



TRAVIS TRANEL

STATE REPRESENTATIVE • 49th ASSEMBLY DISTRICT

(608) 266-1170
Toll-Free: (888) 872-0049
Rep.Tranel@legis.wi.gov

P.O. Box 8953
Madison, WI 53708-8953

DATE: February 10, 2022

RE: Testimony on Assembly Bill 404

TO: The Assembly Transportation Committee

FROM: State Representative Travis Tranel

Thank you, Chairman Plumer and members of the committee, for listening to my testimony on Assembly Bill 404 (AB 404) today.

The village of Cassville has experienced many challenges over the past decade due to the closure of two power plants in the community. Nearly 100 family-sustaining jobs were lost as a result. Senator Marklein and I have tried to help the community deal with this major loss during our time in office.

Over the past several years, a dedicated group of Cassville residents have passionately worked to build support for a bridge spanning the Mississippi River at Cassville. They strongly believe building a bridge at this location would benefit the region's economy, schools, and employers.

Reasons cited for building a bridge at this location include:

- From the Twin Cities to the Quad Cities, there is a bridge crossing over the Mississippi River every 30-40 miles, except at Cassville. This 60 mile gap, between Prairie du Chien, WI and Dubuque, IA, is the longest along the Upper Mississippi River.
- Travel time between communities in Grant County, WI and Dubuque/Clayton County, IA would be reduced, allowing constituents to work in Dubuque yet raise families in Cassville.
- Improved infrastructure would reduce costs and delivery times for Ag, manufacturing, and timber products.

AB 404 directs the Department of Transportation to enter into an agreement with the state of Iowa to explore the economic impact and feasibility of constructing a bridge that crosses the Mississippi River at Cassville. Each state would equally share the cost of the study.

A report regarding the study's findings would then be submitted to the legislature for review. This data would provide policymakers in both states with the information needed to determine if a bridge at Cassville is economically viable.

Thank you for taking the time to hear AB 404 and we hope you will consider supporting this legislation.



HOWARD MARKLEIN

STATE SENATOR • 17th SENATE DISTRICT

February 10, 2022 Assembly Committee on Transportation Testimony on Assembly Bill 404

Thank you Chairman Plumer and committee members for hearing Assembly Bill (AB) 404, which would require the Wisconsin Department of Transportation (DOT) to fund a feasibility study of constructing a bridge across the Mississippi river between the Village of Cassville in Grant County and the State of Iowa.

AB 404 requires an agreement with the state of Iowa for a similar investment in this project. Before performing the study, DOT must enter an agreement with the state of Iowa regarding the funding of the study. Under the agreement, DOT may not spend more than \$1,000,000 and may not cover more than 50 percent of the cost of the study.

Cassville has been economically devastated by the closure of both the Nelson Dewey Generating Station and E.J. Stoneman Generating Station. The decommissioning of the plants resulted in the loss of close to 100 jobs. Population in the village of 1,300 residents declined by over 350 people.

Grant County is located in the southwestern corner of our state, and is the 9th largest county in Wisconsin by land area. The western border of the county is the mighty Mississippi River with 60-70 miles of river frontage. The nearest bridges to cross the Mississippi are located in Prairie du Chien and Dubuque, Iowa. Along the upper Mississippi (Quad Cities to the Twin Cities), most bridges over the river are spaced 30-40 miles apart. However, the gap between the bridges at Prairie du Chien and Dubuque is about 60 miles.

Cassville is located at the midway point between the two bridges, and would be a logical location for a crossing. Currently, the only option to cross the river at Cassville is a seasonal car ferry.

According to the USDA Census of Agriculture, Grant County is the 3rd leading corn-producing county, and the 5th highest soybean-producing county in Wisconsin. A bridge in Cassville would provide opportunities for freight traffic to avoid the congestion in Dubuque, reduce the impact on U.S. Highway 151, and create economic development opportunities in the area.

Thank you again to the committee for hearing this proposal, and your timely action on the bill.

Lance J. Wamsley

Co-founder, Badger-Hawkeye Bridge Coalition

8590 County Road U
Cassville, WI 53806

608.778.5667
lancewamsley@gmail.com

To: Assembly Committee on Transportation
From: Lance Wamsley, Co-founder, Badger-Hawkeye Bridge Coalition
Date: February 10, 2022
Subject: AB 404, Relating to: feasibility study for a highway bridge over the Mississippi River at the village of Cassville in Grant County.

Dear Assembly Committee on Transportation:

I proudly support Assembly Bill 404 relating to a feasibility study for a highway bridge over the Mississippi River at the village of Cassville in Grant County. I am a long-time resident of Grant County and the Cassville area, having grown up there during my formative years and throughout middle school and high school, and then returning to the area nearly a decade ago to raise my family. Unfortunately, this area since became a shadow of its former self upon my return. Cassville, and much of western Grant County, have been dealt a tough blow economically over the past decade, following the closure of the village's two power plants in 2015, after approximately 60 years and employing around 100 people on any given day. This is the equivalent of over 10% of the village's current population being put out of work. Combine that with the demise of small family farms across southwest Wisconsin, and we have a recipe for economic hardship that has rippled to other nearby communities in western Grant County such as Bloomington, Potosi, and Lancaster.

Now that jobs have disappeared and the existing workforce is dwindling, few businesses want to start or relocate to the Cassville area, all of which ultimately stems from the lack of adequate highway infrastructure. Cassville sits on a 60-mile stretch of bridgeless water, in a very lightly traveled corner of Grant County. The nearest Mississippi River crossings are located 30 miles downriver at Dubuque or 30 miles upriver at Prairie du Chien. This is the longest stretch of bridgeless river frontage you will find on the Upper Mississippi River between Minneapolis, MN and Moline, IL, by over 15 miles. Typically, bridges are found on the Upper Mississippi River every 30-40 miles. The lack of a river crossing at Cassville means residents must travel a minimum of 25 minutes to find sustainable and suitable employment, gain access to services, and fulfill basic needs. The addition of a bridge would reduce travel time for those things to 10 minutes. As a result, few families want to take on that challenge, and the impact is evident. Cassville's population has fallen from 947 in 2010 to 777 in 2020. In fact, the village's population has dropped nearly 50% since 1970. The number of students enrolled in the Cassville School District has fallen to less than 190, which is less than half the size the student body was just 25 years ago in the 1996-97 school year.

