

Door County Legislative Days 2005
State Agency Meeting Schedule and Topics

WEDNESDAY, MAY 4

Meeting #2

Invited Agencies: **Department of Natural Resources, Department of Ag. Trade and Consumer Protection, Division of Public Health, Department of Tourism, Department of Administration, State Building Commission**

3:00 - 4:30 pm

1'st Floor Meeting Room; Department of Commerce Building
201 W. Washington Street

Facilitator: Rob Burke (920) 746-2262

Please join us to discuss:

Water Quality and Beach Safety in Door County; Ozone Non-attainment Rules; Support for State Tourism Marketing; Terrestrial and Aquatic Invasive Species Control; Concerns on Cormorant Damage; New Buildings at the Peninsula Ag. Research Station.

THURSDAY, MAY 5

Invited Agency: **The Wisconsin Department of Transportation**

10:00 am – 11:30 am

North Hearing Room, State Capitol Building

Facilitator: Jay Krauss (920) 746-2903

Please join us to discuss:

Constructing a New Downtown Sturgeon Bay Bridge Prior to Closing the Michigan Street Bridge; Sturgeon Bay Shipbuilding Cluster Master Plan Implementation; Town of Gibraltar Road Aids

5:00 PM: All Secretaries and participating staff are cordially invited to the Inn on the Park for a reception and friendly Door County Fish Boil (first "boil-over" at 5:45 p.m.)

Door County Legislative Days, Issues and Concerns

STATE AGENCIES AGENDA

Department of Commerce/Wisconsin Housing & Economic Development Authority

- Sturgeon Bay Shipbuilding Cluster Master Plan Implementation
- Implementing the Door County Economic Development Adjustment Plan
- Supporting Rural Telecommunications Initiatives
- WireTech Relocation/Affordable Housing Project
- Attainable Housing in Door County – Update
- Support Soo Lock Replacement Project
- Refundable Technology, Enterprise and Development Zone Tax Credits
- Local Revolving Loan Fund Proceeds as Venture Capital

Department of Transportation

- Downtown Sturgeon Bay Bridge
- Peninsula Park and Gibraltar Town Roads
- Sturgeon Bay Shipbuilding Cluster Master Plan Implementation

Department of Administration

- Refundable Technology, Enterprise and Development Zone Tax Credits
- Sturgeon Bay Shipbuilding Cluster Master Plan Implementation
- New Buildings for the Peninsular Agricultural Research Station

Department of Workforce Development

- Sturgeon Bay Shipbuilding Cluster Master Plan Implementation
- Support the Governor's Workforce Training Initiative

Department of Natural Resources

- Ozone Non-Attainment
- Water Quality/ Beach Study
- Protection Against Invasive Species

Department of Tourism

- Support Increase in Tourism Budget

Department of Agriculture, Trade and Consumer Protection

- Peninsular Agricultural Station

Public Service Commission

- Supporting Rural Telecommunications Initiatives

LEGISLATIVE AGENDA

- ***Sturgeon Bay Shipbuilding Cluster Plan Implementation***
- ***Downtown Bridge Over Sturgeon Bay***
- ***Public Sector Collective Bargaining Reform***
- ***Specific State Budget Items:***
 - ***Support proposal to help replace the Soo Locks***
 - ***Refundable Technology, Enterprise and Development Zone Tax Credits***
 - ***Support proposed increase for state tourism marketing***
- ***Education Funding and Implementing Assembly Speaker's Task Force Recommendations on the Technical College System***

*Door County Legislative Days State Agency Meeting #1
Depts. of Commerce, Wisconsin Housing and Economic Development Authority, Department of
Administration, Workforce Development and Public Service Commission
Wednesday, May 4 --- 1:00 – 2:30 p.m.*

**Wisconsin Department of Commerce, Wisconsin Housing and
Economic Development Authority, Department of
Administration, Department of Workforce Development, and
the Public Service Commission.**

Wednesday, May 4 --- 1:00 – 2:30 p.m.
1st Floor Meeting Room
Department of Commerce Building
201 West Washington Ave.
Facilitator: Bill Chaudior

Sturgeon Bay Shipbuilding Cluster Master Plan Implementation

The Citizens of Door County request that the State of Wisconsin:

Support the implementation of the various initiatives identified during the creation of the recently completed Sturgeon Bay Shipbuilding Cluster Master Plan.

Specifically:

1. Passage by the Legislature of Governor Doyle's 2005-2007 biennial budget, which includes \$6 Million of new bonding authority for the Department of Transportation's Harbor Assistance Program for public improvements related to the construction of a new boat launch system;
2. State financial support of a shipyard worker training initiative;
3. Securing approval of an application to WHEDA for New Market Tax Credits for partial funding for implementing the Sturgeon Bay Shipbuilding Cluster Master Plan;
4. Support of the application by Palmer Johnson for a \$2 Million forgivable Community Development Block Grant for the completion of a new production facility;
5. Support of the application by the City of Sturgeon Bay for \$1.2 Million in Department of Transportation funds for eligible transportation improvements.

Background:

In 2004, Door County Economic Development Corporation worked with the City of Sturgeon Bay, Wisconsin Department of Commerce, Bay Shipbuilding, Palmer Johnson Yachts and Boldt Technical Services to complete the Sturgeon Bay Shipbuilding Cluster Master Plan. The plan provides a blueprint for the future growth and expansion of the shipbuilding industry in Sturgeon Bay and specifically addresses the needs of Bay Shipbuilding and Palmer Johnson Yachts. The plan calls for substantial investment in equipment, infrastructure and building facilities,

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Shipyard Master Plan, continued...

including upgrading the boat launch system both companies currently use with a new, state-of-the-art launch system.

The projected capital cost for the plan totals more than \$50 Million, for improvements such as dock walls, boat launch system, utilities, production facilities and parking. Phase I, expected to begin in mid-2005, totals \$29.35 Million and includes four projects: 1) a new 140,000 sq. ft. production facility for Palmer Johnson; 2) street and utility improvements; 3) a new boat launch system; 4) an aggressive workforce development initiative. The street and utility improvements are required to accommodate the proposed location for the new Palmer Johnson building.

