

**APPENDIX 1**  
**Town of Lima**  
**2008 Citizen Input Survey Results**

Number distributed = 1,088

Number returned = 345

Return rate = 31.7%

## TOWN OF LIMA LONG RANGE PLANNING CITIZEN INPUT SURVEY

*The Town of Lima, like so many other rural areas throughout our county, state, and nation, is changing. Family farms, once the driving force behind most rural economics, have decreased in number. Improved transportation networks make it possible for rural residents to commute to other communities to work, attend school, or shop. Amenities such as clean air and water, open spaces, scenic beauty, low crime, and the quality of life will undoubtedly attract new residents and development. As the population increases and demands for a high standard of living press harder on the land and other resources, good planning and decisions will be required more than ever.*

*Good decisions and plans require good input. Recognizing this, plus the fact that Wisconsin has enacted "Smart Growth" legislation requiring local units of government to develop and adopt comprehensive plans, the Town of Lima has started a long range planning process to identify future directions and goals. The town, in cooperation with the Sheboygan County University of Wisconsin-Extension Office, developed this survey to obtain your opinions and concerns about the future of the Town of Lima. Please take a few minutes to complete the questions to help ensure that the Town of Lima continues to be an enjoyable place to live, work, and play. **Your input is important!** Results from this survey will help guide the Lima Town Board and Plan Commission in future decisions. Please return survey to locations on back by **September 29, 2003.** (Additional surveys are available for other members of your household from the Lima Town Clerk, Teresa Stengel by calling (920) 467-6037.)*

### **ISSUES AND OPPORTUNITIES**

- 1. Throughout its history, Lima has been described as a rural, agricultural community. If you could control the future, which one term would you select to describe Lima in 10 years?**

45.5% Rural, agricultural community (178)

0.0% Business/retail community (0)

0.8% Residential community (3)

3.8% Mixed residential/business community (15)

48.4% Mixed agricultural/residential community (189)

0.0% Industrial/manufacturing community (0)

1.5% Other (please describe) (6)

- 2. From 1992 to 2002, new home construction in the Town of Lima averaged 17 homes per year. Do you favor growth at: (check one)**

7.3% Faster rate (25)

39.4% Slower rate (136)

42.9% Present rate (148)

10.1% No growth (35)

0.3% No response (1)

- 3. Preservation of agricultural land in the Town of Lima is important. (circle one)**

47.5% Strongly Agree (164)

33.1% Agree (114)

13.3% Neutral (46)

4.1% Disagree (14)

2.0% Strongly Disagree (7)

- 4. Please explain your choice: Do you feel the quality of life/rural atmosphere/uniqueness of the Town of Lima can be preserved while allowing some development?**

72.5% Yes (250)

20.0% No (69)

5.2% No opinion (18)

2.3% No response (8)

***If yes, what is the best way this can be accomplished?***

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5. *What one thing or value in the Town of Lima should be preserved for future generations?*

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6. *Why do you live in the Town of Lima? (check all that apply)*

- |  |   |
|--|---|
| <u>14.5%</u> Friendly people(203)            | <u>13.3%</u> Safety/feeling of security (186) |
| <u>20.3%</u> Rural, country atmosphere (284) | <u>7.9%</u> Good government (111)             |
| <u>16.8%</u> Quietness (235)                 | <u>7.2%</u> Good services (102)               |
| <u>15.7%</u> Location (220)                  | <u>4.3%</u> Other (specify) (60)              |

**LAND USE**

7. *What role should Lima town government play in land use and development issues? (check one)*

- |   |  |
|---|--|
| <u>73.6%</u> Review land use and development proposals and regulate according to adopted ordinances and standards (259) | <u>4.8%</u> No role (17)               |
| <u>15.1%</u> Educational role on wise land use  | <u>6.5%</u> Other (specify) (23) _____ |
- 
- 

8. *New homes in areas outside of sanitary districts within the Town of Lima should be: (check one)*

- |   |   |
|---|---|
| <u>24.1%</u> Allowed (83)   | <u>45.2%</u> Allowed with restrictions (within a currently designated development area) (156) |
| <u>13.3%</u> Allowed only if connection is made with an existing sanitary district or to a newly created one (46) | <u>12.5%</u> Not allowed (43)   |
| <u>4.9%</u> No response (17)  |   |

9. *Where do you favor future residential development within the Town of Lima? (check one)*

- 32.8% In residential subdivisions with sewers (116)
- 18.4% In subdivisions with large lots (5 acre minimum lot size) (65)
- 26.8% Adjacent to existing concentrations of residential development (95)
- 10.7% In non-sewered rural residential areas (38)
- 11.3% Other (specify) (40)

10. *What do you feel is the best use of land along river and stream corridors within the town? (check one)*

- |   |  |
|---|--|
| <u>12.8%</u> Residential development (48) | <u>16.6%</u> Recreational uses (62)              |
| <u>5.3%</u> Agricultural uses (20)        | <u>57.0%</u> Leave it in its natural state (213) |
| <u>8.3%</u> Other (please describe) (31)  |  |

11. *Protection of woodlands, wetlands, open spaces, and cultural resources in the town is necessary.*

- |                          |                           |                              |                             |
|--------------------------|---------------------------|------------------------------|-----------------------------|
| <u>71.9%</u> Agree (248) | <u>9.3%</u> Disagree (32) | <u>16.5%</u> No opinion (57) | <u>2.3%</u> No response (8) |
|--------------------------|---------------------------|------------------------------|-----------------------------|

*If you agree, where are priority areas that should be protected from development?*

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**AGRICULTURAL, NATURAL, AND CULTURAL RESOURCES**

**12. Lima town government should set agricultural land preservation as a priority goal and implement policies to achieve it.**

