility of the property owner for the construction and cost, unless that becomes a village street, in which case upkeep would become the village's (This upon acceptance of the Village Board). The guidelines for construction would be those of the county and village.
5. Any new roads that would be developed would be in such a manner to maintain and preserve natural topography, significant landmarks, and to preserve views.
6. Consider bicycle and pedestrian use and safety needs when new roads are proposed or when roadway improvements are made.
7. Plan for travel needs of the Village's population through consideration of capabilities and preferences of all residents..
8. Work with state and local agencies to provide and maintain access to recreational boat landings.
9. Appropriate markings, signage and protective devices should be installed where justified.
10. Coordinate with county social services, and any other appropriate agencies, to ensure that transportation options for the elderly and disabled populace meet local needs.

TRANSPORTATION INFRASTRUCTURE AND ISSUES

There are places where people have daily transportation options that include driving, taking the train, riding the bus, bicycling, or walking. In rural communities many of these options may not be practical and others are simply not available. It may seem that local planning input has little relation to a much larger system like transportation. However, the residents of towns, villages, and cities – and the elected and appointed officials who represent them – have good reason to care about local transportation needs related to:

- Transportation needs of the elderly and disabled
- Freight mobility
- Connectivity with the larger transportation system
- Transportation to support economic development
- Transportation safety
- Bridge safety
- Agricultural-vehicle mobility
- Recreational transportation uses
- Tourism

The Village of De Soto's Plan Commission respondents identified no specific transportation projects or issues that they foresee in their jurisdiction within the next 10 years and 20 years. The most satisfactory aspects of the community's transportation system, according to the Planning Commission, are the Village's upkeep of its streets, such as seal coating, road repairs when needed, snow removal and tracking road conditions and need for improvement.

EXISTING CONDITIONS

LOCAL ROAD NETWORK

The Village of De Soto has a total of 5.19 miles of streets

- 0.0 miles of arterial streets
- .52 miles of collector streets
- 4.67 miles of local streets

State Highway 82 runs through Main St in the village. State Highway 35 runs along the western border of the village. Highway 35 is designated as the Great River Road through most of western Wisconsin and is designated as a National Scenic Byway. The Great River Road follows state system or county roads from Canada to the Gulf of Mexico. The Great River Road brings many tourists to the State of Wisconsin.

FUNCTIONAL CLASSIFICATION SYSTEM

The transportation system is classified according to primary function representing very different purposes: 1) mobility and efficient travel and 2) access to properties. Simply put, when there are more access points, carrying capacity is reduced and safety is compromised.

- **Principal Arterials** accommodate interstate and interregional trips.
- **Minor Arterials** accommodate interregional and inter-area traffic movements.
- **Major Collectors** serve moderate-sized communities and intra-area traffic generators.

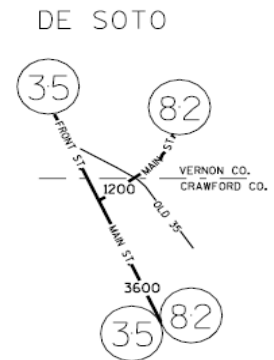
- **Minor Collectors** link local roads to higher capacity roads and smaller communities.
- **Local Roads** provide access to residential, commercial, and industrial development.

The responsibility for maintaining and improving roads should ordinarily be assigned based upon the functional classification of the roads. Arterials should fall under state jurisdiction, collectors under county jurisdiction, and local roads should be a local responsibility. Jurisdictional Transfers (JT) may occur, to better reflect actual use, but only when there is agreement between the units of government involved (whether local, county, or state). When considering a possible JT, jurisdictions would want to take into account the level of traffic on the road, the projected responsibility for maintenance and any required improvements, and the possible impact on general transportation aids.

The Village of De Soto is not interested in exploring classification changes or jurisdictional transfers as a part of this planning process.

TRAFFIC CONDITIONS

As part of a statewide system, the Wisconsin Dept. of Transportation (DOT) monitors traffic flow at selected locations on three-year cycles. The Annual Average Daily Traffic counts (AADT) are an important measure when prioritizing improvements. WisDOT calculates the number by multiplying raw hourly traffic counts by seasonal, day-of-week, and axle adjustment factors. The daily hourly values are then averaged by hour of the day and the values are summed to create the AADT count. The map at the right shows that in 2001 the annual average daily traffic count was 3,600 vehicles a day on State Hwy. 35 and 1,200 vehicles a day on State Hwy 82. The Planning Commission feels there are no traffic delays in the Village of De Soto.



