



***Amended Agenda**

Sauk County Board of Supervisors - Regular Meeting

Tuesday, March 15, 2011

6:00 p.m.

West Square Building, 505 Broadway, Room #326, Baraboo, Wisconsin

❖ *Special Meetings:*

5:45 p.m., Public Health Board:

➤ Gallery of County Board Room #326A to consider:

- 1.) Resolution -2011 To Create A Financial Analyst Project Position For The Sauk County Public Health Department Outside Of The 2011 Budget Process.

5:50 p.m., Finance Committee:

➤ Gallery of County Board Room #326A to consider:

- 1.) Approval of County vouchers

***5:50 p.m., Law Enforcement and Judiciary Committee:**

➤ Gallery of County Board Room #326A to consider:

- 2.) Resolution 21a-2011 Crime Victims' Rights Week Proclamation.*

❖ *Regular Sauk County Board of Supervisors Meeting*

- Call to order, and certify compliance with Open Meeting Law.
- Roll call.
- Invocation and pledge of allegiance.
- Adoption of agenda.
- Approval of minutes of previous meeting of February 16, 2011.
- Scheduled appearances:
 1. *Gene Dalhoff, Executive Director, Sauk Development Corporation; Jenny Erickson and Steve De Iler, UW Extension: Present update on *Sauk County Rail Economic Impact Analysis*. **NOTE:** Hard copy of the final report has been included with this amended agenda.*
 2. Approximately 6:30 p.m. via teleconference, Wisconsin Counties Association (WCA) Legislative staff John Reinemann, David Callender and Sarah Diedrick-Kasdorf regarding: Current status of Budget Repair Bill and Biennial Budget.

- **Public comment – 3 minute limit:** *Registration form* located on the table in gallery of County Board Room 326 – turn in to the County Board Chair.

- **Communications:**

Page #:

5 - 6 Letter from Wisconsin County Mutual Insurance Corporation, regarding county owned and operated liability insurance company.

- **Bills & referrals.**
- **Claims.**

- **Appointments:**

Special Committee To Study TMG Recommendations For Structural Change In County Government Operations And Governance:

Marty Krueger, County Board Chair

Scott K. Alexander, Human Services Board

Judith Stoeckmann, Public Health Board

Steven Bach, Health Care Center Board of Trustees

Arthur Carlson, Aging and Disability Resource Center (ADRC)

Tom Bychinski, Finance

Henry Netzing, Personnel

- **Unfinished Business:**

Page #

COMMITTEE:

EXECUTIVE & LEGISLATIVE and PERSONNEL:

7 - 8 Resolution 10-2011 Authorizing Retaining Lindner & Marsack, SC, To Represent Sauk County In Interest Arbitration Proceedings.

- **Reports - informational, no action required:**

1. Rezoning petitions filed with the office of the Sauk County Clerk as a requirement of Wisconsin State Statutes 59.69(5)(e): None
2. Finance Committee 2010 Supervisor Per Diem and Mileage Summary. **(PAGE 9)**
3. Supervisor Lester Wiese, Supervisor Linda Borleske and Penny Pohle, Land Conservation Education Coordinator: *Pedal Power and Earth Day*

NOTE: There will be a demonstration of *Pedal Power* by Warren Terry and Judy Spring from *Sustain Sauk County*; Land Conservation Committee members; Penny Pohle, Land Conservation Education Coordinator; and any volunteer Supervisors from 5:00 – 6:00 p.m. prior to the County Board meeting. **Contact Penny Pohle, Land Conservation Education Coordinator to volunteer for *Pedal Power* demonstrations: (608) 355-3245**

4. *Supervisor Tim Meister, Chair Personnel Committee; Michelle Posewitz, Personnel Director; and Todd Liebman, Corporation Council: update on status of collective bargaining agreements.*
5. Supervisor Fordham, Vice-Chair, Executive & Legislative Committee.
6. *Marty Krueger, County Board Chair:
 - a. *Ad Hoc Redistricting Committee*
 - b. *Economic Development Committee*
 - c. *March 29, 2011 Intergovernmental Meeting*
 - d. *April 28, 2011 Mid-Term Assessment for full County Board*
7. Kathryn Schauf, Administrative Coordinator:
 - a. Budget 2012 process and forms
 - b. County response to Budget Repair Bill and Biennial Budget proposal.