66.7% Agree (230)      19.1% Disagree (66)      11.0% No opinion (38)      3.2% No response (11)

**13. A neighboring farmer's "right to farm" is important to me even if I am bothered by noise, dust, odors, etc. from the operation.**

49.3% Strongly agree (170)      1.5% Strongly disagree (5)  
44.3% Generally agree with some exceptions (153)      2.0% Generally disagree with some exceptions (7)  
2.0% No opinion (7)      0.9% No response (3)

**14. The Town of Lima's zoning ordinance currently does not contain any provisions for limiting the number of animal units or farm size on land zoned A-1. Should provisions to limit animal units/farm size be explored?**

51.9% Yes (179)      30.7% No (106)      15.7% No opinion (54)      1.7% No response (6)

**15. Protection of groundwater quality and quantity is important in the Town of Lima.**

95.1% Yes      0.9% No (3)      2.3% No opinion (8)      1.7% No response (6)

**16. What involvement should Lima town government have in the protection of groundwater quality and drinking water supplies and the protection of rivers, streams and the mill pond?**

71.9% Regulate land uses that would adversely impact these natural resources (248)      19.4% Provide information only (67)  
3.5% No response (12)      5.2% No involvement (18)

**17. Are there any cultural resources in the Town of Lima that are worthy of preservation? (please specify)**

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## **HOUSING**

**18. From 1990 to 2000, total housing units in the Town of Lima increased from 881 to 1063. Should the Town of Lima encourage new housing development?**

27.3% Yes (94)      59.7% No (206)      10.1% No opinion (35)      2.9% No response (10)

**19. If residential development occurs in the Town of Lima, what type(s) of residential development would you prefer? (check all that apply)**

59.4% Single-family housing (326)      9.5% Duplex rental units (52)  
2.2% Multi-family apartment rental units (three-family or more) (12)      8.6% Condominiums (47)  
4.5% Low-income housing (25)      15.8% Housing for senior citizens (87)

**20. As a way of controlling growth, should the number of new home building permits be limited on an**

*annual basis?*

56.5% Yes (195)

29.6% No (102)

7.8% No opinion (27)

6.1% No response (21)

**UTILITIES AND COMMUNITY FACILITIES**

**21. Please check your level of satisfaction with the following services provided by the town.**

**ROW TOTAL**

	Very Satisfied	Satisfied	Neutral	Unsatisfied	Very Unsatisfied	No Response
a. Waste disposal	44.3% (153)	41.7% (144)	8.7% (30)	2.3% (8)	0.0% (0)	3.0% (10)
b. Town road repair and maintenance	23.8% (82)	49.3% (170)	15.1% (52)	7.2% (25)	1.1% (4)	3.5% (12)
c. Snow removal	30.4% (105)	53.6% (185)	9.9% (34)	2.0% (7)	0.9% (3)	3.2% (11)
d. Constable protection	20.9% (72)	39.4% (136)	31.0% (107)	2.9% (10)	0.9% (3)	4.9% (17)
e. Fire protection	28.7% (99)	50.1% (173)	14.2% (49)	2.6% (9)	0.3% (1)	4.1% (14)
f. Ambulance and rescue protection	32.5% (112)	45.8% (158)	15.6% (54)	1.7% (6)	0.3% (1)	4.1% (14)

**22. Regarding the town portion of your property taxes (approximately \$1.15 per \$1,000 of assessed value on your 2002 property tax bill), are the town property taxes you pay fair, considering the town services you receive?**

77.7% Yes (268)

7.2% No (25)

12.8% No opinion (44)

2.3% No response (8)

**If no, what unnecessary services are town taxes paying for?** \_\_\_\_\_

**23. In the future, what recreational facilities would you like to see developed in the town? (check all that apply and indicate location after facility)**

4.6% Multi-purpose court(s) (tennis, basketball) (17)

2.2% Ball diamond(s) (8) \_\_\_\_\_

8.1% Small roadside park(s) (30) \_\_\_\_\_

4.9% Larger, multi-use park(s) (18) \_\_\_\_\_

30.3% Multi-purpose recreational trail (112) \_\_\_\_\_

45.9% No new recreational facilities are needed

4.0% Other (specify) (15) \_\_\_\_\_

(170)

**24. Are there any programs or services that Lima town government should improve or establish?**

\_\_\_\_\_

**TRANSPORTATION**

25. *Are there any critical areas within the town (town roads only) that need revised speed limits/stop signs/traffic regulations?*

26.4% Yes (91)      36.8% No (127)      28.4% No opinion (98)      8.4% No response (29)

If yes, please specify: \_\_\_\_\_

**ECONOMIC DEVELOPMENT**

26. *Does the Town of Lima need more retail/commercial businesses or is it OK as it is now?*

16.2% Needs more (56)      74.2% OK as is (256)      7.6% No opinion (26)      2.0% No response (7)

27. *What types of businesses/services would you like to have available in the Town of Lima?*

\_\_\_\_\_

28. *Is there a need for industrial development in the Town of Lima?*

9.6% Yes (33)      77.4% No (267)      11.3% No opinion (39)      1.7% No response (6)

**INTERGOVERNMENTAL COOPERATION**

29. *Whenever possible, the Town of Lima should strive to coordinate services with surrounding units of government.*

78.3% Agree (270)      4.3% Disagree (15)      14.8% No opinion (51)      2.6% No response (9)

*If you agree, please identify which of the following services the Town of Lima should be coordinating with surrounding units of government. (check all that apply)*

10.2% Waste disposal (108)

20.8% Fire protection (220)

16.9% Town road repair and maintenance (179)

19.8% Ambulance and rescue protection (209)

16.2% Snow removal (171)

1.2% Other (specify) (13) \_\_\_\_\_

14.9% Constable/police protection (158)