The attempt to build a bridge at Cassville is nothing new. U.S. Congress authorized three separate Acts for construction of a bridge in 1928, 1939, and 1941. Each time one of those Acts was authorized, a major global catastrophe unfolded- the Great Depression, the beginning of World War II, and the bombing of Pearl Harbor. Each of these events tabled efforts to construct a bridge. A bill to build a bridge even passed the Wisconsin Legislature in 1935. Then, in the 1960s, a Wisconsin Division of Highway survey recommended a bridge be built at Cassville by the 1980s. As recent as 2017, a group in eastern Iowa known as the East Central Intergovernmental Association concluded the lack of bridges across the Mississippi River creates several challenges with the movement of freight in the region.

A bridge at Cassville would connect Wisconsin 81 and Wisconsin 133 with U.S. Highway 52 just 5 miles to the west at Cassville, putting Cassville within 20 miles of four-lane U.S. Highway 20 which is a thoroughfare that stretches across Iowa, from Sioux City in the west to Dubuque in the east. Dubuque is the economic hub of the tri-state region of Iowa, Wisconsin, and Illinois. Dubuque is growing westward along U.S. 20, which incidentally, means Dubuque's economic expansion is moving closer to Cassville and western Grant County geographically as the crow flies, but it is moving farther away when traveling existing roads and bridges to get there.

This proposed bridge would serve 150,000 residents in the neighboring three-county area, which is considerably higher than the number of residents served by the two Mississippi River bridges currently located in Crawford

County, Wisconsin, the adjacent county upstream from Grant County. In fact, Badger-Hawkeye Bridge Coalition and Cassville Economic Development partnered with the civil engineering students with the University of Wisconsin-Platteville in 2021, and UW-Platteville found that out of 135 analyzed routes between communities in southwest Wisconsin and northeast Iowa, a Cassville bridge crossing would save mileage and time on 69 of those routes! That is significant. Ultimately, UW-Platteville concluded "...that a roundtrip average time of 40 minutes and driving distance of 34 miles could be removed from routes that connect these regions of Iowa and Wisconsin. We also computed an annual cost savings of over \$7.4 million starting in 2031 when the bridge would open. The value of the annual savings will increase over time with the assumption that the connection between Iowa and Wisconsin would increase populations and the number of people in the area in general. At the end of 2041, savings of \$86 million could result from the bridge. Additionally, a new bridge in Cassville across the Mississippi River will attract a traffic volume of 2,784 vehicles per day when completed in the construction year of 2031. The traffic volume is expected to increase to 3,150 vehicles per day in 2041." (For comparison, the Black Hawk Bridge crossing located in Crawford County, Wisconsin between De Soto and Lansing, Iowa carried less than 2,000 vehicles per day on average in 2014. That bridge is scheduled for replacement in the coming years.) Those savings of \$86 million dollars every 10 years mean the proposed Cassville bridge would pay for itself in 30 years when compared to UW-Platteville's estimated cost for the bridge. I will supply copies of UW-Platteville's reports after the hearing.

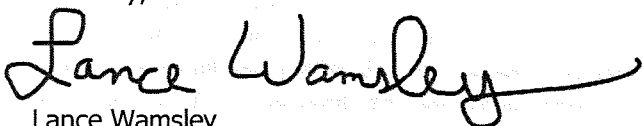
Farmers in Grant County would benefit significantly from a Cassville bridge crossing. According to the 2012 USDA Census of Agriculture, Grant County ranks 3rd in corn production, 5th in soybean production and 3rd in total ag value out of 72 counties in Wisconsin. Dubuque County, Iowa, which is adjacent to Grant County to the south, is home to ethanol and biodiesel plants. Few Grant County farmers currently ship their corn and soybeans to these plants because of the increased distance and time of traveling across existing bridges and through traffic congestion in Dubuque itself.

Two of the biggest challenges Grant County faces are urban migration and "brain drain". Grant County is home to two post-secondary institutions: University of Wisconsin-Platteville and Southwest Wisconsin Technical College in Fennimore. In total, 2,500 degrees are awarded at those institutions every year, yet Grant County's overall population has been generally stagnant for several decades. While the rolling landscape of Grant County is a nature lover's dream come true, young people are fleeing Grant County, especially the western half, because of the lack of suitable jobs. I have spoken with several of my former Cassville High School peers who no longer live in the area, and many say that they would return if there were better job opportunities. Those opportunities do exist in Dubuque. However, the Dubuque metropolitan area is frankly too far away from most of the county, due in large part to the lack of a Cassville bridge crossing. In general, the only parts of Grant County seeing sizable population growth are communities located along and near four-lane U.S. Highway 151 that connects with Dubuque such as Platteville, Dickeyville, Kieler, and Cuba City.

The Badger-Hawkeye Bridge Coalition and I are working with our neighbors in Iowa to push this idea forward. However, we need proof that Wisconsin is serious about this proposal, and Assembly Bill 404 is a logical first step in showing our neighbors exactly what they need for them to agree to begin working with us and make the first move together toward getting this bridge proposal closer to fruition. Plus, through an online petition at change.org, we collected 2,870 individual signatures that support a bridge crossing at Cassville, a list which includes residents from both sides of the Mississippi River. I will ensure the petition text, the list of petition signatures, petition comments, and other documentation supporting my testimony are distributed to you after the hearing.

I urge you to support Assembly Bill 404. Thank you so much for your time and consideration on this critical issue for Grant County and southwestern Wisconsin.

Sincerely,



Lance Wamsley
Co-founder, Badger-Hawkeye Bridge Coalition
608.778.5667
lancewamsley@gmail.com