ROAD CONDITIONS

Local road certification is an annual process where Certification Packets are sent to each municipality and county every year and must be returned to WisDOT on or before December 15, with any changes/updates that have occurred to the local roads within your municipal jurisdiction. During Certification local governments report information like new road construction, road vacations, road name changes, resurface or reconstructed roads, annexations, and jurisdictional transfers. The total mileage in your municipality assists WisDOT in determining the amount of General Transportation Aids (GTA) that will be distributed to the municipality. WISLR is an internet-accessible system that helps local governments and WisDOT manage local road data and can update attributes. Pavement ratings are submitted to WisDOT biennially. Pavement ratings are numbers assigned to represent the physical conditions of the roadways under their jurisdiction. The majority of municipalities in Wisconsin use the Paser Rating System. (1-10).

Wisconsin Statutes 86.302(2) “Not later than December 15 2001, and biennially thereafter, each municipality and county shall assess the physical condition of highways under its jurisdiction, using a pavement rating system approved by the department and report the results of that assessment to the department. See table below.

Condition of Roads located in the Village: 2007

PASER Rating (as of 2007)	Maintenance Status	Percent of Total
1 or 2	Reconstruction	23.53

3 or 4	Structural Improvements and leveling-overlay	8.82
5 or 6	Preservative Treatments	17.65
7 or 8	Routine Maintenance-cracksealing and minor patching	26.47
9 or 10	None required	23.53
Total		100.00

The majority of the roads within the village are in good condition (Nearly 68%). A little over 32% should be reconstructed or need structural improvements.

BRIDGES

The Village of De Soto has three bridges. Two are in Crawford County on Mill Park Drive. The bridge built in 1935 next to Cottonwood Park had a sufficiency number of 59.2 in 2006. The bridge built in 1923 close to the village limits had a sufficiency number of 79.1 in 2006. The one bridge in Vernon County is located on Glass Road. The bridge was built in 1935 and had a sufficiency number of 67.2 in 2006. The village of De Soto doesn't have any plans for rehabilitation of any of it's bridges at this time. Once the sufficiency rating goes below 50 the village will look into replacing them.

TRUCK ROUTES

Commercial truck travel doubled over the past two decades. On one-fifth of the mileage of the Interstate Highway System, trucks account for more than 30 percent of all vehicles. Truck travel has been exceeding the growth in passenger travel over time, suggesting that the percentage of trucks in the traffic stream is likely to grow substantially if current trends continue. Freight tonnage is forecast to increase by 70 percent between 1998 and 2020, and trucking is expected to account for the majority of the projected increase. (from the 2006 report Status of the Nation's Highways, Bridges and Transit: Condition and Performance Report to Congress.)

Within De Soto there are two established truck routes. The first is State Hwy.82 (Main St.) which passes through the middle of the village. The other truck route is State Hwy. 35 which passes through the western edge of the village along the Mississippi River. Truck traffic primarily passes through the Village since there are few shipping destinations in the village.

MUNICIPAL PARKING LOTS

The village maintains four parking lots within the village. The first is located at the Village Hall and Library which is blacktopped. The second is located at the Community Center and Fire Department which is gravel. The third is located by Cottonwood park which is also gravel. The last parking lot is located by the salt shed and gravel also. The village doesn't have any current plans for updating any of their parking lots. Future plans consist of blacktopping the remaining three parking lots.

RAILROAD TRANSPORTATION

WisDOT's commodity forecasts project that Wisconsin's freight rail tonnage will increase by more than 50% by 2020. Like roads and streets, rail infrastructure requires ongoing maintenance and improvements. Much of the existing rail infrastructure dates back to the early 1900s when rail cars were smaller and lighter. By the mid-1970's, several rail segments or lines were abandoned., as is the case in the Village of De Soto. The Burlington Northern-Santa Fe (BNSF) runs along the Mississippi River by De Soto from Minneapolis/St.Paul, Minnesota to Memphis, Tennessee. BNSF freight includes agricultural, consumer, and industrial products along with coal and operates 30,000 route miles in 28 U.S. states. The closest Amtrak Station is La Crosse, Wisconsin for passenger service.