Together, the two shipyard companies project that implementation of the Shipbuilding Cluster Master Plan will contribute to the creation of 600 new jobs within three years. Indirect employment by local suppliers would add another 390 jobs for a total economic impact of over \$90 Million. Shipbuilding dollars subsequently turn around more than four times in the area of the earned wage. In a rural county of fewer than 30,000 residents, that constitutes a significant economic impact.

Jobs in the modern shipyard require very specific skill sets and training. The proposed drastic increase in the number of available high-wage, high-skills jobs in Door County makes clear the need for a concerted effort to improve the skills of the existing workforce and to prepare the next generation of shipyard workers.

The proposed worker training project is a two-year, three-pronged approach to assist Bay Shipbuilding and Palmer Johnson fill the projected new jobs with well-trained local employees. The proposed employee training program would: 1) target high-school students through a youth apprenticeship program; 2) establish a pre-employment training program for new, postsecondary school hires by either company, and; 3) provide significant and appropriate levels of incumbent worker training.

The overall goal of the shipyard cluster project is to facilitate the retention and expansion of Bay Shipbuilding Company and Palmer Johnson Yachts in Sturgeon Bay. The recent growth and future opportunities presented by these two companies proves the potential to significantly grow the existing shipbuilding cluster in Sturgeon Bay and Wisconsin. This will help to ensure world-class workplaces that will continue to attract, retain and advance workers and provide high-quality jobs in Door County well into the future.

For further information, contact:

Bill Chaudoir – Executive Director

Door County Economic Development Corporation

bill@doorcountybusiness.com

920-743-3113 x 203

Implementing the Door County Economic Development Adjustment Plan

The Citizens of Door County request that the State of Wisconsin:

Provide adequate financial and technical support for the implementation of the recommendations for future growth of the Door County economy provided by the recently completed Door County Economic Development Adjustment Plan

Specifically:

1. We thank the State of Wisconsin for providing a \$72,500 Community Development Block Grant to the County of Door for partial funding for the preparation of the Door County Economic Development Adjustment Plan.
2. We ask that the State provide funding and support as Door County begins to develop programs and initiatives to implement the specific recommendations presented by the consultants who authored the plan.

Background:

In 2004, the County of Door began the process of creating a Door County Economic Development Adjustment Plan. The Plan, which was partially funded by a \$72,500 grant the Wisconsin Department of Commerce and local private and public funds, documented economic trends, identified strengths and weaknesses, and produced a strategy plan for the future growth of our local economy.

To help guide development of the Plan, an Economic Development Adjustment Plan Steering Committee was formed, representing all geographic sectors and important social interests in the County, and the team of NorthStar Economics and Grant Thornton was selected by the Committee as the consultants for the Plan. The completed Plan was presented to the community at a Door County Economic Summit on April 25th, 2005.

Local Impact:

The Door County Economic Development Adjustment Plan contained five general strategies for improving the Door County economy over the next five to ten years:

1. Expand existing businesses/clusters with demonstrated market opportunities;
2. Seek new businesses created or relocated by seasonal residents and visitors;
3. Develop strategies that increase off-season business;
4. Form economic strategies around emerging demographic/economic trends;
5. Build business infrastructure.

Over the coming months, Door County Economic Development Corporation and the members of the Steering Committee will formulate implementation tactics and action steps to begin

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Implement Door County Economic Adjustment Plan, continued...

addressing the top priority issues identified by the plan. It is our hope that the State of Wisconsin will continue to demonstrate its commitment to helping improve the Door County economy, by providing funding and support as Door County begins to develop programs and initiatives to implement the specific Plan recommendations.

For further information, contact:
Bill Chaudoir – Executive Director
Door County Economic Development Corporation
bill@doorcountybusiness.com
920-743-3113 x 203

Supporting Rural Telecommunications Initiatives

The Citizens of Door County request that the State of Wisconsin:

Continue State financial support of important telecommunications infrastructure upgrades for Door County and other rural areas statewide.

Specifically:

1. We ask that the State continue to support rural telecommunications initiatives by funding a pilot study to determine how to market the economic development potential of an advanced telecommunications network on a rural economy.
2. We thank the State of Wisconsin for providing a \$75,000 Community Development Block Grant to the County of Door for partial funding of a feasibility study of the initial phases of deploying fiber optic cable throughout Door County for the purpose of making ultra high broadband telecommunications available to the county.

Background:

Broadband telecommunications services are, and will continue to be, a driving force in both the social and economic development of Door County and the rest of the State of Wisconsin. Our traditional economic bases in agriculture and manufacturing have experienced significant decline due to improvements in efficiency and cheap foreign labor. In the future, technology and knowledge-based industries will be the leading economic drivers in terms of job creation. Those communities that cannot offer current and potential new businesses the best available technology infrastructure will fall further and further behind.

It is telecommunications services that will make rural communities economically viable within the global marketplace. Without the ability to provide those services to their citizens, rural municipalities will be unable to keep existing businesses or to attract new ventures. Many of the recommendations for future growth of the Door County economy provided by the consultants who authored the recently completed Door County Economic Development Adjustment Plan depend on the availability of high-speed telecommunications technology.

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Rural Telecommunications, continued...

Local Efforts:

- A 2002 Telecommunications Market Study completed by Door County Economic Development Corporation indicated the level that current telecommunications providers under-serve Door County businesses. In a survey of more than 60 area firms, 77% would like to see new telecommunications providers in Door County. 44% would like alternative high-speed Internet services and 26% would like alternative telephone service.
- In addressing the needs and concerns of area businesses with regards to the deficiencies of current telecommunications service providers, Door County Economic Development Corporation identified Brilliant Cities, Inc., a Minneapolis company with a patented content delivery model, as potential service providers for the deployment and management of a Door County fiber to the end user (FTTX) telecommunications network, which will offer IP telephony, television programming and ultra high speed broadband access.
- Brilliant Cities is currently preparing to begin deployment of their network in Door County. The company has engaged an engineering firm to design the configuration and routes for the fiber network deployment. They are securing property for their network operations center, with plans to begin laying cable during the summer of 2005, and the company hopes to begin offering services to local customers by January 2006. BCI recognizes the need in our community and stands ready, willing and able to provide Door County with the infrastructure necessary to take our economy well into the 21st century.
- The previous grant demonstrated to Brilliant Cities the willingness of the State of Wisconsin to help rural counties like Door pursue the telecommunications infrastructure that will allow them to be competitive in the rapidly emerging global market in technology and knowledge-based industries. Further financial assistance will only strengthen the position of Wisconsin as a home for 21st century businesses.