Mississippi River Bridge Initiative



Cassville, WI

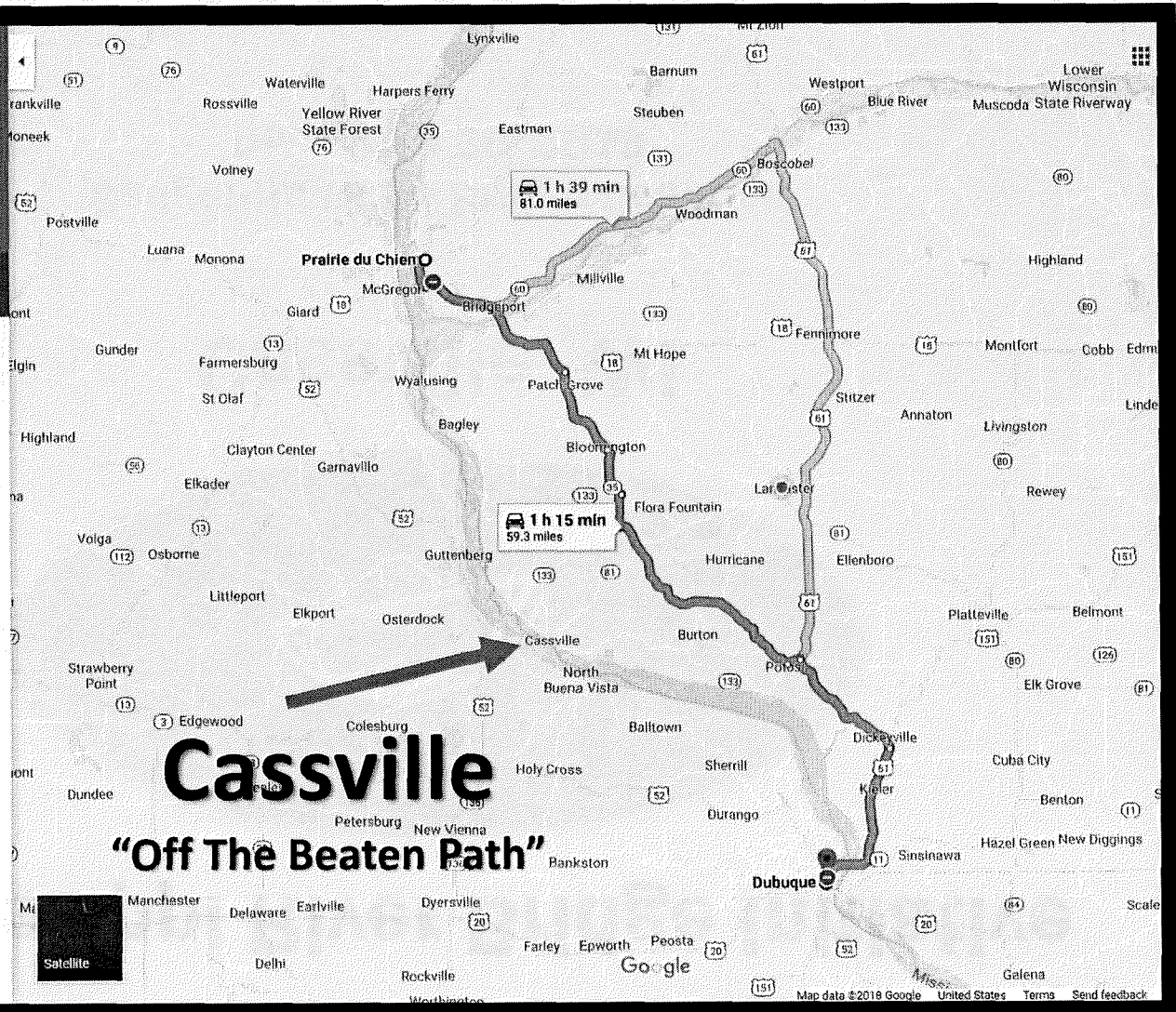
Badger-Hawkeye Bridge Coalition
December 20, 2019



Prairie du Chien, Wisconsin 53821
 Dubuque, Iowa
 Add destination

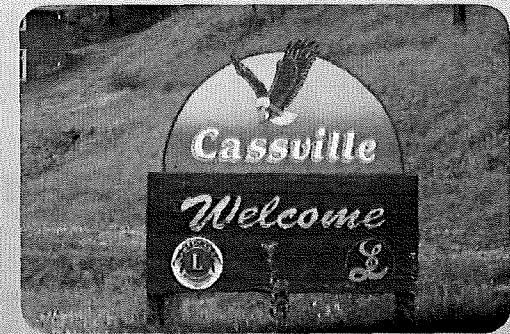
Leave now OPTIONS

- Send directions to your phone
- via Co Rd U** 1 h 15 min
 Fastest route now, avoids road closures 59.3 miles
- DETAILS
- via WI-60 Trunk E and US-61 S** 1 h 39 min
81.0 miles



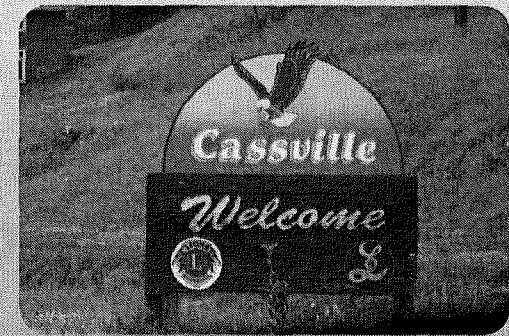
Why is a bridge needed at Cassville?

- **Cassville's two power plants shut down in 2015, eliminating approximately 100 jobs = 10% of Cassville's population**
- **Cassville has lost 30% of its population since 1970:**
 - **1970 - 1,343**
 - **2010 - 947**
 - **2020 - Less than 900?**
- **School district enrollment has fallen 55%**
 - **Only 200 students in entire district!**
 - **Nearly 450 students 25 years ago**
- **Ferry Limitations**