WATER TRANSPORTATION

Water transportation is an important recreational opportunity in the De Soto area. The Mississippi River is a popular destination for outdoor activities such as fishing, boating, water sports, camping and canoeing. The Village of De Soto has one boat landing for access to the Mississippi River. In the year 2009, there are plans to dredge the boat landing to enable better usage of the boat landing. There are boat landings within 5 miles of De Soto to the south on Hwy 82 to Lansing and to the north on Hwy 35 at Blackhawk Park.

Barge traffic runs in the navigational channel right by De Soto. It provides no existing or potential water transportation services nor does it impact any land use, infrastructure or other planning factors in the village. The local and state government has no jurisdiction over the commercial water transportation on the Mississippi River. The closest commercial barge transportation facilities and services are available to the north in La Crosse and to the south in Prairie du Chien, Wisconsin.

AIR TRANSPORTATION

Airports, aviation and aviation-related industries play a significant role in the economic success of many Wisconsin communities. The Village of De Soto is situated within several service airports: Viroqua Municipal Airport, Prairie du Chien Municipal Airport and La Crosse Municipal Airport. The La Crosse Municipal Airport is designated as an air carrier/cargo airport designed to accommodate all aircraft and in some cases wide body jet and military transports. The Prairie du Chien Municipal Airport is a general utility/transport corporation airport. The Viroqua Municipal Airport is a basic utility airport.

BICYCLE AND PEDESTRIAN TRANSPORTATION

Bicycling and pedestrian transportation play an important role in moving people within a community for purpose of necessity and/or pleasure. These types of mobility are often overlooked yet many individuals choose these modes for their primary transportation. Several corridors have been identified in Crawford County. Information on these corridors can be found on the Crawford County website at <http://www.crawfordcountywi.com/adventures/bicycle.htm>.

The De Soto corridor is 35 miles long with 60% paved roads and parking at the ball field. It runs south to the Rush Creek Natural Area, up to Rising Sun, back down Rush Creek Road to Coulee Creek Road and ending down Lawrence Hill Road. It presents a spectacular view of the Driftless Region of Southwest Wisconsin.

The Great River Road South trail runs from Goose Island Park to Villa Louis in Prairie du Chien passing right by De Soto on State Highway 35. It is rated as easy with some rolling hills near Stoddard and south of Lynxville. On-route attractions include river and bluff scenery, quiet river towns; Upper Mississippi River Wildlife and Fish Refuge, Goose Island County Park; Blackhawk Park; Villa Louis State Historic site. The entire route is on public roadways. Nearby is the La Crosse River State Trail. It is a delightful 24.5 mile ride along the La Crosse River between Sparta and La Crosse. The trail is a middle link between the Elroy-Sparta Trail and Great River Trail. The Village of De Soto will continue to work with the counties and other organizations to incorporate bicycling and pedestrian transportation as part of an area tourism and economic betterment effort to protect the local economy.

TRANSPORTATION FOR THE DISABLED AND ELDERLY

Crawford County Senior Resources has several vehicles available to senior county residents for transportation to nutrition sites, medical institutions and work sites as well as opportunities for shopping, personal business and social trips. In 2008, the County was running four vehicles; operating one 14 passenger van (Senior Traveler) in the northern part of the county. Any adult

county resident under the age 60 may also ride the Senior Traveler for shopping or medical appointments on a seat available basis.

The Vernon County Mini-Bus Program provides transportation for the elderly (age 55 and older) to doctor appointments, dental appointments, bus depots, airports, shopping centers, etc., on a scheduled basis. Primary destinations include: Viroqua, La Crosse, Richland Center, and Madison. Stops in De Soto occur three times a month. Charter Trips are also available. Call the Unit on Aging Office to find out more information at (608) 637-5201.

STATE AND REGIONAL TRANSPORTATION PLANS

There are a number of statewide transportation planning efforts that will have a bearing on the presence or absence of transportation facilities and services in the region. Most of these efforts developed umbrella policy documents that provide general goals and policies covering the state. The following section provides a brief overview of the plans that have been completed or that are in draft phase and how they might affect area residents and the preparation of this plan.

Translink 21

Prompted by the federal Intermodal Surface Transportation Efficiency Act (ISTEA), Translink 21 is a broad plan intended to guide transportation investments through the year 2020. From this plan, individual plans for highways, airports, railroads, bikeways, pedestrian and transit continue to be shaped.

Wisconsin State Highway Plan 2020

The State Highway Plan 2020 outlines investment needs and priorities for the state's 1,800 miles of State Trunk Highway through 2020. Given the financial realities of maintaining this extensive road network, the plan establishes priorities for funding. Most of the funding is allocated to Corridors 2020 backbone and collector routes.