For further information, contact:
Sam Perlman - Economic Development Manager
Door County Economic Development Corporation
sam@doorcountybusiness.com
920-743-3113 x204

WireTech Relocation/Affordable Housing Project

The Citizens of Door County request that the State of Wisconsin:

Provide financial support for the relocation of WireTech Fabricators from their current location in a residential neighborhood to a more appropriate location within the Sturgeon Bay Industrial Park; and the subsequent reclamation of the current site by the City of Sturgeon Bay for the purpose of creating affordable worker housing.

Specifically:

1. We ask that the Wisconsin Department of Commerce provide a \$350,000 grant to fill the funding gap between the projected budget and the ability of the City Sturgeon Bay to offer Tax Increment Financing (TIF) to assist the company relocate and to redevelop the site for affordable housing.
2. We ask that Wisconsin Housing & Economic Development Authority (WHEDA) assist with implementation of an affordable housing project on the reclaimed site by providing financial assistance for first-time homebuyers and providing Revolving Loan Funds to the City to build demonstration model homes.

Background:

WireTech Fabricators, Inc. is an ISO 9001-2000 certified company that creates custom wire products for national and international accounts. WireTech Fabricators has been operating in Sturgeon Bay at its existing location since 1963 and has been under current ownership since 1992.

In planning for future growth and facility needs, WireTech has considered many options, including an expansion on its current site. Since WireTech is the only industrial/ commercial property use in the midst of a residential neighborhood, the City has suggested to WireTech, and they concur, that it would be in the best interests of all concerned parties if WireTech would not expand at their current location, but would instead relocate to the Sturgeon Bay Industrial Park. The flexibility of a new space would allow WireTech to grow its business in an area that is appropriate to industrial use.

The targeted location for WireTech would be a 74,000 square foot section of the former Emerson Motors building in the Sturgeon Bay Industrial Park. In June of 2003, Emerson Motors announced that the company would be closing its Sturgeon Bay manufacturing operations. Over the course of 15 months, the company slowly cut its workforce down until October 2004, when the plant was finally shuttered, resulting in a total of 250 dislocated workers. The company left vacant its 225,000 square foot facility at the entrance to the Sturgeon Bay Industrial Park.

With WireTech relocated into a section of the former Emerson Motors building, their current location could then be reclaimed by the City and redeveloped into additional attainable housing

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Wire Tech, continued...

for the city workforce that complements the neighborhood. The City of Sturgeon Bay has encouraged the move and is considering creation of a new TIF district to help facilitate the project.

Local Efforts:

- The City of Sturgeon Bay is able to assist WireTech through the creation of an approximately \$1.2 Million TIF District, to cover the site reclamation and redevelopment. However, the gap between the projected budget and the ability of the City to offer TIF assistance remains at approximately \$350,000. The City of Sturgeon Bay and Door County Economic Development Corporation (DCEDC) are requesting assistance from the Wisconsin Department of Commerce to bridge the funding gap for this ambitious project.
- The estimated employment impact for WireTech from the relocation would be significant for the local economy. WireTech currently has 100 employees, with an average hourly wage of \$11.50/hr., average salaried employees at \$42,000/year, and benefits including health insurance averaging 9.6% of wages. The company would be able to retain these jobs in Door County by relocating to the Sturgeon Bay Industrial Park, rather than succumbing to the pressures of their customers to relocate to another community or out of state.
- This project helps to grow and expand a strong local business while at the same time addressing the well-documented need for affordable housing for the workforce of Door County. In 2004, DCEDC and the City of Sturgeon Bay completed a Shipbuilding Cluster Master Plan that predicts job increases in the Sturgeon Bay maritime companies numbering up to 600 over the next three to five years. The housing issue will continue to be a concern for Door County and the City of Sturgeon Bay, especially in light of the predicted growth in the local shipbuilding industry and an overall improvement in the US economy. The redeveloped site would be within walking distance of the shipyard companies.

For further information, contact:
Bill Chaudoir – Executive Director
Door County Economic Development Corporation
bill@doorcountybusiness.com
920-743-3113 x 203

Attainable Housing in Door County – Update

The Citizens of Door County request that the State of Wisconsin:

Commit appropriate financial resources to support the attainable housing initiatives required for providing adequate housing for the workforce of Door County.

Specifically:

1. We thank the State of Wisconsin for their previous support of the MeadowWood Homes Development in the Town of Liberty Grove.
2. We ask that Wisconsin Housing & Economic Development Authority (WHEDA) assist with implementation of an affordable housing project on the reclaimed site of WireTech Fabricators in the City of Sturgeon Bay by providing financial assistance for first-time homebuyers and providing Revolving Loan Funds to the City to build demonstration model homes.

Background:

At a national and state level, as well as in Door County, the lack of attainable housing is reaching a critical state. Many low-to-moderate income households simply cannot afford adequate housing. Many first-time homebuyers cannot save enough to come up with the down payment required to purchase a home.

- A household with two wage earners, each making \$10 per hour, which calculates to a \$41,600 pre-tax annual household income, can afford a home in the \$100,000 price range, assuming they can save something for a down payment.
- The average sale price for an inland home in Door County last year was \$155,378; the median price for an inland home last year was \$141,316.
- The 2000 Census showed that 44% of the households in the County earned less than \$35,000 annual income, with 30% earning less than \$25,000 per year.

The existence of quality housing stock provides a major link in a community's economic profile. Residential development not only creates a need for consumer products and goods, driving the local economy, it also provides business with an employee base. Housing is an integral part of the success of Door County, in order to preserve and strengthen the local business economy.

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Attainable Housing, continued...