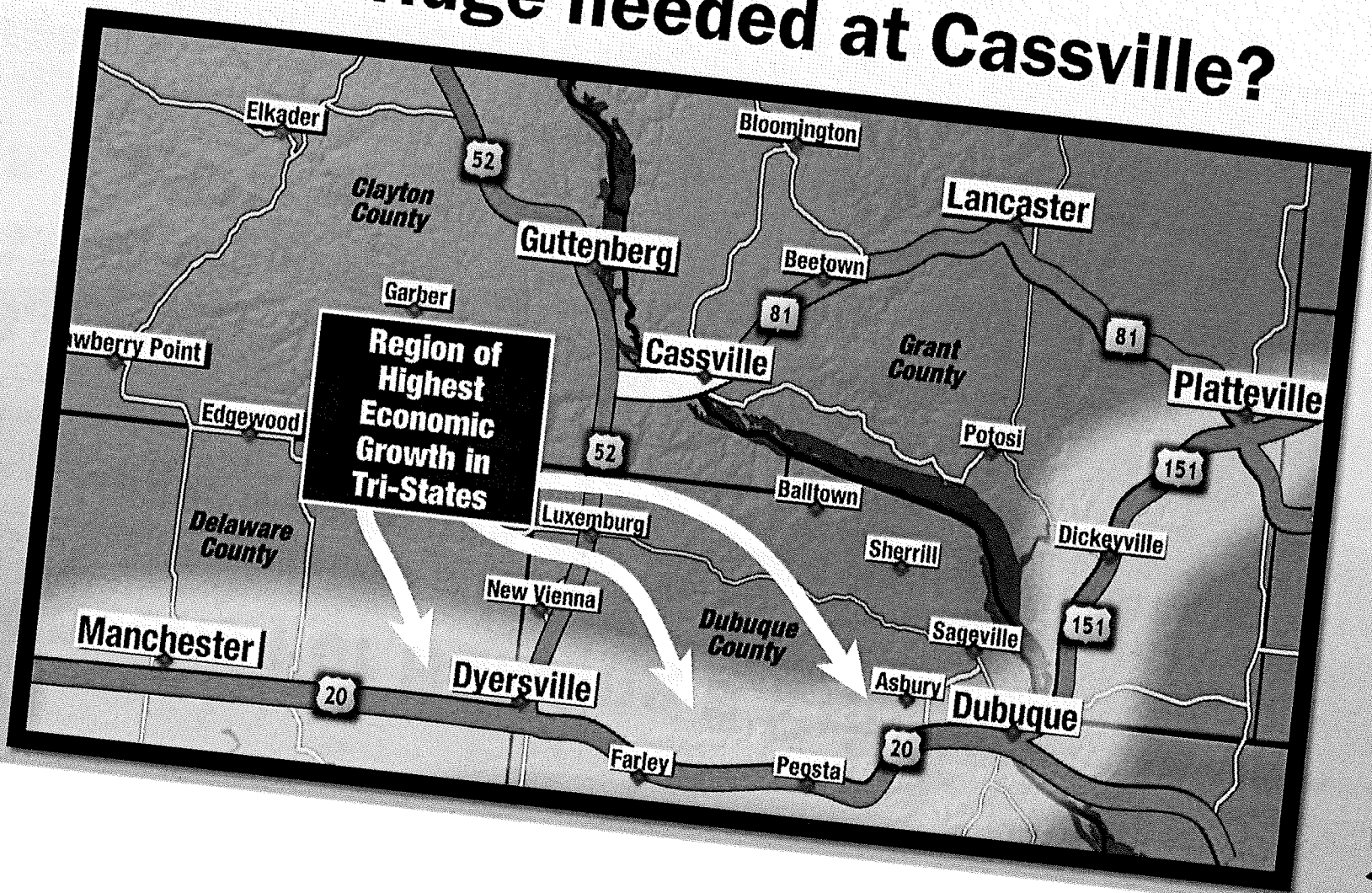


Why is a bridge needed at Cassville?

- **No major highways/thoroughfares run through Cassville**
 - *“Must have a reason to go there”*
- **Nearest communities with substantial job opportunities**
 - Lancaster – 19 miles
 - Prairie du Chien – 32 miles
 - Platteville – 33 miles
 - Dubuque (downtown) – 38 miles
- **If there was a bridge....**
 - Guttenberg – 11 miles (currently 55 miles)
 - Dyersville – 21 miles (currently 64 miles)
 - Dubuque (west side) – 28 miles (currently 42 miles)
 - Manchester – 40 miles (currently 82 miles)

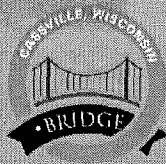
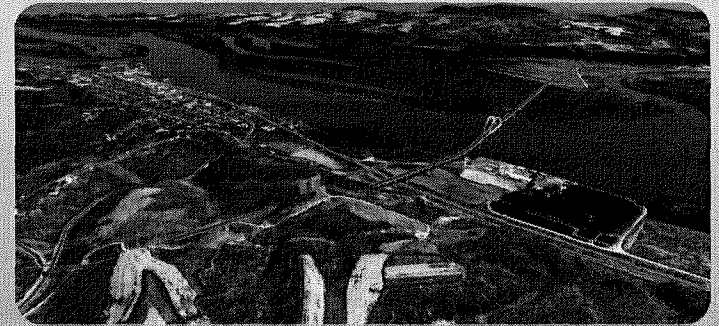


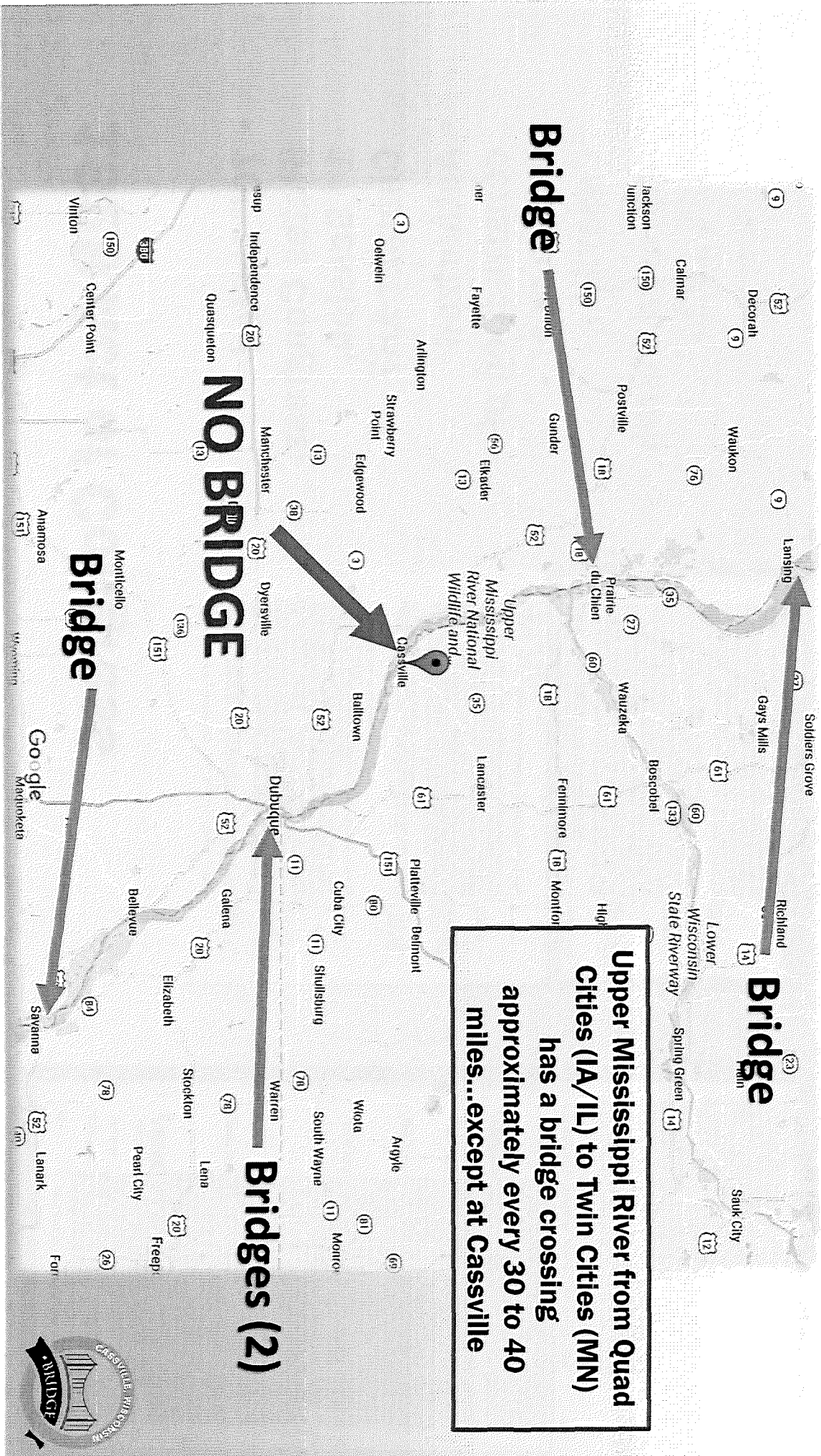
Why is a bridge needed at Cassville?