- **Consent Agenda:**

Page #

COMMITTEE:

EXECUTIVE & LEGISLATIVE:

10 Proclamation 20-2011 April Fair Housing Month.

EXECUTIVE & LEGISLATIVE and ECONOMIC DEVELOPMENT:

11 - 12 Resolution 21-2011 Honoring Merlin E. Zitzner.

*4a – 4b *Resolution 21a-2011 Crime Victims' Rights Week Proclamation.*

- **Resolutions & Ordinances:**

<u>Page #</u>	<u>COMMITTEE:</u>
13 – 14 And 4d-4e	ECONOMIC DEVELOPMENT: * Possible Resolution 22-2011 Recommending State Acquisition Of The Union Pacific Rail Line From Madison To Reedsburg. (Copy of resolution passed by Economic Development Committee on March 10, 2011, attached to amended agenda on PAGES 4d-4e)
15 - 17	EXECUTIVE & LEGISLATIVE and LAW ENFORCEMENT & JUDICIARY: Resolution 23-2011 Authorizing The Purchase Of A Network Attached Storage Device.
18 - 34	FINANCE: Resolution 24-2011 Appointing Associated Trust Company, National Association To Serve As Fiscal Agent In Connection With Outstanding Issue.
35 - 40	FINANCE, PERSONNEL and PUBLIC HEALTH BOARD: Resolution 25-2011 To Create A Financial Analyst Project Position For The Sauk County Public Health Department Outside Of The 2011 Budget Process.
41 - 45	FINANCE, PERSONNEL and HUMAN SERVICES BOARD: Resolution 26-2011 Authorizing The Department Of Human Services To Eliminate One Full-Time (1.0 FTE) Mental Health Technician Position and Create One, Part-Time (.75 FTE) Psychiatric Nurse Case Manager Position Outside Of The 2011 Budget Process.
46 - 47	FINANCE and REVOLVING LOAN FUND: Resolution 27-2011 Amending The 2011 Budget And Approving Community Development Block Grants - Revolving Loan Fund.
48	HIGHWAY & PARKS: Resolution 28-2011 Authorizing Contract Change Order With Rennhack Construction Co., Inc. On The Delton Dam Rehabilitation Project For Unexpected Work To De-Water The Area Below The Dam.
49 - 50	Resolution 29-2011 Request To Accept Bid For Two (2) Above Ground Fuel Systems From Schaper Excavating and Petro LLC
*4c-4d	Resolution 30-2011 Request To Accept Proposal For Two (2) 60,000 GVW Tandem Axle Trucks From *Wisconsin Kenworth. *(Copy not available.)

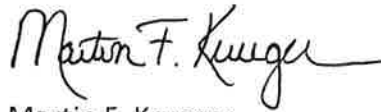
PLANNING, ZONING AND LAND RECORDS:

51 - 56

Ordinance 31-2011 Amending Chapter 7, Sauk County Zoning Ordinance, To Reflect Standards For Nonmetallic Mining Operations Set Forth In State Statutes And County Code And To Add Definitions Pertaining To Nonmetallic Mining.

- **Adjournment to a date certain.**

Respectfully,



Martin F. Krueger
County Board Chair

➤ **County Board members, County staff, and members of the public:**

For official records purposes, provide the County Clerk a copy of:

- informational handouts distributed to Board members
- original letters and communications presented to the Board

➤ **County Board members:**

Stop by the Office of the County Clerk prior to each Board meeting to sign original resolutions and ordinances.

Any person who has a qualifying disability that requires the meeting or materials at the meeting to be in an accessible location or format should contact Sauk County at 608.355.3269, or TTY at 608.355.3490, between the hours of 8:00 A.M. and 4:30 P.M., Monday through Friday, exclusive of legal holidays, at least 48 hours in advance of the meeting so that reasonable arrangements can be made to accommodate each request.

www.co.sauk.wi.us

Agenda mail date via United States Postal Service: Wednesday, March 09, 2011
Amended, Friday, March 11, 2011

Agenda preparation: Marty Krueger, County Board Chair, with the assistance of Kathryn Schauf, Administrative Coordinator, and Beverly J. Mielke, County Clerk

s:/admin/CoBdAgendas/2011/ctybdagendaMARCH152011.doc

RESOLUTION NO. 214-11
Crime Victims' Rights Week Proclamation

Whereas, 20 million Americans are victims of crime each year and each crime affects many more, including families, friends and communities;