Wisconsin State Airport System Plan 2020

This plan provides for the preservation and enhancement of public use airports that are part of the State Airport System over a 21-year period. Overall, The Plan recommends no new airport and no elimination of existing facilities.

State Recreational Trails Network Plan

The plan identifies a network of trail corridors through out the state referred to the "trail interstate system" that potentially could consist of more than 4,000 miles of trails. These potential trails follow highway corridors, utility corridors, rail corridors and linear natural features.

Wisconsin Bicycle Transportation Plan 2020

This plan provides a blueprint for integrating bicycle transportation into the overall transportation system. The plan analyzes the condition of all county and state trunk highways and show the suitability of roadways for bicycle travel. Guidelines are available for accommodating bicycle travel when roadways are constructed or reconstructed.

Wisconsin State Pedestrian Policy Plan 2020

The plan outlines statewide and local measures to increase walking and promote pedestrian safety. It provides a vision and establishes actions and policies to better integrate pedestrians into the transportation network.

County, State and Regional Transportation Programs

The following transportation programs will be reviewed as part of the Village of De Soto planning process. They will be reviewed to insure consistency with other governing jurisdictions with regard to future transportation improvements.

Local Roads Improvement Program (LRIP)

Established in 1991, the Local Roads Improvement Program (LRIP) assists local governments in improving seriously deteriorating county highways, town roads, and city and village streets. LRIP is a reimbursement program, which pays up to 50% of total eligible costs with local governments providing the balance. The program is governed by *Wis. Stat. s. 86.31* and *Ch. Trans 206. Wis. Admin. Code*

LRIP is a reimbursement program, which may pay up to 50% of total eligible project costs, with the balance of funding matched by the local unit of government. All applicable projects are locally let and reimbursed by WisDOT upon project completion. An LRIP project may be defined as a stand-alone project, part of a larger improvement, or the purchase of hot mix asphalt.

The program has three entitlement components that provide funding for road improvements. Counties are eligible for funding through the County Highway Improvement Program (**CHIP**), cities and villages through the Municipal Street Improvement Program (**MSIP**), and towns through the Town Road Improvement Program (**TRIP**).

In addition to entitlements, there are also three discretionary components for counties, cities and villages, and towns to request funding for high-cost projects. Counties with high cost projects totaling \$250,000 or more in eligible costs are eligible for the discretionary County Highway Improvement Program (**CHIP-D**). Cities and villages with high cost projects with total eligible costs of \$250,000 or more are eligible for the discretionary Municipal Street Improvement Program (**MSIP-D**). Towns with high cost projects totaling \$100,000 or more in total eligible costs are eligible for the discretionary Town Road Improvement Program (**TRIP-D**). Only work on existing county trunk highways, city and village streets, and town roads under the authority of the local unit of government are eligible for funding. Maintenance, new construction, or improvements to alleys or parking lots are not reimbursable through the program, per s. *Trans 206.03(9) Wis. Admin. Code*.

Eligible projects include the following categories: Reconstruction, Resurfacing, Reconditioning, and Structure projects, Design Only, Hot Mix Asphalt Purchase Only, and Right-of-Way Acquisition Only.

Eligible project costs may include feasibility studies, design, right-of-way acquisition, any items that are an integral part of street and road reconstruction, and related engineering costs.

General Transportation Aids (GTA) Program

General Transportation aids represent the largest program in WisDOT's budget. The state returns roughly 30% of all state-collected transportation revenues (fuel taxes and vehicle registration fees) to the local governments. These funds offset costs of county and municipal road construction, maintenance, bridge improvements, capital assistance for airports, rail and harbor facilities, flood damage, expressway policing, and transit operating assistance. GTA funds are distributed to all Wisconsin counties, cities, villages and towns based on a six-year spending average or statutorily set rate-per-mile. The Village of De Soto received the following GTA in the past five years:

Village of De Soto	
2005	\$15,674.00
2006	\$15,098.00
2007	\$16,376.00
2008	\$16,133.00
2009	\$18,553.00

Local Bridge Improvement Assistance Program

The Local Bridge Improvement Assistance Program helps rehabilitate and replace, on a cost-shared basis, the most seriously deficient existing local bridges. Bridges are measured using the federal bridge rating methodology, which is designed to establish the relative adequacy of a bridge in terms of structural and safety aspects, serviceability and functional obsolescence, and suitability for public use.