Reasons For Building a Bridge

1. Upper Mississippi River bridge average spacing
2. 1928, 1939 and 1941 Acts of Congress
3. 1968 Wisconsin highway survey
4. Dubuque-area freight study
5. Ideal bridge location
6. Expanded commerce
7. Similar-sized town has one
8. Reduces “brain drain”
9. High tourism value

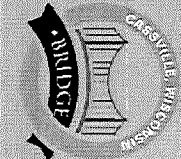




Upper Mississippi River from Quad Cities (IA/IL) to Twin Cities (MN) has a bridge crossing approximately every 30 to 40 miles...except at Cassville

NO BRIDGE

Bridges (2)



1928 Act of Congress

- 70th United States Congress, 1st Session, Chapter 187
- Authorized construction of bridge near Cassville.
- Approved March 10th, 1928

SEVENTIETH CONGRESS. Sess. I. CHS. 185-187. 1928. 293

CHAP. 185.—An Act To extend the times for commencing and completing the construction of a bridge across the Mississippi River at or near Saint Paul and Minneapolis, Minnesota.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the times for commencing and completing the construction of the bridge authorized by Act of Congress approved February 16, 1924, and amended by Acts approved February 7, 1925, and March 1, 1926, to be built by the Chicago, Milwaukee and Saint Paul Railway, its successors and assigns, across the Mississippi River, within or near the city limits of Saint Paul, Ramsey County, and Minneapolis, Hennepin County, Minnesota, are hereby extended one and three years, respectively, from February 16, 1928.

Sec. 2. The right to alter, amend, or repeal this Act is hereby expressly reserved.

Approved, March 10, 1928.

CHAP. 186.—An Act Granting the consent of Congress to the Louisiana Highway Commission to construct, maintain, and operate a free highway bridge across the Red River at or near Moncla, Louisiana.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the consent of Congress is hereby granted to the Louisiana Highway Commission to construct, maintain, and operate a free highway bridge, and approaches thereto, across the Red River, at a point suitable to the interests of navigation, at or near Moncla, in the Parish of Avoyelles and State of Louisiana, and a point opposite thereto, in accordance with the provisions of the Act entitled, "An Act to regulate the construction of bridges over navigable waters," approved March 23, 1906.

Sec. 2. That the right to alter, amend, or repeal this Act is hereby expressly reserved.

Approved, March 10, 1928.

CHAP. 187.—An Act Authorizing the American Bridge and Ferry Company (Incorporated), its successors and assigns, to construct, maintain, and operate a bridge across the Mississippi River at or near Cassville, Wisconsin.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That in order to facilitate interstate commerce, improve the postal service, and provide for military and other purposes, the American Bridge and Ferry Company (Incorporated), its successors and assigns, be, and is hereby, authorized to construct, maintain, and operate a bridge and approaches thereto across the Mississippi River, at a point suitable to the interests of navigation, at or near the village of Cassville, Grant County, Wisconsin, and a point opposite in Clayton County, Iowa, in accordance with the provisions of the Act entitled "An Act to regulate the construction of bridges over navigable waters," approved March 23, 1906, and subject to the conditions and limitations contained in this Act.

Sec. 2. There is hereby conferred upon the American Bridge and Ferry Company (Incorporated), its successors and assigns, all such rights and powers to enter upon lands and to acquire, condemn, occupy, possess, and use real estate and other property needed for the location, construction, operation, and maintenance of such bridge and its approaches as are possessed by railroad corporations for railroad purposes or by bridge corporations for bridge purposes

294 SEVENTIETH CONGRESS. Sess. I. CH. 187. 1928.

in the State in which such real estate or other property is situated, upon making just compensation therefor, to be ascertained and paid according to the laws of such State, and the proceedings therefor shall be the same as in the condemnation or expropriation of property for public purposes in such State.

Sec. 3. The said American Bridge and Ferry Company (Incorporated), its successors and assigns, is hereby authorized to fix and charge tolls for transit over such bridge, and the rates of toll so fixed shall be the legal rates until changed by the Secretary of War under the authority contained in the Act of March 23, 1906.

Sec. 4. After the completion of such bridge, as determined by the Secretary of War, either the State of Wisconsin, the State of Iowa, any public agency or political subdivision of either of such States, within or adjoining which any part of such bridge is located, or any two or more of them jointly, may at any time acquire and take over all right, title, and interest in such bridge and its approaches, and any interest in real property necessary therefor, by purchase or by condemnation or expropriation, in accordance with the laws of either of such States governing the acquisition of private property for public purposes by condemnation or expropriation. If at any time after the expiration of twenty years after the completion of such bridge the same is acquired by condemnation or expropriation, the amount of damages or compensation to be allowed shall not include good will, going value, or prospective revenues or profits, but shall be limited to the sum of (1) the actual cost of constructing such bridge and its approaches, less a reasonable deduction for actual depreciation in value, (2) the actual cost of acquiring such interest in real property, (3) actual financing and promotion costs, not to exceed 10 per centum of the sum of the cost of constructing the bridge and its approaches and acquiring interest in real property, and (4) actual expenditures for necessary improvements.

Sec. 5. If such bridge shall be taken over or acquired by the States or public agencies or political subdivisions thereof, or by either of them, as provided in section 4 of this Act, and if tolls are thereafter charged for the use thereof, the rates of toll shall be so adjusted as to provide a fund sufficient to pay for the reasonable cost of maintaining, repairing, and operating the bridge and its approaches under economical management, and to provide a sinking fund sufficient to amortize the amount paid therefor including reasonable interest and financing cost, as soon as possible under reasonable charges, but within a period of not to exceed twenty years from the date of acquiring the same. After a sinking fund sufficient for such amortization shall have been so provided, such bridge shall hereafter be maintained and operated free of tolls, or the rates of toll shall thereafter be so adjusted as to provide a fund of not to exceed the amount necessary for the proper maintenance, repair, and operation of the bridge and its approaches under economical management. An accurate record of the amount paid for acquiring the bridge and its approaches, the actual expenditures for maintaining, repairing, and operating the same and of the daily tolls collected, shall be kept and shall be available for the information of all persons interested.