Local Efforts:

- In 2004, Door County was awarded a \$467,500 Community Development Block Grant from the Wisconsin Department of Commerce, Bureau of Housing. A portion of the funds have been allocated to establishing zero percent interest, \$15,000 loans to qualified low- to moderate-income homebuyers, which will be used to offset the purchase price on new homes in the MeadowWood Homes development in Liberty Grove township. When those loans are repaid to the county, those funds will go towards creating a Revolving Loan Fund for future attainable housing projects in Door County.
- Contracts between the County and Commerce, and the County and the developer, have been completed. The first two applications for the Homebuyer Assistance program passed the Finance Committee of the County Board of Supervisors and are waiting scheduling of closing dates.
- Lakeshore CAP (Community Action Program) recently applied to receive HCRI – Housing Cost Reduction Initiative grant funds. If awarded, those funds would provide an additional \$10,000 to qualified buyers. In combination with the CDBG funds and other Lakeshore CAP programs, the estimated amount of homebuyer assistance available to qualified buyers at MeadowWoods could be as high as \$41,000, which is a significant proportion of the \$129,000 purchase price for a MeadowWood home.
- The relocation of WireTech Fabricators (see separate issue statement) would allow the City of Sturgeon Bay to build approximately 20 site-appropriate homes for the expanding workforce of Door County. This project helps to grow and expand a strong local business while at the same time addressing the well-documented need for affordable housing for the workforce of Door County. In 2004, DCEDC and the City of Sturgeon Bay completed a Shipbuilding Cluster Master Plan that predicts job increases in the Sturgeon Bay maritime companies numbering up to 600 over the next three to five years. The housing issue will continue to be a concern for Door County and the City of Sturgeon Bay, especially in light of the predicted growth in the local shipbuilding industry and an overall improvement in the US economy.

For further information, contact:
Sam Perlman - Economic Development Manager
Door County Economic Development Corporation
sam@doorcountybusiness.com
920-743-3113 x204

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Wednesday, May 4 --- 1:00 – 2:30 p.m.

Support Soo Lock Replacement Project

The Citizens of Door County request that the State of Wisconsin:

Commit and allocate funding Wisconsin's share toward the Soo Replacement Lock Project, as all Great Lake States are being asked to do.

Specifically:

1. Passage by the Legislature of Wisconsin's share of the funding for the new lock, which is included in Governor Doyle's 2005-2007 biennial budget.

Background:

Since 1855, four Federally-built and –operated locks at Sault Ste. Marie, MI have connected Lake Superior to the lower Great Lakes and thus made possible the iron ore, coal and grain trades throughout the Great Lakes. Of these four locks, only one, the Poe Lock, can accommodate cargo vessels of 1,000 feet or more. These so-called Poe-class vessels now represent nearly 70% of carrying capacity on the Great Lakes.

Any lengthy closure of the Poe Lock would cripple Great Lakes shipping, as most vessels cannot use the other Soo Locks. Additionally, the movement of iron ore through the Soo Locks is crucial to the nation's defense capabilities.

The U.S. Army Corps of Engineers is planning to replace the smaller and antiquated Davis and Sabin Locks with one newer, larger lock similar to the Poe Lock. The Water Resources Development Act (WRDA) of 1986 authorized construction of this new lock that would provide an important backup for the existing Poe Lock. Construction of the new lock will employ labor and consume products and raw materials from the Great Lakes basin and then ensure cost-effective transportation of all cargos on the Great Lakes for decades to come.

The Great Lakes Commission (GLC) has developed an equitable payment format for the project's non-federal cost share. To date, four of the eight Great Lakes states (Michigan, Illinois, Pennsylvania and Indiana) have committed and provided their respective allotments. It is anticipated that Wisconsin will be responsible for approximately 11% of the non-federal share, roughly \$5.8 million. The Great Lakes Commission has presented to Wisconsin equitable and resourceful funding options that make this regionally significant project a very sensible and sound endeavor.

Local Impact:

The replacement of the antiquated Soo Locks with a new Poe-class lock directly affects Door County, as a large share of the Great Lakes shipping fleet were built and are now maintained by the Bay Shipbuilding Company in Sturgeon Bay. A shutdown of the Soo Locks for any reason would cripple Great Lakes shipping and have a detrimental effect on the customers of Bay Shipbuilding and would directly impact the company, making their facilities unavailable to their customers for maintenance and making that maintenance unneeded. Construction of the new lock will ensure that Bay Ship will not have to face this potentially crippling possibility.

For further information, contact:

Patrick O'Hern - VP/General Manager, Bay Shipbuilding Company
pohern@bscmmg.com (920) 746-3238

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Wednesday, May 4 --- 1:00 – 2:30 p.m.

Refundable Technology, Enterprise and Development Zone Tax Credits

The Citizens of Door County request that the State of Wisconsin:

Have the Legislature change the Wisconsin Technology, Enterprise and Community Development Zone programs by making the tax credits refundable to allow businesses to fully utilize the incentives offered by these programs.

Specifically:

1. That the state legislature approves LRB 2536/1, which will allow Department of Commerce tax credit Zone programs to be refundable for qualifying companies.

Background:

The purpose of the various Zone Programs is to encourage private investment and to improve both the quality and quantity of employment opportunities in the state, and to attract, promote and expand high technology in the state by providing tax credits to qualifying businesses. For many of these newer technology companies, they benefit from participating in the Zone Programs, yet they have little or no state tax liability. By making the Zone Program tax credits refundable, the State would demonstrate an even stronger pro-business climate in Wisconsin.

Local Impact:

1. Door County has actively participated in the Department of Commerce's various tax credit programs. The Sturgeon Bay Development Zone Program remains one of the most active and successful of the 22 such zones in Wisconsin, having awarded \$2.3 million in tax credits to 44 businesses creating over 645 jobs. In 2004, \$70,000 in income tax credits were approved for Bay Marine for the creation of 11 jobs in Sturgeon Bay. Also in 2004, Bay Shipbuilding Company, a division of the Manitowoc Company, received \$2 Million in Enterprise Zone tax credits for creating over 500 new jobs.
2. Door County is also an active member of the Northeast Wisconsin Regional Economic Partnership (NEWREP), which administers the Technology Zone program for the area. Since 2002, NEWREP has granted \$2.1 Million in tax credits to ten companies, leveraging \$107 Million in private capital and contributing to the creation of more than 425 new jobs.

For further information, contact:
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Local Revolving Loan Fund Proceeds as Venture Capital

The Citizens of Door County request that the State of Wisconsin:

Have the Wisconsin Department of Commerce allow local Revolving Loan Fund programs, which have been capitalized by Community Development Block Grants and/or Community-Based Economic Development grants, to use a portion of those funds as a more flexible investment tool for local economic development.