30. *The Town of Lima should cooperate/coordinate with surrounding governmental units regarding land use issues at its borders*

66.1% Agree (228)      11.9% Disagree (41)      15.6% No opinion (54)      6.4% No response (22)

**OTHER/MISCELLANEOUS ISSUES**

31. *Are there other issues in the Town of Lima that need new or stricter ordinances? (please describe)*

\_\_\_\_\_

32. *What improvements would be beneficial to the future of the Town of Lima?*

\_\_\_\_\_

**STATISTICAL INFORMATION**



**APPENDIX 2**  
**Town of Lima**  
**Issues Identified and Grouped by Smart Growth Category**



**TOWN OF LIMA  
PLAN COMMISSION  
ISSUES IDENTIFIED AT FEBRUARY 3, 2003 MEETING  
GROUPED BY “SMART GROWTH” CATEGORIES**

Responses to the question:

“What are the current and future issues facing the Town of Lima?”

**ISSUES AND OPPORTUNITIES**

- ❖ Preserving agricultural land
- ❖ Preserving quality of lifestyle
- ❖ Maintain uniqueness of town and its communities
- ❖ Conflict of interest with development

**HOUSING**

- ❖ Home building in the country
- ❖ Multi-family construction
- ❖ Need for limits on maximum homes in subdivisions & lot sizes

**TRANSPORTATION**

- ❖ Speed limits on rural roads
- ❖ Increased traffic and hazards to farming operations

**UTILITIES AND COMMUNITY FACILITIES**

- ❖ Low taxes (services)
- ❖ Disposal of waste
- ❖ Fire protection
- ❖ Recreational facilities

**AGRICULTURAL, NATURAL, AND CULTURAL RESOURCES**

- ❖ Protecting our groundwater
- ❖ Protection of rivers, streams, and mill pond
- ❖ Farms growing in size

**ECONOMIC DEVELOPMENT**

- ❖ Need or desire for industrial park and if so, where?

**INTERGOVERNMENTAL COOPERATION**

- ❖ Fire protection
- ❖ Future educational needs, increased school needs due to development
- ❖ Annexation of town land by villages/cities
- ❖ Coordination of services with surrounding units of government
- ❖ Need to coordinate zoning with neighboring towns
- ❖ Encroaching from north, south and east

## **LAND USE**

- ❖ Home building in country
- ❖ Farmers wishing to sell land
- ❖ Need for managing growth outside of sanitary district
- ❖ Farms growing in size and conflicts with residential areas

## **IMPLEMENTATION**

- ❖ Right to farm
- ❖ Litter problem along roadsides

## **OTHER/MISCELLANEOUS ISSUES**

- ❖ Dogs running at large
- ❖ Open burning/burning of garbage in residentially zoned areas
- ❖ Water run-off from subdivisions

**APPENDIX 3**  
**Town of Lima**  
**Vision and Goal Survey Results**

Mailed (2/20/09) 1,170  
Returned 466  
Response Rate 39.9%

**TOWN OF LIMA  
SMART GROWTH/COMPREHENSIVE PLANNING  
DRAFT VISION AND GOAL STATEMENTS RESULTS**

Dear Town of Lima Citizens,

**YOUR ASSISTANCE IS NEEDED...AGAIN!!!** The Town of Lima is working cooperatively with UW-Extension Sheboygan County and the Sheboygan County Planning and Resources Department in planning for the future. Because public participation is the foundation upon which our comprehensive “Smart Growth” plan is being built, we are again in need of your assistance.

The input provided by Lima citizens from the previous long range planning survey was much appreciated....Thank you! This input was essential in developing the enclosed **draft** vision statements for our town and goals for the various elements to be included in our plan.

**YOUR INPUT IS IMPORTANT!!!** Establishing Lima’s vision and goals are extremely important in the planning process, since our planning cannot continue or be completed without them. By reviewing the enclosed draft vision and goals and indicating your opinions (whether you agree, disagree, or have no opinion for each), you will be providing valuable input that will be used!

We would appreciate receiving your opinions by **Monday, March 9, 2009.**

Thank you for your help. Your input in the development of Lima’s comprehensive plan is greatly appreciated. Looking forward to your response!

Sincerely,

The Lima Town Board and Smart Growth Committee

**Please check one box for each statement.**

**OVERALL VISION STATEMENT**

We envision the Town of Lima as an area dominated by agriculture in harmony with a strong natural resource base. Situated between the two communities of Sheboygan Falls and Oostburg, the town does and will continue to provide a safe, quiet country atmosphere with friendly people. To preserve and maintain its uniqueness, careful planning is essential for continued slow, managed growth.

Agree-**92.7%** (432)    Disagree-**3.4%** (16)    No opinion-**1.0%** (5)    No Response-**2.8%** (13)

## **LAND USE GOALS**

1. To preserve agricultural land in the Town of Lima, future residential development should be concentrated in sewerred areas or areas adjacent to sewerred areas.

Agree-**75.3%** (351) Disagree-**17.4%** (81) No opinion-**5.8%** (27) No Response-**1.5%** (7)

2. Town of Lima shall be involved in land use planning.

Agree-**83.9%** (391) Disagree-**6.2%** (29) No opinion-**8.2%** (38) No Response-**1.7%** (8)

3. River and stream corridors are important in the Town of Lima and should be left in their natural state with limited recreational use.

Agree-**80.0%** (373) Disagree-**13.7%** (64) No opinion-**4.3%** (20) No Response-**1.9%** (9)

4. Based on strong support from its citizens, the Town of Lima has managed and will continue to focus future growth and development within its three established development districts (Hingham, Gibbsville, and Ourtown).