Sec. 6. The American Bridge and Ferry Company (Incorporated), its successors and assigns, shall within sixty days after the completion of such bridge file with the Secretary of War, and with the highway department of the States of Wisconsin and Iowa, a sworn itemized statement showing the actual original cost of constructing the bridge and its approaches, the actual cost of acquiring any interest in real property necessary therefor, and the actual financing and promotion costs. The Secretary of War may, and upon request

SEVENTIETH CONGRESS. Sess. I. CHS. 187-189. 1928. 295

of the highway department of either of such States shall, at any time within three years after the completion of such bridge, investigate such costs and determine the accuracy and the reasonableness of the costs alleged in the statement of costs so filed, and shall make a finding of the actual and reasonable costs of constructing, financing, and promoting such bridge; for the purpose of such investigation the said American Bridge and Ferry Company (Incorporated), its successors and assigns, shall make available all of its records in connection with the construction, financing, and promotion thereof. The findings of the Secretary of War as to the reasonable costs of the construction, financing, and promotion of the bridge shall be conclusive for the purposes mentioned in section 5 of this Act, and subject only to review in a court of equity for fraud or gross mistake.

Sec. 7. The right to sell, assign, transfer, and mortgage all the rights, powers, and privileges conferred by this Act, is hereby granted to the American Bridge and Ferry Company (Incorporated), its successors and assigns, and any corporation to which or any person to whom such rights, powers, and privileges may be sold, assigned, or transferred, or who shall acquire the same by mortgage foreclosure or otherwise, is hereby authorized and empowered to exercise the same as fully as though conferred herein directly upon such corporation or person.

Sec. 8. The right to alter, amend, or repeal this Act is hereby expressly reserved.

Approved, March 10, 1928.

1939 Act of Congress

- 76th United States Congress, 1st Session, Chapter 505
- Authorized construction of toll bridge between Cassville and Guttenberg.
- Approved August 7th, 1939

13 STAT. 70TH CONG., 1ST SESS.—CHS. 503-505—AUG. 7, 1939

1235

Sec. 2. If tolls are charged for the use of such bridge, the rates of toll shall be so adjusted as to provide a fund sufficient to pay the reasonable cost of maintaining, repairing, and operating the bridge and its approaches under economical management, and to provide a sinking fund sufficient to amortize the cost of the bridge and its approaches, including interest at a rate of not to exceed 5 per centum per annum and reasonable financing cost, as approved by the Commissioner of Public Roads, as soon as possible under reasonable charges, but within a period of not to exceed twenty-five years from the completion thereof. After a sinking fund sufficient for such amortization shall have been so provided, such bridge shall thereafter be maintained and operated free of tolls. An accurate record of the costs of the bridge and its approaches, the expenditure for maintaining, repairing, and operating the same, and of the daily tolls collected shall be kept and shall be available for the information of all persons interested.

Sec. 3. The right to alter, amend, or repeal this Act is hereby expressly reserved.

Approved, August 7, 1939.

[CHAPTER 504]

AN ACT

Granting the consent of Congress to the Secretary of the Interior, the State of Washington, and the Great Northern Railway Company to construct, maintain, and operate either a combined highway and railroad bridge or two separate bridges across the Columbia River, at or near Kettle Falls, Washington.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the consent of Congress is hereby granted to the Secretary of the Interior, the State of Washington, the Great Northern Railway Company, a corporation organized and existing under the laws of the State of Minnesota, and their successors and assigns, jointly or separately, to construct, maintain, and operate either a combined highway and railroad bridge or two separate bridges, one to be a highway bridge and one a railroad bridge, across the Columbia River at a point or points suitable to the interests of navigation, at or near Kettle Falls, and between Ferry County and Stevens County, Washington, in accordance with the provisions of the Act entitled "An Act to regulate the construction of bridges over navigable waters", approved March 23, 1906, and subject to the conditions and limitations contained in this Act.

Sec. 2. The right to alter, amend, or repeal this Act is hereby expressly reserved.

Approved, August 7, 1939.

[CHAPTER 505]

AN ACT

Authorizing the village of Cassville, Wisconsin, or its assigns, to construct, maintain, and operate a toll bridge across the Mississippi River at or near Cassville, Wisconsin, and to a place at or near the village of Guttenberg, Iowa.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That in order to promote interstate commerce, improve the postal service, and provide for military and other purposes, the village of Cassville, Wisconsin, or its assigns, be, and is hereby, authorized to construct, maintain, and operate a bridge and approaches thereto across the Mississippi

Application of tolls to maintenance, sinking fund, etc.

Maintenance as free bridge after amortizing tolls, etc.

Amendment.

August 7, 1939 (H. R. 6711) [Public No. 305]

Columbia River Bridge authorized across at Kettle Falls, Wash.

21 Stat. 11, 23 U. S. 11 101-02.

Amendment.

August 7, 1939 (H. R. 6041) [Public No. 304]

Mississippi River Bridge authorized across at Cassville, Wis.

1236

PUBLIC LAWS—CHS. 506, 506—AUG. 7, 1939 153 STAT.

21 Stat. 11, 23 U. S. 11 101-02.

Right to acquire real estate, etc.

Toll charges.

Application of tolls to operations, sinking fund, etc.

Maintenance as free bridge after amortizing tolls, etc.

Amendment.

August 7, 1939 (H. R. 6711) [Public No. 305]

Judicial Code, amendments 21 Stat. 111, 23 U. S. 112; Montana judicial district. Terms of court.

Transfer of causes.

River, at a point suitable to the interests of navigation, at or near Cassville, Wisconsin, and to a place at or near Guttenberg, Iowa, in accordance with the provisions of the Act entitled "An Act to regulate the construction of bridges over navigable waters", approved March 23, 1906, and subject to the conditions and limitations contained in this Act.

Sec. 2. There is hereby conferred upon the village of Cassville, Wisconsin, or its assigns, all such rights and powers to enter upon lands and to acquire, condemn, occupy, possess, and use real estate and other property needed for the location, construction, maintenance, and operation of such bridge and its approaches as are possessed by railroad corporations for railroad purposes or by bridge corporations for bridge purposes in the State in which such real estate or other property is situated, upon making just compensation therefor, to be ascertained and paid according to the laws of such State, and the proceedings therefor shall be the same as in the condemnation or expropriation of property for public purposes in such State.

Sec. 3. The said village of Cassville, Wisconsin, or its assigns, is hereby authorized to fix and charge tolls for transit over such bridge, and the rates of toll so fixed shall be the legal rates until changed by the Secretary of War under the authority contained in the Act of March 23, 1906.