Background:

There is a demonstrated need for venture capital and angel investment funds in Northeast Wisconsin. Two recently completed (and publicly funded) economic studies – the Northeast Wisconsin Economic Opportunities Study and the Door County Economic Development Adjustment Plan – both cite the lack of angel investment and venture capital funds or organizations as a major hindrance to the development of new, cutting edge businesses in the region generally and in Door County specifically.

It is our hope that with a rules change from the Commerce Department, the CDBG and CBED funds that the state receives from the Federal Department of Housing and Urban Development could be used for equity investment, including stock ownership, in developing companies. There have been indications from HUD officials in Milwaukee that those federal funds can be used for those purposes.

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Workforce Training Initiatives

The Citizens of Door County request that the State of Wisconsin

Support the Governor’s proposal to provide \$2,500,000 each year in a biennial appropriation and create a training assistance grant (TAG) program administered by the Department of Commerce; or pass another proposal that would accomplish similar workforce training objectives.

Background

Door County works very hard at nurturing high-paying jobs in a variety of economic sectors. Workforce training is a critical component for success in this endeavor. This proposed workforce training initiative, or a similar program, would greatly help our local efforts be more successful.

Under the program, the Department of Commerce would be authorized to award a grant for training employees if all of the following apply:

- a. The employer satisfies one of the following: (1) the employer will create significant numbers of new, high-paying jobs in Wisconsin, as determined by the Department; (2) the employer will introduce new capital investment to retain a significant number of jobs in the state, as determined by the Department; or (3) the employer agrees to pay a family-supporting wage to employees who successfully complete a job training program, and the Department determines that there is significant potential for those employees to obtain additional wage increases.
- b. The employer submits, and Commerce approves, a training plan that has been developed jointly by the employer with a technical college or other training provider, and that details the proposed use of the grant proceeds.
- c. The employer enters into an agreement for the use of the grant proceeds.
- d. After receiving a grant, the employer agrees to submit a report to the Department, within six months after the full amount of a grant has been spent, detailing how the grant proceeds were spent.

Commerce would be required to give preference to employers that submitted training plans under which the training would be provided by a technical college. The department would also be authorized to pay the proceeds of a grant directly to a technical college or other training provider that participated in developing the training plan.

Because of Door County’s close cooperation with the Northeast Wisconsin Technical College this worker training initiative is especially well suited to Door County and we pledge to make productive use of it. [Bill Sections: 153 and 2362]

For further information contact:

Bill Chaudior, Executive Director, Door County Economic Development Corporation
(920) 743-3113

*Door County Legislative Days State Agency Meeting #2
Depts. of Natural Resources, Ag. Trade and Consumer Protection, Public Health, Administration, State
Building Commission, and the Department of Tourism
Wednesday, May 4 --- 3:00 – 4:30 p.m.*

**Department of Natural Resources, Department of Agriculture,
Trade, and Consumer Protection, Department of Administration,
Division of Public Health, Department of Tourism, Department of
Administration, State Building Commission.**

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1st Floor Meeting Room
Department of Commerce Building
201 West Washington Ave.
Facilitator: Rob Burke

Water Quality and Beach Safety

The Citizens of Door County request that the State of Wisconsin:

Reorganize and reassign existing resources to help preserve our water quality and insure the safety and ecological health of our beaches.

Specifically:

1. The County would like the State to recognize the importance of identifying and abating the sources of beach contamination by providing long-term funding support either through State appropriations and/or by seeking federal funds on our behalf.

A long-term commitment to beach monitoring is essential to protecting human health. A long-term commitment to identifying and abating sources of beach pollution is essential to insuring both the ecological integrity and water quality of the county's near shore surface waters and insuring the continuation of beach swimming as a recreational activity in the county.

2. The County would like the State to recognize beach water quality problems as watershed quality problems by allotting additional State funds to identifying and abating the sources of beach contamination in the County.

Stormwater, stream and groundwater contamination sources must be identified and abated to insure water quality at beaches.

3. The County requires assistance on maintaining the current beach contamination source identification efforts and designing/ implementing a beach pollution abatement program by:

A directive from the State administration placing a priority on the continued project assistance from State agencies and universities. This project is very complex and multi-disciplinary and the willingness of the agencies & universities to direct their resources to assisting us has greatly increased the effectiveness of the source identification and beach monitoring programs.

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Water Quality and Beach Safety, continued...

4. The County would like the State to designate funds other than the EPA Beach Act Funds to the Beach Monitoring Program. The EPA Beach Funds are being reduced every year, and are not certain after this summer season.

The State needs to make Beach Water Monitoring a priority to protect the health of residents and visitors. The public expects this program to continue and funding is needed to continue in a quality manner.

Why this is an issue in Door County:

- **Land use is directly connected to groundwater and beach water quality.** Door County's highly fractured bedrock allows surface water to travel quickly through the groundwater system to the beach. The potential pollutants associated with various land uses are also transported to the near shore beach waters by stormwater pipes, paved runoff over paved surfaces, and streams. The solutions to the water quality and beach safety issues are dependent on identifying and abating land based pollutant sources in the entire watershed.
- **Swimmers became ill from swimming in contaminated beach water.** Beach water quality issues in Door County became of paramount importance in July of 2002. The Door County Public Health Department received complaints that campers at Peninsula State Park had become ill with a gastrointestinal type of illness. After a thorough investigation of this situation, the Door County Public Health Department discovered that all of the ill campers had been swimming at Nicolet Bay Beach in Peninsula State Park. Beach water samples were collected by the County Sanitarian. Testing was done and indicated high levels of *E. coli* at the beach, and the Door County Public Health Department then closed the beach. In summary, 69 individuals reported illness from swimming in the bay. Further testing was done. Approximately 30 beaches were tested throughout the summer, and closings were necessary at approximately 11 beaches in the county.
- **Negative media coverage and public perception may result in economic hardship to the tourism industry.** Door County could become viewed as a less desirable place to live and visit. This costs Door County and the State the loss of significant economic activity and revenues.
- **In 2004 the overall county percentage of *E. coli* concentrations above the advisory level doubled from 2003, indicating that the problem is not improving or going away.** Some individual beaches have *E. coli* concentrations that are above the advisory level more than 20% of the time.