Whereas, crime exacts an emotional, physical, psychological, and financial toll on victims as they have lost loved ones, life savings, physical and mental health, and often their sense of security that has the potential to irrevocably change the course of their lives forever;

Whereas, more than 30 years of progress for crime victims stands on the shoulders of dedicated advocates and brave victims who overcame shame, isolation, and indifference to gain a voice, rights, and respect;

Whereas, we applaud the progress that our nation has made in recognizing crime's impact on victims and celebrate advocates and survivors who through their determination brought rights and resources for victims and have changed the course of history;

Whereas, victim assistance programs across the country are reaching more victims and criminal justice officials are honoring victims' rights more consistently, public understanding of victims' rights remains minimal, and our nation's victim services system remains fragmented, underfunded, and uncoordinated;

Whereas, more work remains to be done to address the mental health impact of crime, and to meet the needs of victims of non-violent crime, victims of terrorism, and other underserved victims;

Whereas, our history teaches us that, by working together, we can help victims of crime reshape their destinies and ensure that they receive the support they need, the respect they deserve, and the rights they have earned;

Whereas, National Crime Victims' Rights Week, April 10 – 16, 2011, provides an opportunity for us to reshape the future for victims by honoring the past and reflecting on hard-won victories, and to recommit to working together to insist on better treatment for victims to help them overcome the harm caused by crime; and

Whereas, The Sauk County District Attorney's Office – Victim Witness Unit is joining forces with victim service programs, criminal justice officials, and concerned citizens throughout Sauk County, Wisconsin and America to raise awareness of victims' rights and observe National Crime Victims' Rights Week;

NOW THEREFORE BE IT RESOLVED, that the Sauk County Board of Supervisors reaffirms a commitment to respect and enforce victims' rights and address their needs during National Crime Victims' Rights Week and throughout the year; and express our appreciation for those victims and crime survivors who have turned personal tragedy into a motivating force to improve our response to victims of crime and build a more just community; and do hereby proclaim the week of April 10-16, 2011, as Sauk County Crime Victims' Rights Week.

For consideration by the Sauk County Board of Supervisors on March 15, 2011

RESOLUTION NO. 11a-11, Crime Victims' Rights Week Proclamation
Page 2 of 2

LAW ENFORCEMENT AND JUDICIARY COMMITTEE

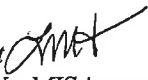
Donald Stevens, Chairperson

Peter Tollaksen, Vice-Chairperson

Robert Sinklair, Secretary

George Johnson

Fredrick Halfen

Fiscal Note: *No fiscal impact* 
Information Systems Note: *No MIS impact*

RESOLUTION 30 - 11

**Request To Accept Proposal For Two (2) 60,000 GVW Tandem Trucks
From Wisconsin Kenworth, Madison, Wisconsin And
Capital City International, Madison, Wisconsin**

WHEREAS, your Highway Department is in need of two (2) 60,000 GVW Tandem Trucks, and in a planned program of replacement, having set minimum specification for same, and

WHEREAS, your Committee has agreed to accept the following proposal which met our specifications subject to County Board approval:

From: Wisconsin Kenworth
Madison, Wisconsin

One (1) Kenworth T470 60,000 GVW Tandem Truck	\$ 96,163.00
--	--------------

From: Capital City International
Madison, Wisconsin

One (1) International 7500 SBA 60,000 GVW Tandem Truck	\$ 93,560.00
---	--------------

Net Cost, F.O.B. Baraboo	\$ 189,723.00
--------------------------	---------------

NOW, THEREFORE BE IT RESOLVED, that the above bid be approved, it further being understood that this expenditure will be paid from Highway Department funds.

For Consideration by the Sauk County Board of Supervisors on March 15, 2011.

Respectfully submitted:

Sauk County Highway and Parks Committee

Virgil Hartje, Chair

Henry Netzing

Donald Stevens

Peter Tollaksen

Martin (Tim) Meister

Fiscal Note: This Expenditure will be paid from Highway Fund Account #70-185010.

MIS Note: No MIS Impact.