Sec. 4. In fixing the rates of toll to be charged for the use of such bridge the same shall be so adjusted as to provide a fund sufficient to pay for the reasonable cost of maintaining, repairing, and operating the bridge and its approaches under economical management, and to provide a sinking fund sufficient to amortize the cost of such bridge and its approaches, including interest at a rate of not to exceed 5 per centum per annum and reasonable financing cost, as approved by the Commissioner of Public Roads, as soon as possible, under reasonable charges, but within a period of not to exceed twenty-five years from the completion thereof. After a sinking fund sufficient for such amortization shall have been so provided, such bridge shall thereafter be maintained and operated free of tolls. An accurate record of the cost of the bridge and its approaches, the expenditures for maintaining, repairing, and operating the same, and of the daily tolls collected shall be kept and shall be available for the information of all persons interested.

Sec. 5. The right to alter, amend, or repeal this Act is hereby expressly reserved.

Approved, August 7, 1939.

[CHAPTER 506]

AN ACT

To amend section 92 of the Judicial Code to provide for a term of court at Kallispell, Montana, and subject to the recommendation of the Attorney General of the United States to permit the provision of rooms and accommodations for holding court at Livingston, and Kallispell, Montana.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That section 92 of the Judicial Code, as amended, is amended to read as follows:

"Sec. 92. The State of Montana shall constitute one judicial district, to be known as the district of Montana. Terms of the district court shall be held at Helena, Butte, Great Falls, Lewistown, Billings, Missoula, Glasgow, Havre, Miles City, Livingston, and Kallispell at such times as may be fixed by rule of such court. Causes, civil and criminal, may be transferred by the court or a judge thereof from any

1941 Act of Congress

- Reauthorized construction of toll bridge between Cassville and Guttenberg.
- Approved July 14th, 1941
- Null and void if no bridge construction began within one year
- United States entered World War II in December 1941, idling infrastructure projects across the nation

July 14, 1941
[S. 901]
[Public Law 169]

Mississippi River.
Time extended for
bridging, Friar Point,
Miss.-Arkans., Ark.

25 Stat. 747; 54 Stat.
282.

[CHAPTER 203] AN ACT

To extend the times for commencing and completing the construction of a bridge across the Mississippi River at or near Friar Point, Mississippi, and Helena, Arkansas.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the times for commencing and completing the construction of a bridge across the Mississippi River at or near Friar Point, Mississippi, and Helena, Arkansas, authorized to be built by the Arkansas-Mississippi Bridge Commission and its successors and assigns by an Act of Congress, approved May 17, 1939, heretofore extended by an Act of Congress, approved May 27, 1940, are hereby further extended one and three years, respectively, from the date of approval of this Act.

SEC. 2. The right to alter, amend, or repeal this Act is hereby expressly reserved.

Approved, July 14, 1941.

July 14, 1941
[S. 1147]
[Public Law 170]

Mississippi River.
Bridge across, at
Cassville, Wis.

28 Stat. 1283.

Proviso.

[CHAPTER 204] AN ACT

To revive and reenact the Act entitled "An Act authorizing the village of Cassville, Wisconsin, or its assigns, to construct, maintain, and operate a toll bridge across the Mississippi River at or near Cassville, Wisconsin, and to a place at or near the village of Guttenberg, Iowa", approved August 7, 1939.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Act approved August 7, 1939, authorizing the village of Cassville, Wisconsin, or its assigns, to construct, maintain, and operate a toll bridge across the Mississippi River at or near Cassville, Wisconsin, and to a place at or near the village of Guttenberg, Iowa, be, and is hereby, revived and reenacted: *Provided,* That this Act shall be null and void unless the actual construction of the bridge herein referred to be commenced within one year and completed within three years from the date of approval hereof.

SEC. 2. The right to alter, amend, or repeal this Act is hereby expressly reserved.

Approved, July 14, 1941.

July 14, 1941
[S. 1225]
[Public Law 171]

Columbia River.
Time extended for
bridging, at Astoria,
Oreg.

43 Stat. 949; 49 Stat.
1096; 1104; 55 Stat. 302;
53 Stat. 146; 55 Stat.
1208; 54 Stat. 1222.

[CHAPTER 205] AN ACT

To extend the times for commencing and completing the construction of a bridge across the Columbia River at Astoria, Clatsop County, Oregon.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the times for commencing and completing the construction of a bridge across the Columbia River at Astoria, Clatsop County, Oregon, authorized to be built by the Oregon-Washington Bridge Board of Trustees by an Act of Congress approved June 13, 1934, as amended, as heretofore extended by Acts of Congress approved August 30, 1935, January 27, 1936, August 5, 1937, May 20, 1938, August 5, 1939, and December 16, 1940, are further extended one and three years, respectively, from June 13, 1941.

SEC. 2. The right to alter, amend, or repeal this Act is hereby expressly reserved.

Approved, July 14, 1941.



Looking Back

1966 - Over one hundred at bridge and roads hearing

50 YEARS AGO

AUGUST 11, 1966

GRANT COUNTY INDEPENDENT

Well over 100 persons crowded in Cassville's high school gymnasium Thursday, Aug. 4, to witness and testify before the Legislative Council's Interim Highway Advisory Committee hearing on State Trunk status for County Trunk C, renumbering of State Highway 133, relocation of the Great River Road and approval for feasibility studies on a proposed bridge from Grant county to Clayton county, Iowa. Cassville President Eckstein explained the proposal concerning a new bridge from Grant county to Clayton county, Iowa. He noted that this request went back to 1935, when a bill which had passed through the state legislature to build such a structure, failed to receive the approval of the governor, due to the lack of a tax free bond.

Courtesy: Grant County Herald Independent
August 11, 2016

**Bill to build bridge
passed by Wisconsin
Legislature in 1935!**

84 Years Ago!



“What does the survey say?”