Agree-**85.0%** (396) Disagree-**8.6%** (40) No opinion-**4.9%** (23) No Response-**1.5%** (7)

## **AGRICULTURAL, NATURAL, AND CULTURAL RESOURCES GOALS**

1. The Town of Lima has a proven history of plentiful, quality groundwater and its protection is a high priority of Lima citizens.

Agree-**91.9%** (428) Disagree-**1.9%** (9) No opinion-**4.5%** (21) No Response-**1.7%** (8)

2. The Town of Lima supports the state's "Right to Farm" law.

Agree-**76.4%** (356) Disagree-**2.6%** (12) No opinion-**18.2%** (85) No Response-**2.8%** (13)

3. Lima town government supports agricultural land preservation as a priority goal..

Agree-**80.0%** (373) Disagree-**7.9%** (37) No opinion-**10.1%** (47) No Response-**1.9%** (9)

4. The Town of Lima supports the lake management district to protect the Hingham Mill Pond.

Agree-**78.8%** (367) Disagree-**4.1%** (19) No opinion-**15.2%** (71) No Response-**1.9%** (9)

## **HOUSING GOALS**

1. Lima Town Government concurs with town residents in that historic growth rates are preferred/acceptable.

Agree-**75.3%** (351)    Disagree-**7.1%** (33)    No opinion-**15.0%** (70)    No Response-**2.6%** (12)

2. If residential development occurs in the Town of Lima, the types of residential development Lima residents prefer are single family housing and housing for senior citizens.

Agree-**87.1%** (406)    Disagree-**6.7%** (31)    No opinion-**3.7%** (17)    No Response-**2.6%** (12)

## **UTILITIES AND COMMUNITY FACILITIES GOALS**

1. The Town of Lima strives to provide a high level of service for the following:

- ◆ waste disposal
  - ◆ road repair and maintenance
  - ◆ snow removal
  - ◆ constable protection
  - ◆ fire protection
  - ◆ ambulance and rescue protection
- at an affordable cost to the taxpayer.

Agree-**91.9%** (428)    Disagree-**4.3%** (20)    No opinion-**1.9%** (9)    No Response-**1.9%** (9)

2. Future recreational needs in the town should primarily be met by the county and state.

Agree-**65.0%** (303)    Disagree-**14.4%** (67)    No opinion-**18.5%** (86)    No Response-**2.1%** (10)

## **TRANSPORTATION GOALS**

1. The Town of Lima will provide safe, well-maintained roads

Agree-**95.5%** (445)    Disagree-**1.5%** (7)    No opinion-**2.1%** (10)    No Response-**0.9%** (4)

2. Lima town government will actively participate in transportation activities (state, county, and rail-related) that impact the town.

Agree-**85.2%** (397)    Disagree-**3.6%** (17)    No opinion-**8.6%** (40)    No Response-**2.6%** (12)

3. The Town of Lima supports the continuation of rail service in Sheboygan County to service Lima businesses and agriculture.

Agree-**74.7%** (348) Disagree-**7.1%** (33) No opinion-**17.2%** (80) No Response-**1.0%** (5)

### **ECONOMIC DEVELOPMENT GOALS**

1. The primary economic development strategy within the Town of Lima will focus on maintaining and enhancing the local farm economy.

Agree-**78.5%** (366) Disagree-**11.2%** (52) No opinion-**8.8%** (41) No Response-**1.5%** (7)

2. Due to the agricultural/residential nature of the Town of Lima, industrial development may be better suited in designated industrial areas.

Agree-**84.6%** (394) Disagree-**7.7%** (36) No opinion-**6.4%** (30) No Response-**1.3%** (6)

3. The Town of Lima supports the continuation of rail service in Sheboygan County to service Lima agriculture and businesses.

Agree-**74.7%** (348) Disagree-**6.2%** (29) No opinion-**16.5%** (77) No Response-**2.6%** (12)

### **INTERGOVERNMENTAL COOPERATION GOALS**

1. The Town of Lima seeks to achieve compatible land uses at or near its borders.

Agree-**80.0%** (373) Disagree-**3.9%** (18) No opinion-**12.7%** (59) No Response-**3.4%** (16)

2. The Town of Lima considers it important to have boundary agreements with adjacent units of government, especially Sheboygan Falls and Oostburg.

Agree-**87.8%** (409) Disagree-**2.1%** (10) No opinion-**7.1%** (33) No Response-**3.0%** (14)

3. The Town of Lima currently cooperates with other entities to provide numerous services to its citizens, knowing that intergovernmental cooperation is important to Lima's future.

Agree-**89.5%** (417) Disagree-**1.7%** (8) No opinion-**6.0%** (28) No Response-**2.8%** (13)

4. The Town of Lima will always look for opportunities to cooperate and coordinate additional services.

Agree-**88.4%** (412) Disagree-**1.9%** (9) No opinion-**6.2%** (29) No Response-**3.4%** (16)

**APPENDIX 4**  
**Town of Lima**  
**Sample Rezoning Checklist**

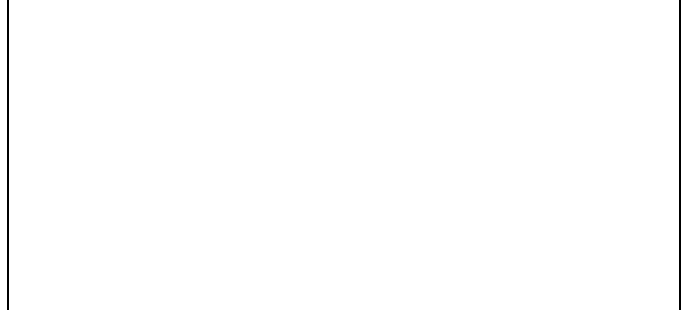


Analysis of Land Parcels  
For Potential Zoning Change Out of A1 (Exclusive Ag)

Owner: \_\_\_\_\_ Date Inspected: \_\_\_\_\_

**Plan Commission**  
**TOWN OF LIMA**  
**SHEBOYGAN COUNTY, WISCONSIN**

Note: Each category is worth a total of 20 Points. Total points must be 60 or above to consider a zoning change. Three or more commissioners will evaluate each parcel.