Local Efforts to Deal With the Issue:

- **Monitoring:** The Door County Public Health Department has monitored 28 high use public beaches for *E. coli* from one to five times per week during the swimming season since 2002.

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Wednesday, May 4 --- 3:00 – 4:30 p.m.*

Water Quality and Beach Safety, continued...

- **Source Identification:** The Door County Soil and Water Conservation Department (SWCD) has identified and mapped the conveyance systems that bring surface water to the 28 monitored beaches. SWCD also looked at the unique morphology of each beach and the land coverage/use of the beach watersheds to determine the potential for pollutants to travel and persist at each beach. The genetic identity of the *E. coli* contamination at 5 of the 28 beaches has been tested. The effects of many ambient conditions on *E. coli* concentrations such as rainfall, wind direction and bird populations on *E. coli* concentrations were monitored at all 28 beaches. Monitoring *E. coli* concentrations during rainfall events at individual beaches is assisting the county in determining which beaches should be closed based on rainfall, before the *E. coli* test results are in (18 hours for test results). SWCD is working with various local municipalities to take samples in the beach watershed and stormwater systems to determine where *E. coli* is coming from. The genetic identity of the *E. coli* contamination is also being determined at additional beaches.
- **Improving Health and Water Quality:** The beach monitoring and source identification projects are protecting the health of swimmers and working towards efficient and effective beach contamination abatement methods to improve overall long-term surface water quality in the county.
- **Partnerships:** The beach monitoring and the contamination source identification project have included an excellent team of Universities and Research Institutions that have greatly helped in the development and implementation of the projects. Currently the projects have received funding and in-kind support from Wisconsin Coastal Management Program, Door County Soil and Water Conservation Department, Door County Public Health Department, University of Wisconsin Oshkosh, University of Wisconsin Milwaukee-Water Institute, USGS Lake Michigan Ecological Research Station, and many local property associations, organizations and municipalities.
- **Education:** We are committed to making accurate, truthful beach information available to the public on a timely basis. The Door County Public Health Department provides information to the public on the current conditions of the beaches by posting advisory and closure signs at all 28 beaches, by providing updated information on the Beach Health website, and by providing information on a toll-free telephone line. The Soil and Water Conservation Department provides the public with beach information through press releases, interim project reports, and multiple public presentations., A Beach Contamination Source Identification and Beach Management Techniques Workshop for beach managers and politicians was also organized.

For Further Information Contact:

Bill Schuster, Director, Door County Soil and Water Department (920) 746-2214

Rhonda Kolberg, Director/Health Officer, Door County Public Health Department (920) 746-2233

Vinni Chomeau, Conservationist, Door County Soil and Water Department (920) 746-2485

Door County’s Designation as a Non-Attainment Area for the 8-Hour Ozone Standard

The Citizens of Door County request that the State of Wisconsin:

Design rational and effective regulations which:

- Take into account the possibility that Door County is a downwind non-attainment area;
- Recognize that responsibility for attaining the standard in a downwind area (such as Door County) that may be impacted by overwhelming transport lies with the upwind area;
- Consider relocating ozone monitors to a more inland location, controls emissions from any upwind areas that contribute measurably to Door County’s non-attainment status; and will allow Door County to achieve timely attainment.
- Ideally, consider re-designation (on the State and Federal levels) of Door County to attainment status. This is logical because we are not a main contributor of harmful emissions, rather we are a transport area.

Background

In 2004 Door County was designated by the EPA as a “Non-Attainment Area” for ozone standards. Low-level, hazardous ozone is caused locally when pollutants in the atmosphere find their way to the Lake Michigan shoreline (i.e. Door County) and because of unique atmospheric conditions over Lake Michigan the pollutants interact chemically to form harmful levels of ozone. Because of this designation the State of Wisconsin must now develop regulations in order to meet federal requirements (reduce pollutants causing ozone) for non-attainment areas. These regulations could impose restrictions on emissions from certain types of manufacturing or business activities. The rule-making process is ongoing.

We feel that that much of the pollutants causing ozone here originate somewhere other than Door County and contributions from local emissions may be relatively minor. Door County may simply be affected by overwhelming transport (i.e., have the misfortune of being downwind from pollution sources outside of Door County). In this event, there’s not too much that Door County can do (vis-à-vis emissions within Door County) that will impact non-attainment status.

One of our chief concerns is that there is a general stigma associated with a non-attainment designation which can have a damaging impact on our business climate because of the fear that state rules will place increased regulations on businesses in Door County.

On the positive side, we support efforts at reducing harmful ozone. It has negative human health effects (particular for the young, elderly and those with respiratory disease); and it holds the potential for damage to crops and trees and other vegetation. Door County is willing to work with Wisconsin, as Wisconsin develops its regulations for Wisconsin’s air quality management program.

For further information contact:
Grant Thomas, Door County Corporation Counsel
(920) 746-2227

Door County Legislative Days State Agency Meeting #2

*Depts. of Natural Resources, Ag. Trade and Consumer Protection, Public Health, Administration, State Building Commission, and the Department of Tourism
Wednesday, May 4 --- 3:00 – 4:30 p.m.*

Tourism Marketing for the State of Wisconsin

The Citizens of Door County request that the State of Wisconsin:

Adopt the proposed investment of an additional \$3.8 million in tourism marketing. This is one of the best investments the state can make. The return will be swift and will allow an industry that cannot be out-sourced or relocated to continue to grow and assist other economic development initiatives.

Background

It is widely known that the travel and hospitality industry is important to Wisconsin's economy. It is the state's third largest industry. In Door County the travel and hospitality industry is the primary economic engine that influences far more than innkeepers and restaurant owners. The same attributes and attraction that drive approximately 2 million visitors a year to the county also contribute to the construction, medical, financial and service trades.

Thanks to Door County's vibrant travel and hospitality industry our county contributes more sales tax to the state's general fund than any other county with a similar population. The celebrity of Door County also brings attention to the state of Wisconsin just as the golf courses in Sheboygan County bring national and international attention to the state. In 2002 *Money Magazine* named Door County one of the top ten vacation destinations in North America. The county was the only destination in the Midwest to receive this high honor. Our world class arts community also receives similar honors regularly.

Door County's attractions, both natural and man made, assist in attracting manufacturers, telecommuters and retirees. The boom in vacation home construction and sales have provided a stable economy for many local entrepreneurs. Services of all types are needed by these non resident property owners and all sectors of our economy are benefiting from tourism.