SUMMARY SHEET BID PROPOSAL

BID LETTING DATE: March 10, 2011 at 9:30 a.m.
FOR TWO (2) 60,000 GVW TANDEM TRUCKS

FIRM NAME	WISCONSIN KENWORTH Madison	CAPITAL CITY INTERNATIONAL Madison				
MAKE & MODEL	KENWORTH T470	INTERNATIONAL 7500 SBA				
TOTAL COST F.O.B. BARABOO	\$ 95,678. ⁰⁰	\$ 92,869. ⁰⁰				
DELIVERY DATE	120 Days	75-105 Days				
REMARKS	Add - For Air Suspension \$ 485. ⁰⁰	Add - For Air Suspension \$ 691. ⁰⁰				
Total \$ 96,163. ⁰⁰		\$ 93,560. ⁰⁰				

RESOLUTION NO. 22 - 11

RECOMMENDING STATE ACQUISITION OF THE UNION PACIFIC RAIL LINE FROM
MADISON TO REEDSBURG

WHEREAS, the County of Sauk, the Sauk County Development Corporation, and the Wisconsin Department of Transportation have partnered to design a process for discussing rail security and trail development potential in Sauk County; and,

WHEREAS, the result of that work was creation of a committee comprised of representative stakeholders from around the county, specifically: Wisconsin and Southern Railroad, Wisconsin River Rail Transit Commission, Pink Lady Rail Transit Commission, Mid-Continent Railway Museum, the Village of Prairie du Sac, the Town of Prairie du Sac / Badger, the Village of Rock Springs, the Baraboo Chamber of Commerce, the Sauk-Prairie Chamber of Commerce, the Village of Sauk City, the City of Baraboo, the City of Reedsburg, United Cooperative, the Rock Springs Quarry (Fred Weber Inc.), the Town of Excelsior, the Reedsburg Chamber of Commerce, and Together Sauk Prairie / Snowmobilers (Recreational Trails Advocates); and,

WHEREAS, a variety of experts provided information and project guidance from the Wisconsin Department of Transportation, the Wisconsin Department of Natural Resources, and the University of Wisconsin Extension; and,

WHEREAS, the process was specifically designed to put interested parties around a table to define and discuss the priority issues of secure rail service to Sauk County, and the development of multi-use trail facilities; and,

WHEREAS, the primary goal of the stakeholder group was to arrive at consensus on action that would allow for both the continuity of rail, and the possibility of the development of a regional trail system; and,

WHEREAS, at the Stakeholder meeting on February 28, 2011, the stakeholder group achieved general, but not absolute, consensus as follows: *"Should the state acquire the line from Madison to Reedsburg there would be consensus support for a trail that is multiple use that runs from the Sauk County line, through the villages of Sauk and Prairie, up through Badger to Devil's Lake State Park. That it be part of the federal Rails to Trails program, on the rail bed all of the way – at the wye other trail locations would need to be identified."*; and,

WHEREAS, the Economic Development Committee believes that the group consensus indicates overwhelming support by local governmental units, affected business partners, and recreational advocates for action to move forward with initiatives that will bring to fruition the joint vision of rail and trails in Sauk County; and,

WHEREAS, it is envisioned that state ownership of the Union Pacific line from Madison to Reedsburg will allow for secure, permanent rail access into Sauk County, freeing up southern rail access for a rails to trails conversion and preserving the railroad right of way while allowing for continued discussion on development of trail options in the Sauk City and Prairie du Sac area, extending across the entire region, providing additional economic vitality to the area.

**RECOMMENDING STATE ACQUISITION OF THE UNION PACIFIC RAIL LINE FROM
MADISON TO REEDSBURG**

Page 2

NOW, THEREFORE, BE IT RESOLVED, by the Sauk County Board of Supervisors met in regular session that Sauk County, on behalf of the seventeen stakeholder organizations, representing the governmental, business and not-for-profit sectors of Sauk County does hereby recommend purchase of the Union Pacific rail line from Madison to Reedsburg in Sauk County to ensure continued, active rail service through Baraboo to Reedsburg; and,

BE IT FURTHER RESOLVED, that Sauk County supports that upon acquisition of the line by the State; the Board also supports a multiple use trail system that runs from the Sauk County line, through the villages of Sauk and Prairie, up through Badger to Devil's Lake State Park. That it be part of the federal Rails to Trails program, on the rail bed all of the way – at the wye other trail locations would need to be identified; and,

BE IT FURTHER RESOLVED, that copies of this resolution be sent to Governor Scott Walker, Senator Luther Olsen, Senator Dale Schultz, Senator Mark Miller, Representative Fred Clark, Representative Ed Brooks, Representative Keith Ripp, Representative Howard Marklein, the Wisconsin Department of Transportation, the Wisconsin Department of Natural Resources, the Wisconsin River Rail Transit Commission, the Pink Lady Rail Transit Commission, and the Wisconsin and Southern Railroad.