Section: \_\_\_\_\_

Sketch of Parcel

**1. Soil**

Type	Name	% of Parcel	Suitability of Crops	Moisture Retention
A.				
B.				
C.				

The higher the suitability, the **lower** the points.

**Sub Total:** \_\_\_\_\_

**2. Grade/Soil Erodability**

Type	Name	% of Parcel	Grade	Erodability
A.				
B.				
C.				

The higher the grade/erodability, the **higher** the points.

**Sub Total:** \_\_\_\_\_

3. Location/Shape/Natural barriers that give a natural separation.  
Description of parcel (road frontage, fence rows, forest edge, etc)

The more natural the separation, the **higher** the points.

**Sub Total:** \_\_\_\_\_

4. Actual use of the parcel over the past twenty (20) years.  
Description: \_\_\_\_\_

The more years as cropland, the **lower** the points.

**Sub Total:** \_\_\_\_\_

5. Use of adjacent lands and the compatibility with potential residential use.  
Description: \_\_\_\_\_

Size of parcel and siting of new homes may be a consideration; the more similar the uses, the **higher** the points.

**Sub Total:** \_\_\_\_\_

Evaluator: \_\_\_\_\_ Date: \_\_\_\_\_ **Grand Total:** \_\_\_\_\_

**APPENDIX 5**  
**Town of Lima**  
**Sample Code of Conduct Form**

# Agriculture Use Information

Seller: \_\_\_\_\_

Buyer: \_\_\_\_\_

License: \_\_\_\_\_

The property you are considering purchasing is located within or adjacent to lands primarily used for agricultural purposes. While many find that living in or near a rural setting is an attractive alternative to an urban environment, you are advised that the Town of Lima Comprehensive Plan and the State of Wisconsin have established goals of preserving agricultural land and the business of farming.

While farming practices can sometimes be in direct conflict with residential uses, Wisconsin had “right to farm” statutes which find as a matter of public policy that the laws of the state”...should not hamper agricultural production or the use of modern agricultural technology.” Sec 814.01 (9) and 823.08 Stats.

As a prospective resident in a predominantly “rural” farm area, you should know about some of the farm practices that could impact your use:

**Noise** Farm equipment can be noisy and is sometimes operated at night or even round-the-clock. Farm animals may also create noise at all hours.

**Slow Traffic** Farmers must move animals and equipment between, over, and along roads at very slow speeds. This equipment is often of such size that passing is difficult, causing traffic delays.

**Quarries** While the opening of a new mineral extraction site requires government conditional use approvals, existing quarries may remain in operation for many years. They may generate noise, dust, vibrations, and extensive large vehicle traffic. Also, existing quarries might be entitled to expand. It is suggested that you contact the Town or Sheboygan County Land & Water Conservation Department to determine the location of nearby existing and planned extraction activities.

**Odor** Manure is generated by livestock. It is often spread on fields as fertilizer. It may smell bad for a time and it may attract insects.

**Dust** The cultivation of fields at different times of the year can generate large amounts of dust that may drift onto adjoining properties.

**Chemicals** Commercial chemicals and fertilizers may be used at different times of the year and, because of wind conditions, may drift to adjoining lands.

Odor, dust and chemicals may aggravate allergies, affect well water, and otherwise impact your health.

This information sheet received this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_.

\_\_\_\_\_ (Buyer)

\_\_\_\_\_ (Buyer)

**APPENDIX 6**  
**Town of Lima**  
**Transportation Funding Programs**

### **Airport Improvement Program**

The Airport Improvement Program combines federal, state and local resources to help fund improvements to over 100 public-use airports throughout the state primarily owned by counties, cities, towns and villages. Improvements may include runway construction and reconstruction, land acquisition, navigational aids and lighting.

### **Congestion Mitigation and Air Quality Program (CMAQ)**

The Congestion Mitigation and Air Quality Improvement program (CMAQ) encourages transportation alternatives that improve air quality. It includes efforts to enhance public transit, bicycle/pedestrian facilities, ridesharing programs and facilities, and technologies that improve traffic flow and vehicle emissions.

The funds are only available in the southeastern Wisconsin ozone non-attainment and maintenance counties: Milwaukee, Racine, Kenosha, Waukesha, Washington, Ozaukee, Sheboygan, Kewaunee, Manitowoc and Door. Sheboygan County. The City of Sheboygan received a CMAQ grant to provide intercity bus services from Milwaukee to Green Bay. This project will provide two additional round-trip bus trips between Milwaukee and the City of Green Bay, with possible extensions to General Mitchell International Airport. Some of CMAQ funds that have been awarded in Sheboygan County include a project for a bike facility on CTH O and funds for the Interurban Trail.

### **Connecting Highway Aid**

To assist municipalities with the costs associated with increased traffic and maintenance on streets and highways that connect segments of the State Trunk Highway system. This program distributes funds to municipalities with marked routes on the State Trunk Highway system over the streets and highways within their jurisdiction. The Cities of Plymouth, Sheboygan, and Sheboygan Falls all receive funding through this program. Municipalities receive the entire aid rate per mile for the two center lanes on a connecting highway, 75% of the aid rate per mile for the next two lanes and 50% of the aid rate per mile for any additional lanes. No payment is made for lanes in which parking is allowed. The lane mile rates are specified in the state budget and depend on the population of the municipality.