The travel and hospitality industry, by its nature, provides tremendous entrepreneurial opportunities. Like many other Wisconsin vacation destinations, entrepreneurial opportunities for young people have given them the reason and means to remain and become an active member of the community. Perhaps no other industry provides such a range of entrepreneurial opportunities. It is far more feasible for a young person to open their own gift shop or restaurant than to begin their own manufacturing plant. These opportunities will continue to make Door County attractive to creative young people.

As regions throughout the country compete for new economic development they are acknowledging the importance of culture and recreation in attracting the kind of workforce that will attract employers. Door County's exceptional tourism product is an asset for Northeast Wisconsin's economic development initiatives. This same dynamic is happening throughout the state. These are the reasons it is imperative to invest in marketing Wisconsin's travel and hospitality industry.

For further information contact:

Karen Raymore, Executive Director, Door County Chamber of Commerce
(920) 743-4456

Door County Legislative Days State Agency Meeting #2
*Depts. of Natural Resources, Ag. Trade and Consumer Protection, Public Health, Administration, State
Building Commission, and the Department of Tourism*
Wednesday, May 4 --- 3:00 – 4:30 p.m.

Protection from Invasive Species

The Citizens of Door County request the State of Wisconsin

- **Continue its cooperation with regional organizations, other states and the federal government** to enhance the U.S. Fish and Wildlife Service efforts to halt the spread of highly injurious Asian Carp species from entering the Great Lakes.
- **Expand the Aquatic Invasive Program to Further Address Terrestrial Species.** We support additional funding and staff to further address the introduction and spread of Invasive Terrestrial Plants in the state. Support for local citizen action is also requested. For example, volunteers in Door County have joined together to do early warning monitoring of terrestrial invasive species. They also organize for eradication efforts. Of particular and growing threat in Door County are several terrestrial plant species (garlic mustard, giant red grass, and Japanese barberry).
- **Expand Boater and Angler Education.** We support DNR educational efforts and support additional dollars for the Wisconsin DNR to conduct additional boater education programs through a college internship program.
- **Support the current DNR budget initiative on invasive species to DOA.** DNR has submitted a budget initiative intended to integrate invasive species efforts in water, land, and forestry programs.

Background

Invasive species are non-native plants and animals that have been introduced by humans, either by accident or for a specific purpose. Exotic species can quickly displace native species, and can destroy the natural communities into which they encroach.

Aquatic invasive species are a special threat to the fisheries around Door County, and in turn to our economy. Local industries such as sport and charter fishing are particularly vulnerable to the injurious effects of aquatic invasive species in the Great Lakes.

For further information contact:

Charlie Henriksen

Door County Commercial Fishermen

(920) 839-2103

Door County Legislative Days State Agency Meeting #2
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Wednesday, May 4 --- 3:00 – 4:30 p.m.

Cormorant Control

The Citizens of Door County request that the state of Wisconsin:

Energize its efforts aimed at realizing control efforts of the Cormorant population. Push more aggressively for federal funding and accelerate efforts to develop a control plan.

Background

We are supportive of what the DNR is doing in this area, but feel there is serious damage being done to our fisheries, which in turn has a negative impact on our fishing industries. In turn, we feel that efforts to develop a control plan and push for federal funds need to be accelerated.

We in Door County offer our assistance in lobbying federal authorities to this end.

For further information contact:
Charlie Henriksen
Door County Commercial Fishermen
(920) 839-2103

Peninsular Research Station New Facilities

The Citizens of Door County request that the State of Wisconsin:

Place a high priority on proposals to the State Building Commission for new facilities at the Peninsular Research Station.

The Peninsular Research Station provides an important link between local producers, ag-business, and the resources of the University of Wisconsin. The Peninsular Research Station conducts important applied research beneficial to the local agriculture industry, as well as to statewide initiatives in areas such as Integrated Pest Management and Diversity in Wisconsin Agriculture. The facilities also serve community groups such as the Master Gardeners.

While well maintained and cared for, some of the current facilities were constructed nearly 50 years ago and are in dire need of upgrade and repair. Future plans will call for new office space and laboratory facilities that will allow the station to continue to serve the agricultural interests of Door County and the state.

For more information contact:
Rob Burke, Door County UW-Extension (920) 746-2260

*Door County Legislative Days
Agency Meeting with the Department of Transportation
Thursday, May 5 10:00 11:30 a.m.
North Hearing Room*

Wisconsin Department Transportation

Thursday, May 5 --- 10:00 – 11:30 a.m.
North Hearing Room, State Capitol Building
Facilitator: Jay Krauss

ISSUE: Construction of a new bridge in downtown Sturgeon Bay at the Maple Street to Oregon Street crossing prior to rehabilitating the Michigan Street Bridge

The citizens of Door County request that the State of Wisconsin:

- **Construct a new bridge in downtown Sturgeon Bay prior to closing the Michigan Street Bridge for rehabilitation.**
- **Appropriate the necessary funding, in addition to any supplemental federal appropriations, to fund construction of a new bridge.**

Why this issue is important to Sturgeon Bay/Door County:

For more than 10 years the Wisconsin Department of Transportation has programmed the replacement of the Michigan Street Bridge. In 1997 the Wisconsin Department of Transportation executed an agreement with the City of Sturgeon Bay to construct a new bridge in Sturgeon Bay. The Wisconsin Department of Transportation has since changed its program and now plans to rehabilitate the Michigan Street Bridge commencing in 2006. Rehabilitation will result in a nine month closure of the downtown bay crossing. This proposed 9 month closure jeopardizes the commerce, public safety, health and welfare of Sturgeon Bay and Door County. Construction of a new bridge prior to the rehabilitation of the Michigan Street Bridge will eliminate these adverse impacts and satisfy Federal Highway Administration transportation standards needed to render the projects eligible for federal funding.

Local Efforts:

- As directed by WDOT, the City of Sturgeon Bay has identified its preferred bridge replacement option as a new bridge on the Maple to Oregon corridor.
- The City has pursued supplemental funding at the federal level. A substantial federal appropriation is anticipated.
- Various county-wide referenda were held in April 2005 yielding the following results:
 - A majority of voters support constructing a new bridge prior to WDOT rehabilitating the Michigan Street Bridge.
 - A majority of voters favor a new bridge rather than a rehabilitated Michigan Street Bridge.
 - A majority of voters support a bridge being built in Sturgeon Bay from Maple to Oregon.
 - A majority of voters do not support rehabilitation of the Michigan Street Bridge.