For consideration by the Sauk County Board of Supervisors on March 15, 2011.

Respectfully submitted,

ECONOMIC DEVELOPMENT COMMITTEE

MARTIN F. KRUEGER


PETER MURRAY

KATHERINE ZOWIN


JOEL GAALSWYK

DAVID RIEK

DON STEVENS

GERALD LEHMAN

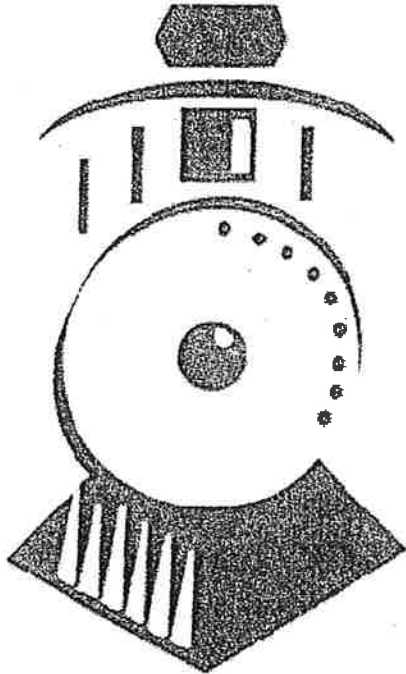
Fiscal Note: Acquisition of the Union Pacific line will require an allocation match by any entity other than state government (The sources and mix of local match is yet to be determined.). *LCB*

-4f-

MIS Note: No MIS impact.

Sauk County Rail Economic Impact Analysis

Introduction



Recently the State of Wisconsin and Wisconsin Southern Railroad (WSOR) initiated negotiations with Union Pacific Corporation to purchase the Madison to Reedsburg rail line, which in Sauk County includes the 22 mile section from Merrimac to Reedsburg. If the State purchases the rail line, they would be responsible for 100% of the cost of the land and 80% of the costs of the rail infrastructure. The remaining 20% could be paid for by a combination of county, municipal, private industry and federal resources.

The Sauk County University of Wisconsin-Extension (UWEX) and the Sauk County Development Corporation (SCDC) partnered to develop an economic impact analysis for rail line. The purpose of the analysis is to provide information to local entities for future planning purposes.

The analysis utilizes IMPLAN® (IMPact analysis for PLANning) 2008 data and software developed by MIG, Inc. IMPLAN® is a regional economic modeling and impact assessment program. Using an input-output modeling method, detailed models of local (county) economies can be constructed and analyzed.

Methodology

The following rail users along the Merrimac to Reedsburg line (identified by WSOR) were interviewed:

Flambeau, Inc.
Grede Foundries Inc.
Hartje Lumber, Inc.
Loeb-Lorman Recycling Corporation
Midwest Hardwood Corporation
Primex Plastics Corporation
R.R. Donnelley and Sons Company
Seneca Foods Corporation
Senger Lumber, Inc.
United Cooperative (Reedsburg and Rock Springs)

Fred Weber, Inc. (Rock Springs Quarry) could not be reached.

Produced in March 2011 by:

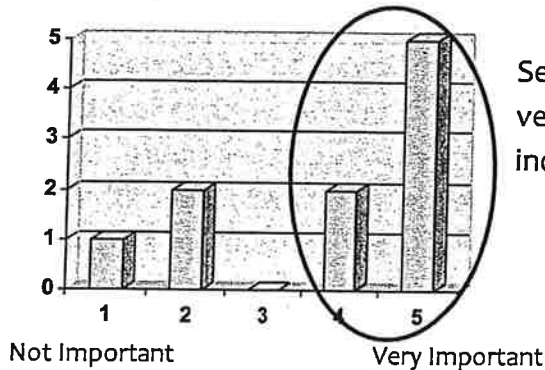
Jenny Erickson, Community
Development Educator
Sauk County UW-Extension
505 Broadway, Baraboo, WI 53913
608-355-3250

Gene Dalhoff, Executive Director
Sauk County Development
Corporation
PO Box 33, Baraboo, WI 53913
608-355-2084

Steve Deller, Professor
Community Development Economist
UW-Extension and UW-Madison