### **Freight Railroad Preservation Program (FRPP)**

The Freight Rail Preservation Program (FRPP) is one of two freight rail assistance programs that WisDOT administers. Wisconsin's original rail assistance program was created in 1977 to help communities and shippers preserve freight rail service during an era when widespread railroad bankruptcies and line abandonments threatened the availability of rail service in Wisconsin. Initially, the program was limited to grants to local governments because of constitutional restrictions on state assistance to railroads. But in 1992, Wisconsin voters approved a constitutional amendment that included railroads in the list of internal improvements that state money could fund.

In 1992, the original rail assistance grant program was replaced by the current FRPP program, which provides grants to local units of government, industries, and railroads for the purpose of preserving essential rail lines and rehabilitating them following purchase.

Since 1980, under both the original rail assistance program and FRPP, some \$92 million in grants have been awarded for rail acquisition and rehabilitation projects. The 2007-2009 state budget provides \$22 million for the biennium in bonding authority for the program.

The Freight Railroad Preservation Program provides grants up to 80 percent of the cost:

- To purchase abandoned rail lines in an effort to continue freight service, or for the preservation of the opportunity for future rail service; and
- To rehabilitate facilities (such as tracks or bridges) on publicly-owned rail lines.

### **Freight Railroad Infrastructure Improvement Program (FRIIP)**

In 1992, the FRIIP loan program was added to the state's rail assistance program. FRIIP loans enable the state to encourage a broader array of improvements to the rail system, particularly on privately owned lines. It also provides funding for other rail related projects, such as loading and trans-loading facilities. Since 1992, \$79 million in FRIIP loans have been awarded. Today's available funding is from the repayment of prior loans.

The FRIIP provides up to 100% loans for rail projects that:

- Connect an industry to the national railroad system;
- Make improvements to enhance transportation efficiency, safety, and intermodal freight movement;
- Accomplish line rehabilitation; and
- Develop the economy.

### **Harbor Assistance Program**

In 1979, Wisconsin's Legislature created the Harbor Assistance Program (HAP) to assist harbor communities along the Great Lakes and Mississippi River in maintaining and improving waterborne commerce. Port projects typically include dock reconstruction, mooring structure replacement, dredging, and the construction of facilities to hold dredged material. Grant applications are accepted on a semi-annual basis on August 1 and February 1. There are 23 ports in the state that are potentially eligible for funding through the HAP.

To be eligible for funding:

- The project must benefit facilities that are used for cargo transfer, ship building, commercial fishing or regular ferry service;
- The applicant must be a local unit of government or a private owner of a harbor facility;
- The project must pass a rigorous benefit-cost analysis; and
- The project must have been identified in a current Three-Year Harbor Development Plan.

Project selection criteria are established in an administrative rule (TRANS 28) and include the following: economic impact of the project; type and urgency of the project; and priority of the project.

### **General Transportation Aid (GTA)**

General Transportation Aids help defray the costs of constructing, maintaining, and operating roads and streets under local jurisdiction.

Connecting Highway Aids reimburse municipalities for maintenance and traffic control of certain state highways within municipalities.

Road improvements, construction and maintenance are funded, in part, through the state's disbursement of general transportation aids. The state provides a payment to each county and municipality in the state that pays a portion of local governments' costs for such activities as road and street reconstruction, filling potholes, snow removal, grading shoulders, marking pavement, and repair of curb and gutters. The statutory "rate per mile" is \$2,015 for 2009. Beginning in 2000, each municipality was required to establish and administer a separate segregated account from which moneys may be used only for purposes related to local highways, and must deposit into that account all state or federal money for local highway purposes.

Each local government that increased or decreased the mileage of its roads and streets is required to file a certified plat with DOT by December 15 of each year. Local governments that have no changes in total local road miles are required to file a certified plat or a certified statement that no mileage statements have occurred. In addition, towns are required to report significant road maintenance and construction or reconstruction projects to WisDOT. State GTA payments are based on the certified mileage of each local unit of government.

### **Local Roads Improvement Program (LRIP)**

This program provides funding to local units of government for the costs associated with improving seriously deteriorating county highways, town roads, and municipal streets in cities and villages under the authority of the local unit of government. Projects are required to have a minimal design life of 10 years. This is a biennial program, and all funds are distributed the first year. Applications are submitted through the county highway commissioners by November 15 of odd-numbered years.

There are three entitlement components for funding road improvements: 1) County Highway Improvement component (CHIP); 2) Town Road Improvement component (TRIP); and 3) cities and villages under the Municipal Street Improvement component (MSIP).

In addition LRIP funds three statewide discretionary programs: CHIP-D (County Highway Discretionary Improvement Program); 2) TRIP-D (Town Road Discretionary Improvement Program); and 3) MISD-D (Municipal Street Discretionary Improvement Program) for cities and villages.

All LRIP projects are locally let, with up to 50 percent of the costs reimbursed by WisDOT upon completion, and the remainder matched by the local unit of government. Eligible projects include but are not limited to, design and feasibility studies, bridge replacement or rehabilitation, reconstruction, and resurfacing. Ineligible projects include, but are not limited to: new roads, seal coats, ditch repair, and/or curb and gutter construction.

### **Local Bridge Program**

This program includes two separate programs: 1) a statewide local bridge entitlement program; and 2) a high cost local bridge program (High cost bridges are those that cost more than \$5 million and exceed 475 feet in length.)

This program funds 80 percent of project costs to replace and rehabilitate structures on the Federal Bridge Register, in excess of 20 feet. Bridges with sufficiency ratings less than 50 are eligible for replacement, and those with sufficiency ratings less than 80 are eligible for rehabilitation.

Counties set priorities for funding within their area, with projects funded on a statewide basis. Local bridge projects are solicited by local WisDOT Transportation Office (Northeast Region) staff in the winter of odd-numbered years, with program approval in summer of the odd numbered years. The program has a three-year cycle.