Rural Transportation Assistance Program (RTAP)

Federally funded scholarship program. Its goals are:

- To further development of the skills and abilities of persons involved in providing passenger service to the state's rural and small urban areas;
- To encourage development of professional networks among Wisconsin's rural transportation providers; and
- To offset some of the costs for rural transportation providers to attend national, state, and local transit training and education programs.

Wisconsin Employment Transportation Assistance Program

The Wisconsin Employment Transportation Assistance Program (WETAP) represents an effort to connect low-income workers with jobs through enhanced local transportation services. This transportation program integrates state and federal funding sources into one application. The goal of this program is for local areas to work together in a collaborative process to assess the transportation needs for low-income workers and develop options for addressing those needs. For purposes of WETAP funding, low-income is defined as family income that is less than 200% Federal Poverty Level.

Lack of transportation is a significant barrier to getting and keeping jobs for low-income workers. Improving transportation services can improve the economic outcomes among these workers.

The WETAP program encourages long-term solutions by providing the funding for demonstration grants to cover the expenses of the early start-up and development stages of an effective transportation solution.

Surface Transportation Rural Program (STP-Rural, STP-R)

The objective of the STP-Rural Program is to improve federal aid eligible highways outside of urban areas (primarily county trunk highways).

The STP-Rural Program provides funding to improvement roads and streets in rural areas functionally classified as principal arterial, minor arterial or major collector. Rural minor collectors are no longer eligible for federal STP-Rural Program funds under the federal Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

**UTILITIES
AND
COMMUNITY
FACILITIES**

ELEMENT

UTILITIES AND COMMUNITY FACILITIES CHAPTER SUMMARY

The purpose of this section is to inventory, map, and forecast utilities and community facilities in the Village of De Soto. Utilities and community facilities, often referred to as public works, is the physical infrastructure that allows a community to function and grow. Community facilities may include libraries, municipal offices schools, police stations, fire stations, parks, etc. Many of the community facilities are supported by utilities including water services sewer system, stormwater drainage, electricity, etc.

It is expected that the population in the Village of De Soto will grow by 2% over the next 10 years. This increase in population will increase the demand for public utilities and community facilities. However, the exact need to expand, rehabs, or create new utilities and community facilities is difficult to determine. To the extent possible, this chapter tries to forecast the future utility and community facilities needs of the Village of De Soto. In addition it is assumed that some routine maintenance will be needed when evaluating whether a utility or community facility will be able to meet future needs.

INSERT PIC HERE (fire dept and community center)

Wisconsin State Statute 66.1001(2)(d)

(d) Utilities and Community Facilities

A compilation of objectives, policies, goals, maps and programs to guide the future development of utilities and community facilities in the local governmental unit such as sanitary sewer service, storm water management, water supply, solid waste disposal, on-site wastewater treatment technologies, recycling facilities, parks, telecommunications facilities, power-generating plants and transmission lines, cemeteries, health care facilities, childcare facilities and other public facilities, such as police, fire and rescue facilities, libraries, schools and other governmental facilities. The element shall describe the location, use and capacity of existing public utilities and community facilities that serve the local governmental unit, shall include an approximate timetable that forecasts the need in the local governmental unit to expand or rehabilitate existing utilities and facilities or to create new utilities and facilities and shall assess future needs for government services in the local governmental unit that are related to such utilities and facilities

GOALS

The State of Wisconsin passed a comprehensive planning law in 2000 to compel municipalities to create comprehensive plans. The plans include nine chapters: Issues and Opportunities, Housing, Transportation, Utilities and Community Facilities, Agricultural, Natural

and Cultural Resources, Economic Development Intergovernmental Cooperation, Land Use, Implementation. The goal listed below is a major objective.

- Encourage land uses, densities and regulations that promote efficient development patterns and relatively low municipal, state governmental and utility costs.
- Provide adequate infrastructure and public services and an adequate supply of developable land to meet existing and future market demand for residential, commercial, and industrial uses.

UTILITIES AND COMMUNITY FACILITIES POLICIES AND OBJECTIVES

The following are the Utilities and Community Facilities policies and objectives for the Village of De Soto.