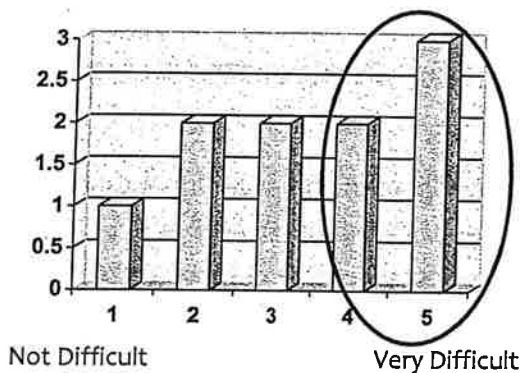
Survey Results

1.) Importance of rail to business



Seven (70%) of the rail users indicated rail was important or very important to their business (circled) and three (30%) indicated that it was not important.

2.) Difficulty to shift from rail to truck



Five (50%) of the rail users indicated that it would be difficult or very difficult to shift from rail to truck (circled) and 3 (30%) indicated that it would not be difficult. Most businesses that utilized rail heavily shipped most material in by rail and out by truck.

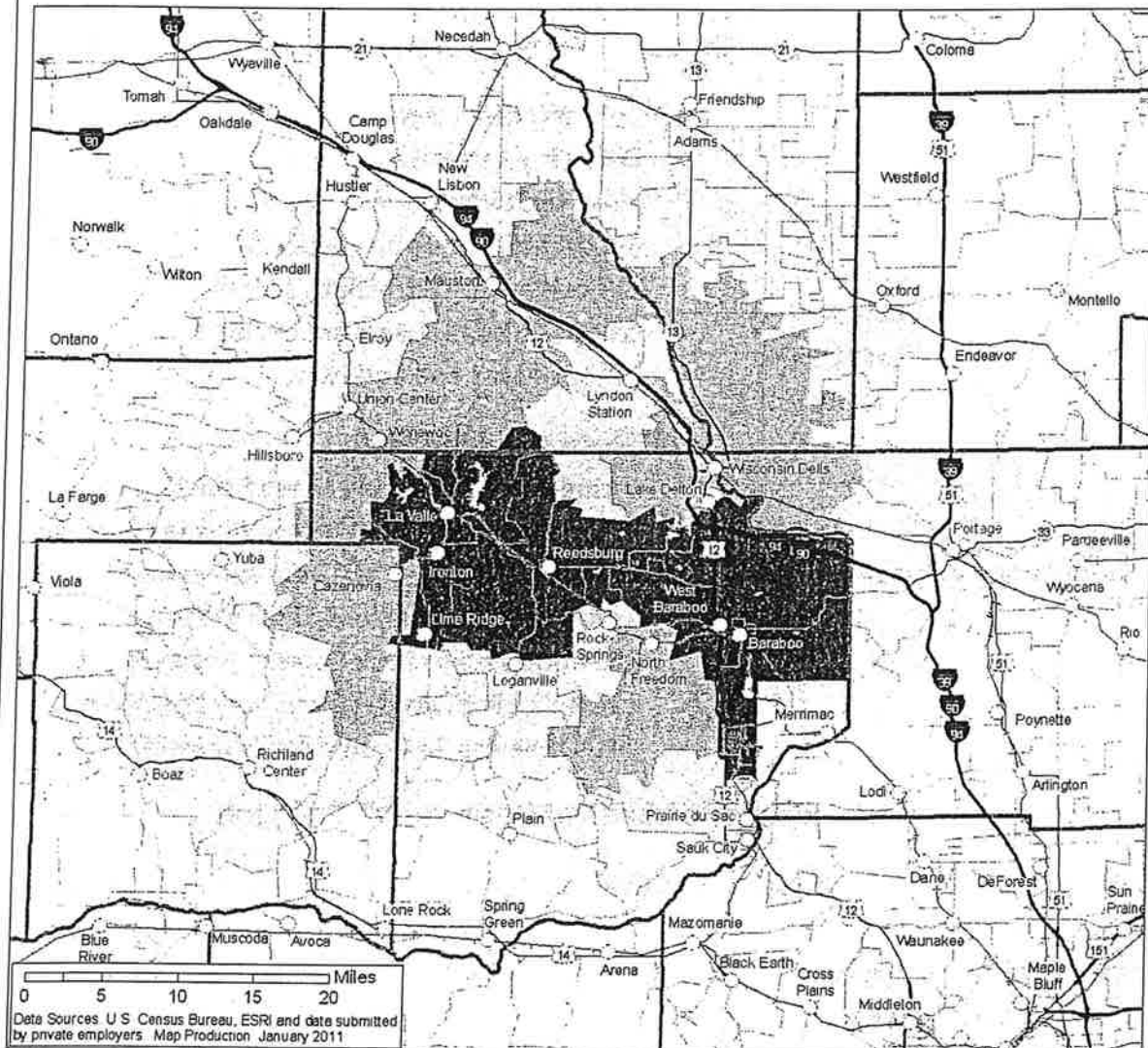
Rail users were asked to comment on the impact of shifting from rail to truck on their transportation and labor costs. Three businesses said they would not be affected. The following are a few of the other comments:

- *"It would raise costs significantly \$300,000-\$400,000/year"*
- *"Continuous bulk trucks would be needed. Additional staff (\$500,000/year) to unload trucks manually"*
- *"Currently no room for trucks would have to change city's infrastructure"*
- *"Four truck loads to every rail car so fourfold increase in delivery cost"*
- *"It would increase costs 15-20%, but we are physically able to convert to truck."*

3.) Regional Impact of Rail Users

Figure 2.) All rail users except Flambeau, Inc. provided home zip codes for full and part time employees. The number of employees for each zip code was mapped using Geographic Information System (GIS). It was estimated that 84% of the rail user's workforce live in Sauk County.

Home Zip Codes for Rail User Employees



Number of Workers by Zip Code (n = 1,911)

- | | |
|----------------------------|--------------------------|
| Less than 5 (63 zip codes) | City or Village Centroid |
| 5 to 14 (16 zip codes) | Rail Line |
| 15 to 49 (10 zip codes) | Limited Access Highway |
| 50 to 99 (5 zip codes) | Primary Highway |
| 100 to 504 (3 zip codes)* | Secondary Highway |
| None Reported | County Boundaries |

*Top Three Zip Codes:
 53959 (Reedsburg) = 504 Workers
 53913 (Baraboo) = 483 Workers
 53941 (La Valle) = 110 Workers

UW
Extension



Economic Impact Analysis Model Assumptions

In order to conduct an IMPLAN® economic impact analysis for the rail line, basic assumptions were developed. The model assumes that if the Merrimac to Reedsburg rail line ceased to exist some of the rail users would definitely not continue to operate (definitely leave Sauk County), some might not continue to operate (maybe leave Sauk County), and others that do not rely heavily on rail would continue to operate as they are currently.

Figure 1.) Rail users were grouped into two scenarios based on their responses to questions one and two for the economic impact analysis.

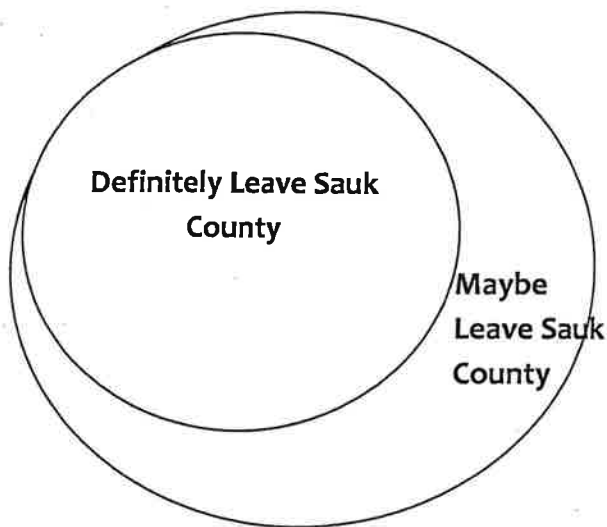


Figure 1.): Economic Impact Analysis Model Assumptions

1.) **Conservative Scenario:**

Definitely Leave Sauk County: Rail users that indicated that rail was important or very important to their business AND it would be difficult or very difficult to switch from rail to truck. These rail users are circled on the graphs for questions one and two.

2.) **Worst Case Scenario:**

Includes the Definitely Leave Sauk County listed in the first scenario PLUS the Maybe Leave Sauk County: Rail users that were less certain how they would adjust to the loss of rail were included in the maybe leave Sauk County. For example, rail users that indicated rail was very important to their business, but could easily transfer to truck.