### **Statewide Transportation Improvement Program (STIP)**

The Statewide Transportation Improvement Program (STIP) produces a four-year plan of highway and transit projects for the state of Wisconsin. Revised every year, the plan is a compilation of all highway (state or local) and transit (capital or operating) projects in urban and rural areas. The STIP plan adopts the Transportation Improvement Programs prepared by the state's 13 metropolitan planning organizations by reference. The STIP plan is approved by the Federal Highway Administration and the Federal Transit Administration. This plan includes the projects listed for Sheboygan County.

### **Rural and Small Urban Area Public Transportation Assistance Program - Section 5311**

Allocations to the State are set at the federal level. Funds may be used for operating assistance, and capital assistance. Eligible services include public transportation service operating or designed to operate in non-urbanized areas (a non-urbanized area is one that has a population of 50,000 or less). The County might be eligible for such funding outside the MPO, possibly in the City of Plymouth for transportation services.

### **Federal Discretionary Capital Assistance Program**

This is a federally funded public transportation grant program. Funds are discretionary, and are awarded by Congress through the earmark process. Eligible applicants are local public bodies, including federally recognized Indian tribes. Wisconsin funds are earmarked for WisDOT. A portion is allocated to Milwaukee County Transit, and the remainder is distributed by need and availability to other public transportation needs. Funds may be used for capital assistance at 80% of project costs, except for ADA or Clean Air Act projects, which are funded at 90%.

### **Rural Transit Assistance Scholarship Program**

The Rural Transit Assistance Program (RTAP) allocates federal funds to further the development of skills and abilities for persons involved in providing transit service to the state's rural and small urban areas. encourage the development of professional networks among Wisconsin transportation providers. This program is used to offset some of the costs of attending national, state, and local transit training and educational programs. Any agency or organization within the state, responsible for providing passenger service to the state's rural and small urban areas, is eligible to apply. Training of drivers, dispatchers and mechanics is encouraged through this program.

### **State Urban Mass Transit Operating Assistance**

The State Urban Mass Transit Operating Assistance program assists transit systems with operating costs. Eligible applicants include municipalities with populations greater than 2,500 including counties, municipalities and towns, along with transit or transportation commissions or authorities. Eligible public transportation service includes bus, shared-ride taxicab, rail or other conveyance either publicly or privately owned.



### **Flood Damage Aids**

This program provides local governments with financial assistance for replacing or improving roads or roadway structures that have had major damages caused by flooding.

### **Local Transportation Enhancement Program (TE)**

Administered by WisDOT, the TE program provides funding to local governments and state agencies for projects that enhance a transportation project. There are 12 eligible project categories:

- providing facilities for bicycles and pedestrians;
- providing safety and educational activities for pedestrians and bicyclists;
- acquiring scenic easements and scenic or historic sites;
- sponsoring scenic or historic highway programs; including the provision of tourist and welcome centers;
- landscaping and other scenic beautification;
- preserving historic sites;
- rehabilitating and operating historic transportation buildings and structures;
- preserving abandoned railway corridors;
- controlling and removing outdoor advertising;
- conducting archaeological planning and research;
- mitigating water pollution due to highway runoff or reducing vehicle caused wildlife mortality; and
- establishing transportation museums.

Federal funds will cover up to 80 percent of the project, while the project sponsor is responsible for providing at least a 20 percent match.

### **Bicycle and Pedestrian Facilities Program (BFPF)**

The Bicycle and Pedestrian Facilities Program (BFPF) funds projects that construct or plan for bicycle or bicycle/pedestrian facilities. The statutory language specifically excludes pedestrian-only facilities, such as sidewalks, and streetscaping type projects. In the 2007-09 biennial budget, Surface Transportation Program - Discretionary (STP-D) funding was transferred to the BFPF. The STP-D Program was eliminated from state statutes and beginning in 2008, BFPF is managed in conjunction with the Transportation Enhancements (TE) Program. Projects must meet federal and state requirements. Local governments with taxing authority and Indian Tribal Nations are eligible for funding. State agencies are not eligible for this program. Projects costing \$200,000 or more that involve construction are eligible for funding, as are bicycle and pedestrian planning projects costing \$50,000 or more. Additionally, the project must be usable when it is completed and not staged so that additional money is needed to make it a useful project. A project sponsor must pay for a project and then seek reimbursement for the project from the state. Federal funds will provide up to 80% of project costs, while the sponsor must provide at least the other 20%.

### **Specialized Transportation Assistance Program for Counties - Section 85.21**

Allocations under this formula program are based upon the proportion of the state's elderly and disabled population located in each county, subject to two minimums: no county can receive less than a 0.5 percent of the total annual appropriation; and no county can receive an allocation

smaller than they received in 1992. A local match of 20 percent is required. Eligible expenditures include:

- directly provided transportation service for the elderly and disabled;
- purchase of transportation service from any public or private organization;
- a user-subsidy for the elderly or disabled passenger for their use of the transportation service;
- volunteer driver escort reimbursement;
- performing or purchasing planning or management studies on transportation;
- coordinating transportation services;
- performing or purchasing in-service training relating to transportation services; and/or
- purchasing capital equipment (buses, vans etc.) for transportation services.

### **Elderly and Disabled Transportation Capital Assistance Program**

The elderly and disabled transportation capital assistance program is a combination of federal and state programs to provide capital funding for specialized transit vehicles (used for people with disabilities and the elderly). Eligible applicants are private non-profit organizations. If there is no readily available private non-profit organization, or if it is the approved coordinator of elderly and disabled transportation services, a local public body may apply. Funding is used for capital projects, at 80% of the project cost. Grants are evaluated based upon identification of transportation needs, coordination with other agencies, service to all elderly and disabled persons in the service area, and managerial and financial capacity of the applicant.