1. The village encourages development within the Village limits that are most effectively served with utilities.
2. Implement capital improvements program and review it annually and make adjustments to meet the needs of the Village of De Soto.
3. Ensure new development bears a fair share of capital improvement cost necessitated by the development.
4. Maintain, operate, and reconstruct the existing utility systems so that they can support existing development and redevelopment .
5. Discourage utility extensions into areas environmentally unsuitable to urban development due to soils, flooding, or topography.
6. Continue to evaluate Police, Fire and Emergency services to determine appropriate level of services needed for the Village.
7. New development proposals will be examined for impact on public facilities before issuing new permits.
8. Encourage well testing as a means of protecting drinking water supplies for private well users.
9. Work with natural gas companies to provide service to the village residents.
10. Work with surrounding communities, area school district, and civic groups to ensure a wide variety of social, cultural, and educational activities are available to Village of De Soto residents.

PUBLIC UTILITIES AND COMMUNITY FACILITIES

Sanitary Sewer Service

The Village of De Soto sanitary sewer system serves 139 residences and 18 businesses. The wastewater treatment plant was built in 1965 with an upgrade in 1980. It is operating at approximately 21% of its design capacity for BOD and SS and should serve the village for the foreseeable future. The Village maintains a fund for maintenance and improvements. There are approximately 3 private septic systems in the village where service is provided. The village annexed American Heritage in 1990 which all has private septic systems.

The current average flow to the treatment plant is approximately 14,000 gpd (gallons per day). The system is designed to handle approximately 65,000 gpd. Moreover, capacity projections do not account for new businesses that might require more service than the average business or home. Wastewater is discharged into the Mississippi River. There are no plans for any upgrades or expansion at this time.

Water Supply

Drinking water for businesses and residents of the Village of De Soto comes from private wells. Since village water comes from private wells, the future demand for water will depend on the number of new homes and businesses that are constructed.

Wisconsin has had well regulations since 1936, and today is recognized as a national leader in well protection. NR 812, Wisconsin's Administrative Code for Well Construction and Pump installation, is administered by the DNR. The Well Code is based on the premise that if a well and water system is properly located, constructed, installed, and maintained, the well should provide safe water continuously without a need for treatment.

Stormwater Management

Stormwater management involves providing controlled release rates of runoff to receiving systems, typically through detention and/or retention facilities. A stormwater management system can be very simple. It can consist of natural drainage ways or a complex system of culvert, pipes, and drains. Either way, the purpose of the system is to store and channel water to a specific area, diminishing the impact of non-point source pollution. At this time, De Soto doesn't have any specific stormwater mitigation policies or practices in place.

Beginning in August 2004, any construction sites disturbing more than one acre of land must get state permits and keep soil on their land during and after construction (NR151, 216). The threshold was lowered from five acres to one acre in order to comply with new U.S. Environmental Protection Agency Phase 2 Storm Water Regulations. The purpose of the regulation is to lower and control the amount of sedimentation that reaches Wisconsin rivers and lakes like the Mississippi. Refer to the WI DNR for more information.

Recycling and Garbage

Recycling and garbage services are both available in the village, contracted with an independent carrier. The contractor provides curbside pick-up of garbage and materials for recycling. Garbage is picked-up weekly and recycling materials collected every other week. The current recycling and garbage system is anticipated to meet the needs of

village residents in the future.

The village offers clean-up day twice annually. Current rate information for both recycling and garbage can be obtained by contacting the village directly.

Parks and Recreation

Refer to the Agricultural, Natural, and Cultural Resources Chapter for information on local park and recreation facilities.

Telcommunications ad Other Utilities

The Village of De Soto has several other utilities available within the village, including cable, electric, internet services, telephone and cellular services. Independent providers, such as Mediacom, Xcel Energy, Vernon Electric, Vernon Telephone, U.S. Cellular and Alltel provide these services. Current rate information ad specific services can be obtained by contacting the independent carriers directly. The village currently has no access to natural gas services.

Cemeteries

Refer to the Agricultural, Natural, and Cultural Resources Chapter for information on local cemeteries.

Postal Service

The U. S. Postal service in De Soto is located at 207 S. Houghton St. The post office is handicap/wheelchair accessible.

Municipal Buildings

The village currently has two municipal buildings. The village office was built in _____ and houses all the village records, and is the village polling place. The community center was built in 1989 with a capacity of 250 persons. The community center is used for VFW, Lions and 4-H Club meetings and is rented for special occasions.

Fire, Rescue and Police Services

The De Soto Volunteer Fire Department was formed in 1931. The current fire department was built in 1989 located in the village at 57 Crawford St. The volunteer fire department is staffed by an average of 12 volunteer firefighters and has five vehicles. The fire department serves the village and the Township of Freeman. The department responds to an estimated 5 or 6 calls annually.