***Door County Legislative Days
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North Hearing Room***

Bridge, continued...

- A majority of voters do not support the historic designation of the Michigan Street Bridge.
- The City has obtained commitment from WDOT to own and maintain a new bridge, if built.

Conclusion:

The State of Wisconsin transportation studies conclude the City of Sturgeon Bay requires 4 lanes to satisfy federal transportation standards, and two 2 lane bridges best meet the transportation needs of the City. Meeting the federal standards allows the project to be federally funded. The current state program fails to meet transportation standards, renders the project ineligible for federal funding, jeopardizes the City and County with excessive downtime, and is locally unacceptable as indicated by the referenda results. Given that WDOT agrees that a second downtown bridge is needed, it makes sense to construct that bridge prior to closing the Michigan Street Bridge for repairs.

For Further information Contact:

Dennis D. McIntosh, Mayor (920) 746-2903
John “Jay” Krauss, City Administrator (920)746-2903

*Door County Legislative Days
Agency Meeting with the Department of Transportation
Thursday, May 5 10:00 11:30 a.m.
North Hearing Room*

Sturgeon Bay Shipbuilding Cluster Master Plan Implementation

The Citizens of Door County request that the State of Wisconsin:

Support the implementation of the various initiatives identified during the creation of the recently completed Sturgeon Bay Shipbuilding Cluster Master Plan.

Specifically:

- Passage by the Legislature of Governor Doyle's 2005-2007 biennial budget, which includes \$6 Million of new bonding authority for the Department of Transportation's Harbor Assistance Program for public improvements related to the construction of a new boat launch system;
- State financial support of a shipyard worker training initiative;
- Securing approval of an application to WHEDA for New Market Tax Credits for partial funding for implementing the Sturgeon Bay Shipbuilding Cluster Master Plan;
- Support of the application by Palmer Johnson for a \$2 Million forgivable Community Development Block Grant for the completion of a new production facility;
- Support of the application by the City of Sturgeon Bay for \$1.2 Million in Department of Transportation funds for eligible transportation improvements.

Background:

In 2004, Door County Economic Development Corporation worked with the City of Sturgeon Bay, Wisconsin Department of Commerce, Bay Shipbuilding, Palmer Johnson Yachts and Boldt Technical Services to complete the Sturgeon Bay Shipbuilding Cluster Master Plan. The plan provides a blueprint for the future growth and expansion of the shipbuilding industry in Sturgeon Bay and specifically addresses the needs of Bay Shipbuilding and Palmer Johnson Yachts. The plan calls for substantial investment in equipment, infrastructure and building facilities, including upgrading the boat launch system both companies currently use with a new, state-of-the-art launch system.

The projected capital cost for the plan totals more than \$50 Million, for improvements such as dock walls, boat launch system, utilities, production facilities and parking. Phase I, expected to begin in mid-2005, totals \$29.35 Million and includes four projects: 1) a new 140,000 sq. ft. production facility for Palmer Johnson; 2) street and utility improvements; 3) a new boat launch system; 4) an aggressive workforce development initiative. The street and utility improvements are required to accommodate the proposed location for the new Palmer Johnson building.

Together, the two shipyard companies project that implementation of the Shipbuilding Cluster Master Plan will contribute to the creation of 600 new jobs within three years. Indirect employment by local suppliers would add another 390 jobs for a total economic impact of over \$90 Million. Shipbuilding dollars subsequently turn around more than four times in the area of the earned wage. In a rural county of fewer than 30,000 residents, that constitutes a significant economic impact. Jobs in the modern shipyard require very specific skill sets and training. The proposed drastic increase in the number of available high-wage, high-skills jobs in Door County

Door County Legislative Days
Agency Meeting with the Department of Transportation
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North Hearing Room

Shipbuilding Cluster Plan, continued...

makes clear the need for a concerted effort to improve the skills of the existing workforce and to prepare the next generation of shipyard workers.

The proposed worker training project is a two-year, three-pronged approach to assist Bay Shipbuilding and Palmer Johnson fill the projected new jobs with well-trained local employees. The proposed employee training program would: 1) target high-school students through a youth apprenticeship program; 2) establish a pre-employment training program for new, postsecondary school hires by either company, and; 3) provide significant and appropriate levels of incumbent worker training.

The overall goal of the shipyard cluster project is to facilitate the retention and expansion of Bay Shipbuilding Company and Palmer Johnson Yachts in Sturgeon Bay. The recent growth and future opportunities presented by these two companies proves the potential to significantly grow the existing shipbuilding cluster in Sturgeon Bay and Wisconsin. This will help to ensure world-class workplaces that will continue to attract, retain and advance workers and provide high-quality jobs in Door County well into the future.

For further information, contact:
Bill Chaudoir – Executive Director
Door County Economic Development Corporation
bill@doorcountybusiness.com
920-743-3113 x 203

Town of Gibraltar Road Aids

The citizens of Door County request the State of Wisconsin

To restore transportation aids to the Town of Gibraltar for 7.4 miles of town-owned roads in Peninsula State Park.

Background

In October 2003 the Town of Gibraltar received a letter from the Wisconsin Department of Transportation regarding Hemlock Road, Highland Road, Mengelberg Lane, Middle Road and Shore Road all located in or near Peninsula State Park. According to the DOT's policy a road cannot be gated to receive state transportation aid. The gate in question owned and operated by the park, and has been in existence for decades. Other access to the roads in the park is available. This is a loss of 7.40 miles to the Town's certified mileage which would result in a loss of approximately \$14,000. At a special town meeting in November 2003 the town resolved to respond to the letter, protesting the decision and to try to reach a resolution. The town initiated communication with the DOT but has not received any response indicating an interest discussing the matter. A gas tax road map was routinely sent to the town in 2004, however, the roads in question were removed. The town redrew the roads in the map and returned it to the DOT. No response has been received.

For further information contact:
Merrel Runquist, Chairman, Town of Gibraltar
(920) 868-1714