### **Surface Transportation Program – Rural (STP-R)**

The Surface Transportation Program Rural (STP-R) allocates federal funds to complete a variety of improvements to rural highways (primarily county highways). The objective of the STP-R is to improve federal aid eligible highways outside of urban areas. Projects must meet federal and state requirements. Communities are eligible for funding on roads classified as major collectors or higher.

### **Surface Transportation Program – Urban (STP-U)**

The Surface Transportation Program - Urban (STP-U) allocates federal funds to complete a variety of improvements to federal-aid-eligible roads and streets in urban areas. The objective of STP-U is to improve federal aid eligible highways within urban areas. Projects must meet federal and state requirements. Communities are eligible for funding on roads functionally classified as major collector or higher.

### **Wisconsin Employment Transportation Assistance Program (WETAP)**

As a joint program between the Wisconsin Department of Workforce Development (DWD) and WisDOT, WETAP provides funding to help low-income people access transportation, in order to retain employment or advance in their employment status, with the goal of meeting the entire population's transportation needs. This program is funded with combined federal and state dollars, and requires a local match. 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. The program's objectives are to:

- Provide new or expanded transportation services that resolve the employment-related transportation needs of low-income workers and public assistance recipients.
- Encourage ridesharing through public transportation expansion, vanpools, or carpools; and innovative individual solutions, such as car repair programs, new/used car lease/loan programs.
- Develop coordinated transportation solutions based upon a local planning process involving local stakeholders.

Application requirements include the development of regional job access plans that identify the need for transportation services and illustrate the alternatives proposed for the program. Plans should be developed between public transit providers, local units of government, transportation planners, human service agencies, low-income individuals and other interested parties

### **Transportation Economic Assistance (TEA) Grant Program**

Grants of up to \$1 million are available for transportation improvements that are essential for an economic development project. These improvements must begin within three years, have the local government's endorsement, and benefit the public. This program provides a 50 percent state grant to governing bodies, private businesses, and consortia for road, rail, harbor and airport projects that are necessary to help attract employers to Wisconsin, or to encourage business and industry to remain and expand in Wisconsin. The program is designed to implement an improvement more quickly than normal state programming processes allow. The 50 percent local match can come from any combination of local, federal, or private funds or in-kind services.

### **Safe Routes to School**

Safe Routes to School (SRTS) programs encourage children in grades K-8 to walk and bike to school by creating safer walking and biking routes and policies. These programs are funded through the current federal transportation act (SAFETEA-LU), which was signed into law on August 10, 2005. This legislation provides funding to state departments of transportation to create and administer SRTS Programs. SRTS Programs improve walking and biking travel options, promote healthier lifestyles in children at an early age, and decrease auto-related emissions near schools. Sheboygan County schools participate in Safe Routes to Schools through programs that were funded through the Sheboygan County Nonmotorized Transportation Pilot Program. There is also a state grant program for SRTS which is funded through SAFETEA-LU. This program funds projects that make bicycling and walking to school a safer and more appealing transportation alternative. A safe walking and biking environment will encourage a healthy and active lifestyle from an early age. It also will reduce traffic, fuel consumption and air pollution in the vicinity of schools. The state grants are given for planning SRTS programs and projects, and also to implement SRTS changes right away. This program operates on a reimbursement basis, whereby projects must be completed before funds are given.

**APPENDIX 7**  
**Town of Lima**  
**Intergovernmental Meeting Results June 25, 2009**

**Results of Intergovernmental Meeting on June 25, 2009**  
**Towns of Lima, Plymouth, Sheboygan and Sheboygan Falls**

Existing areas of Cooperation:

- Town Lima and SF Fire Service
- T. Plymouth and City--Fire Department, Joint review Committee, Corridors-land use
- All Towns-Sheriff Dept
- T. Sheb Falls and City SF Plowing and sewer service
- C sheb & C SF sanitary and Fire station
- C SF and T Lima- Sewer
- T Falls & T Sheb-- shared sewer with City of Sheboygan
- T Sheb and Mosel-Playbird plowing
- Towns and Cities with County Chamber- Economic Opportunities
- T Plymouth and T Sheb Falls--road maintenance on Rio, Agreements with Lyndon & Plymouth
- T Sheb and T SF-Road Maintenance
- T Lima- Adell first responders volunteer basis & adell senior center
- City & Town Plymouth-Only annex if applied for annexation
- C plyouth & Coutny --Equipment
- All municipalities- Mutual aid agreements

Potential Cooperation:

- Plymouth & City Falls & T Plymouth-industrial corridor-not next to residential
- C Plymouth & Plymouth utilities & falls utilities-sewer by one, water by the other.
- C falls & T falls- joint fire
- City Plymouth and Town-greater area for review on Joint Review Committee & add annexations to committee
- T Sheb & City Discuss boundary/annexation issues
- T falls & City Discuss boundary/annexation issues
- Joint Intergovernmental meeting-biannually
- Rec Facilities-Trails
- Parks
- Joint Purchases
- Boundary Agreements

Potential Areas of Conflict:

- Border land use/zonig regs i.e wind/cell tower
- Annexation
- Waste Disposal and garbage drop off
- Sewer service agreements
- Road Maintenance/repair/ wear and tear

- Road/jurisdictional study
- T Sheb, Ply, SF, lima, c falls, C plymouth-County road speed limits reduction & Enforcement of speed limits
- Transportation corridor land uses
- Competition for tax base
- Reduction in # of Governments

Potential Strategies to Resolve Conflicts:

- Establish open lines of communication
- Biannual joint meeting ( at least annual) maybe up to quarterly
- Have a regular forum with members from each community with a nonpartisan mediator/facilitator, with review by boards for approval
- Education forums