The De Soto Volunteer Rescue Squad operates out of the fire department building. The rescue squad is staffed by an average of 12 volunteer members. A new rescue vehicle was bought in 2006. The population of the service area is approximately 2,500. The rescue squad responds to an estimated 75-80 calls annually.

The Crawford and Vernon County Sheriff Departments provide police service to the village.

Library Facilities

The De Soto Public Library is presently located in the village at 111 S. Houghton St. and was established in the 1930s. It is open 20 hours a week and serves the village and surrounding communities. The De Soto Public Library is a member of the Winding Rivers Library System.

As of 2008, the library had a collection of 13,250 volumes and 3 computers with internet access

for public use. Many audio, electronic, video and magazine materials are also available to patrons.

Primary, Secondary and Higher Education Facilities

Pre-K – 12 education is provided by the De Soto Area School District. The middle and high school is located at 615 Main St. in De Soto. Prairie View Elementary is located at E3245 County Road N near Retreat, WI. Stoddard Elementary is located at 300 N. Cottage St. in Stoddard, WI. The table at the right shows the past enrollment figures. As the data indicate, it does not appear that there will be a significant increase in children attending K-12 schools over the next 25 years. Based on current data, the school buildings should be able to handle future demands, however, some remodeling or expansions maybe needed to maintain an adequate level of service. Also available for private education are St. Charles Catholic School in Genoa, WI and St. Matthews Lutheran School in Stoddard, WI.

Year	K-12 Past Enrollment
2001	605
2002	608
2003	607
2004	572
2005	556
2006	575
2007	279
2008	582
2009	565

There are several regional institutions of higher education offering a wide variety of educational opportunities including certificates, technical diplomas, associate, bachelor, and master’s degrees. The nearest colleges and universities are located in Fennimore (Southwest Wisconsin Technical College), Prairie du Chien (Upper Iowa University, Prairie du Chien Center), Platteville (UW - Platteville), Richland Center (UW – Richland Center) and La Crosse (UW – La Crosse, Viterbo University and Western Wisconsin Technical College).

Childcare

Childcare in De Soto is provided mainly by independent providers. There are numerous childcare facilities in surrounding communities. Licensed Family Child Care Centers provide care for up to 8 children, and is often located in the provider’s home. Licensed Group Child are Centers provide care for 9 or more children, and are usually located somewhere other than the provider’s home. County Certification is a voluntary form of regulation for child care programs that do not need a license. Data generally shows that child care demand outstrips supply locally, statewide and nationally. The cost of care plays a big part in household decisions about childcare arrangements.

UTILITIES AND COMMUNITY FACILITY AGENCIES AND PROGRAMS

There are a number of state and federal agencies and programs to assist communities with public works projects. Below are brief descriptions of various agencies and programs. Contact information is provided for each agency. To find out more specific information or which program best fits your needs contact the agency directly.

UNITED STATES DEPARTMENT OF AGRICULTURE – RURAL DEVELOPMENT (USDA-RD) COMMUNITY FACILITIES DIRECT GRANT AND LOAN PROGRAM

The community facilities grant program provides grants to assist the development of essential community facilities in rural areas and towns of up to 20,000 people. The objective of the agency is to construct, enlarge, extend, or otherwise improve community facilities providing essential services to rural residents. This can include the purchase of equipment required for a facility’s operation. All projects funded by the RHS grant program must be for public use.

USDA RURAL DEVELOPMENT OF WISCONSIN

4949 Kirschling Ct
Stevens Point, WI 54481
Phone: 715-345-7615
FAX: 715-345-7669

<http://www.rurdev.usda.gov/wi/>
<http://www.rurdev.usda.gov/rhs/>

COMMUNITY FACILITIES GUARANTEED LOAN PROGRAM

The community facilities loan program is similar to the grant program in that it provides funding for essential community facilities, such as schools, roads, fire halls, etc. Again, local jurisdictions must have a population of less than 20,000 to apply. Applications are funded based on a statewide priority point system. For more information on the loan program, visit the USDA-RD website or call the office listed above.