Economic Impact of the Sauk County (Merrimac to Reedsburg) Rail Line

This analysis utilizes the 2008 IMPLAN® database. There are four metrics of economic activity: jobs, labor income, total income and industry sales, but this analysis only focuses on the number of jobs and labor income. Labor income includes wages, salaries and proprietor income. The analysis also includes estimates of state and local sales and property tax revenues.

The analysis includes multiplier effects specific to Sauk County. Multiplier effects are based on the idea that employment of one person causes ripple effects resulting from this person's consumption of retail, real estate and other goods in the economy. The multiplier is composed of three parts: direct, indirect and induced. The three add up to the total impact. The direct are the businesses that may or may not leave if the rail ceases to exist. The indirect is the business-to-business transactions, and the induced is tied to labor spending wages or income in the local economy.

The analysis results have been adjusted to reflect only the impacts associated with the 84% of rail user employees that live in Sauk County.

Economic Impact of the Sauk County (Merrimac to Reedsburg) Rail Line

Table 1.) Assuming the conservative scenario, 2,753 full and/or part time jobs would be lost along with \$152 million in labor income in Sauk County.

Table 1.) Conservative Scenario: The impact on employment and labor income as a result of the businesses that would “definitely leave Sauk County” if rail ceased to exist.		
Impact Type	Employment Loss (full and part time)	Labor Income Loss
Direct Effect	1,525	\$103,459,174
Indirect Effect (business to business transactions)	548	\$26,182,010
Inducted Effect (labor spending in the local economy)	680	\$22,636,773
Total Effect	2,753	\$152,277,957

Table 2.) Assuming the worst case scenario, 2,972 full and/or part time jobs would be lost along with \$162 million in labor income in Sauk County. For most rail users, rail is either vitally important or not important, therefore most businesses will either definitely leave or definitely stay in Sauk County if the rail ceased to exist. In other words the results of the worst case scenario are not much different than the conservative scenario.

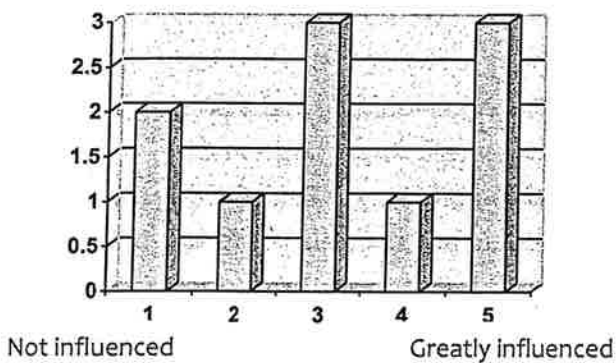
Table 2.) Worst Case Scenario: The economic impact on employment and labor income as a result of businesses that would “definitely leave Sauk County” AND “maybe leave Sauk County” if rail ceased to exist.		
Impact Type	Employment Loss (full and part time)	Labor Income Loss
Direct Effect	1,672	\$110,556,238
Indirect Effect (business to business transactions)	576	\$27,458,032
Inducted Effect (labor spending in the local economy)	724	\$24,094,735
Total Effect	2,972	\$162,109,005

Table 3.) Rail users, local suppliers and their employees contribute to state and local taxes. Table 3 shows the sales and property taxes lost if the Sauk County rail line ceased to exist.

Table 3.) State and local government revenue loss estimates if the rail ceased to exist.		
	Definitely Leave Sauk County	Definitely Leave AND Maybe Leave Sauk County
Sales Tax Loss (from businesses and employees)	\$4,098,553	\$4,345,062
Property Tax Loss (from businesses and employees)	\$5,417,402	\$5,743,541

Rail Uncertainty

Rail users were asked how the current uncertainty regarding the long term future of the Madison to Reedsburg line influenced their business's investment and expansion decision in Sauk County.



Additional Comments:

- "All competitors have access to rail."
- "Haven't considered the future without rail."
- "The loss of rail would place a major portion of the supply chain at risk."
- "We are not currently considering any new investments in the future."
- "Growth would not occur here without rail."
- "No service is not an option."
- "As the price of fuel increases rail becomes even more economical."



University of Wisconsin, United States Department of Agriculture and Wisconsin Counties Cooperating Affirmative Action Employer, University of Wisconsin-Extension provides equal opportunities in employment programming, including Title IX and ADA requirements.