UNITED STATES DEPARTMENT OF AGRICULTURE – RURAL UTILITIES SERVICE (RUS)

There are a number of available programs through USDA-RUS as part of the Water and Environmental Programs (WEP). WEP provides loans, grants, and loan guarantees for drinking water, sanitary sewer, solid waste, and storm drainage facilities in rural areas and cities and towns of 10,000 or less. Public bodies, nonprofit organizations, and recognized Native American Tribes may qualify for assistance. WEP also makes grants to non-profit organizations to provide technical assistance and training to assist rural communities with their water, wastewater, and solid waste programs. Some of the available programs include:

- Water and Waste Disposal Direct and Guaranteed Loans
- Water and Waste Disposal Grants
- Technical Assistance and Training Grants
- Solid Waste Management Grants
- Rural Water Circuit Ride Technical Assistance

More detailed information can be obtained on any of the above programs by contacting USDA Rural Development Office.

WISCONSIN DEPARTMENT OF NATURAL RESOURCES BUREAU OF COMMUNITY FINANCIAL ASSISTANCE (DNR-CFA)

The Bureau of Community Assistance administers a number of Grant and loan programs. The Bureau supports projects that protect public health and the environment and provide recreational opportunities. The Bureau has three major areas of programs, which include the following:

• Environmental Loans

This is a loan program for drinking water, wastewater, and Brownfield projects.

• Environmental Financial Assistance Grants

This is a grant program for non-point source runoff pollution, recycling, lakes, rivers, municipal flood control, and well compensation.

• Land & Recreation Financial Assistance Grants

This is a grant program for conservation, restoration, parks, stewardship, acquisition of land and easements for conservation purposes, recreational facilities and trails, hunter education, forestry, forest fire protection, household hazardous waste collection, dam rehabilitation and abandonment, dry cleaner remediation, and urban wildlife damage.

WISCONSIN DEPARTMENT OF
NATURAL RESOURCES (WI-DNR)

101 S. Webster St
Madison, WI 53703
Phone: 608-266-2621
FAX: 608-261-4380

<http://www.dnr.state.wi.us>

These are the major program headings. There are numerous programs available for specific projects underneath these umbrella programs. For example, under the Environmental Loans Program, there is the Safe Drinking Water Loan Program (SDWLP). The SDWLP provides loans to public water systems to build, upgrade, or replace water supply infrastructure. For more detailed information on other programs, contact the Wisconsin DNR or visit the website listed above.

WISCONSIN DEPARTMENT OF COMMERCE: WISCONSIN COMMUNITY DEVELOPMENT BLOCK GRANT PROGRAM PUBLIC FACILITIES (CDBG-PF)

This program is designed to assist small communities with public facility improvements. Eligible activities would include publicly owned utility system improvements, streets, sidewalks, disability accessibility projects, and community centers. Local governments including towns, cities, and counties are eligible. Federal grant funds are made available on an annual basis. The maximum grant for any single applicant is \$750,000. Grants are only available up to the amount that is adequately justified and documented with engineering or vendor estimates.

WI DEPARTMENT OF
COMMERCE DIVISION OF
COMMUNITY DEVELOPMENT

P. O. Box 7970
Madison, WI 53707
Phone: 608-266-8934
FAX: 608-266-8969

<http://www.commerce.state.wi.us>
<http://www.rurdev.usda.gov/rhs/>

WISCONSIN COMMUNITY DEVELOPMENT BLOCK GRANT PROGRAM PUBLIC FACILITIES (CDBG-PFED)

This program helps underwrite the cost of municipal infrastructure necessary for business development. This program requires that the result of the project will ultimately induce businesses, create jobs, and invest in the community. More information is available from the Wisconsin Department of Commerce.

CAPITOL IMPROVEMENT PROGRAMS (CIP)

A capital improvements program is a listing of proposed public projects such as the acquisition, construction, or replacement of various public buildings such as police and fire halls, schools, and city/village/town halls; roads and highways; water and sewer facilities; and parks and open space, according to a schedule of priorities over usually a four-to six-year programming period.

The program allows local communities to plan for capital expenditures and minimize unplanned expenses. Sources of funding for capital improvements include impact fees, subdivision requirements, special assessments, and revenue or general obligation bonding.

The usefulness of the capital improvement *program* depends upon the community properly budgeting for expenditures as part of the community's annual capital improvements *budget*. The capital improvement program should be updated annually.

For additional information on capital improvement programming see Developing a Capital Improvement Plan and Budget by Doeksen, Eilrich, and Frye (University of Wisconsin Cooperative Extension, Local Government Center and the Center for Community Economic Development, 1995); and Capital Improvement Programs, by Robert A. Bowyer (American Planning Association Planners Press—Planning Advisory Service Report Number 442, 1993).