- **1968 Wisconsin Division of Highway Survey**
 - **Recommended two bridges be built across Mississippi River in Grant County between 1970 and 1990**
 - Dubuque (1980-1985) ✓
 - Cassville (1985-1990) ✗
 - **Look how cheap it would have been to build a bridge back then!**
 - **Proves kicking the can too far down the road has negative consequences.**

50 YEARS AGO

FEBRUARY 15, 1968

GRANT COUNTY INDEPENDENT

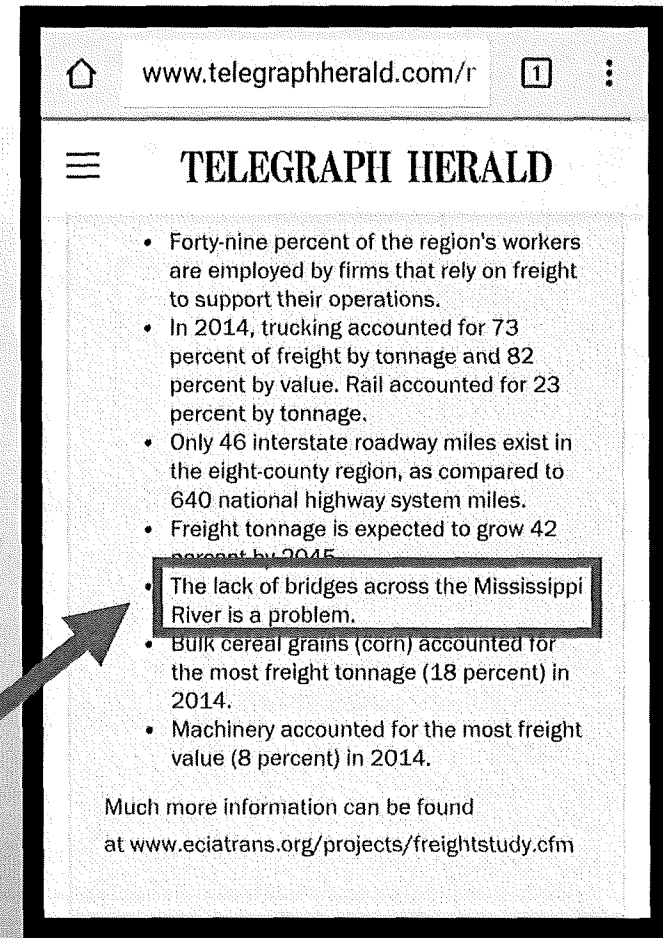
Wisconsin should spend \$123 million between 1970 and 1990 to build 78 new or replacement structures in 33 counties, a Division of Highway survey reveals. The bridges are at 43 locations on the State Trunk Highway System costing an estimated \$88.1 million at today's price levels, and at 35 off-system locations costing \$34.9 million. In this area, bridges are indicated for 1980-85, (US 151 over Mississippi river at Dubuque, Iowa, four lanes, \$3,415,000 (Wisconsin's share of bridge on state line); 1985-90, bridge on new site at Cassville to carry local road over Mississippi river, two lanes, \$1,563,000 (Wisconsin's share).

Courtesy: Grant County Herald Independent
February 15, 2018



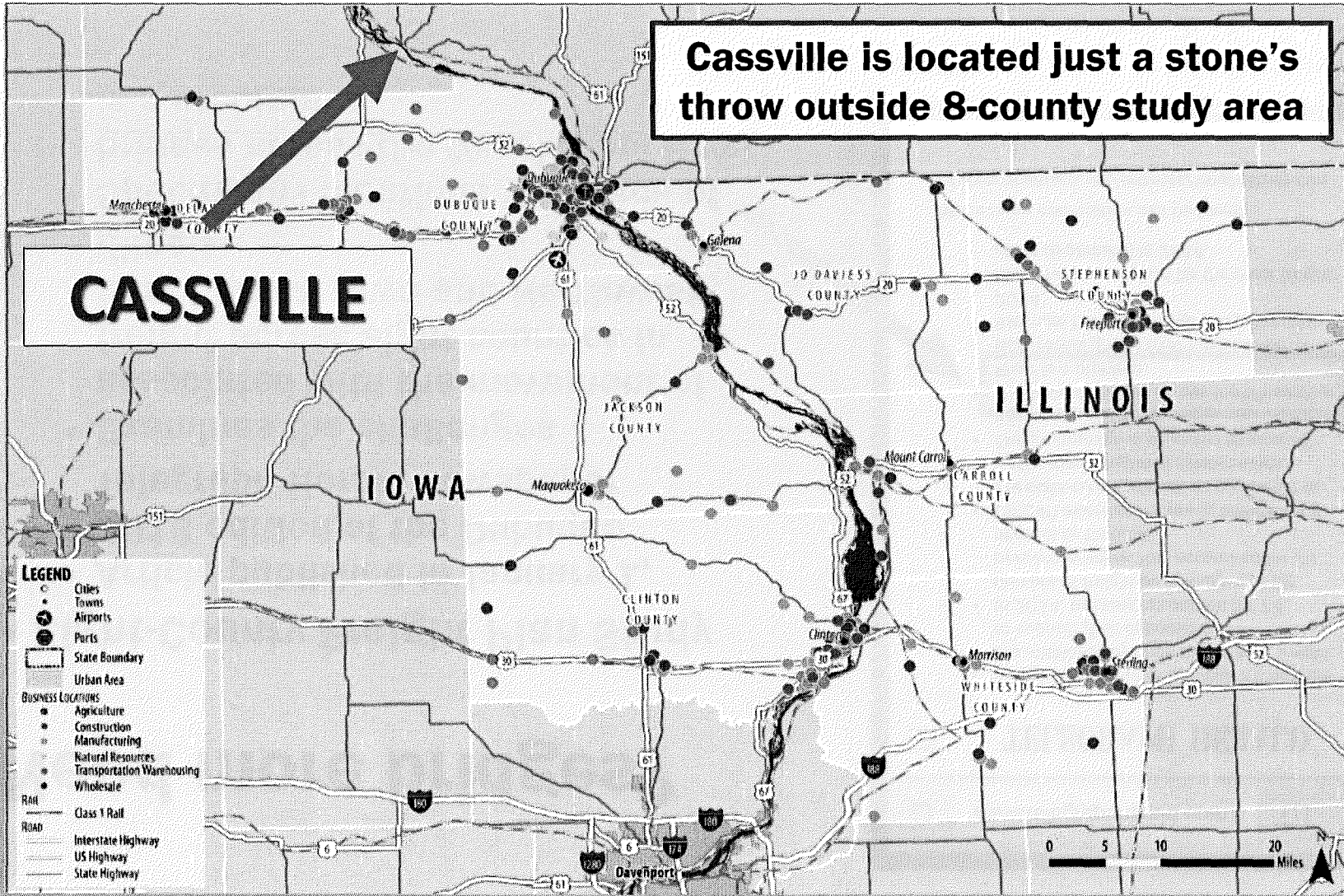
Need more bridges?

- **Eight-County Freight Plan Study**
 - Article published in January 1, 2018 edition of the Dubuque Telegraph Herald newspaper
 - Examines the challenges associated with the movement of freight across eight counties in East Central Iowa and Northwest Illinois
 - Specifically mentions “The lack of bridges across the Mississippi River is a problem”



Courtesy: Dubuque Telegraph Herald
January 1, 2018



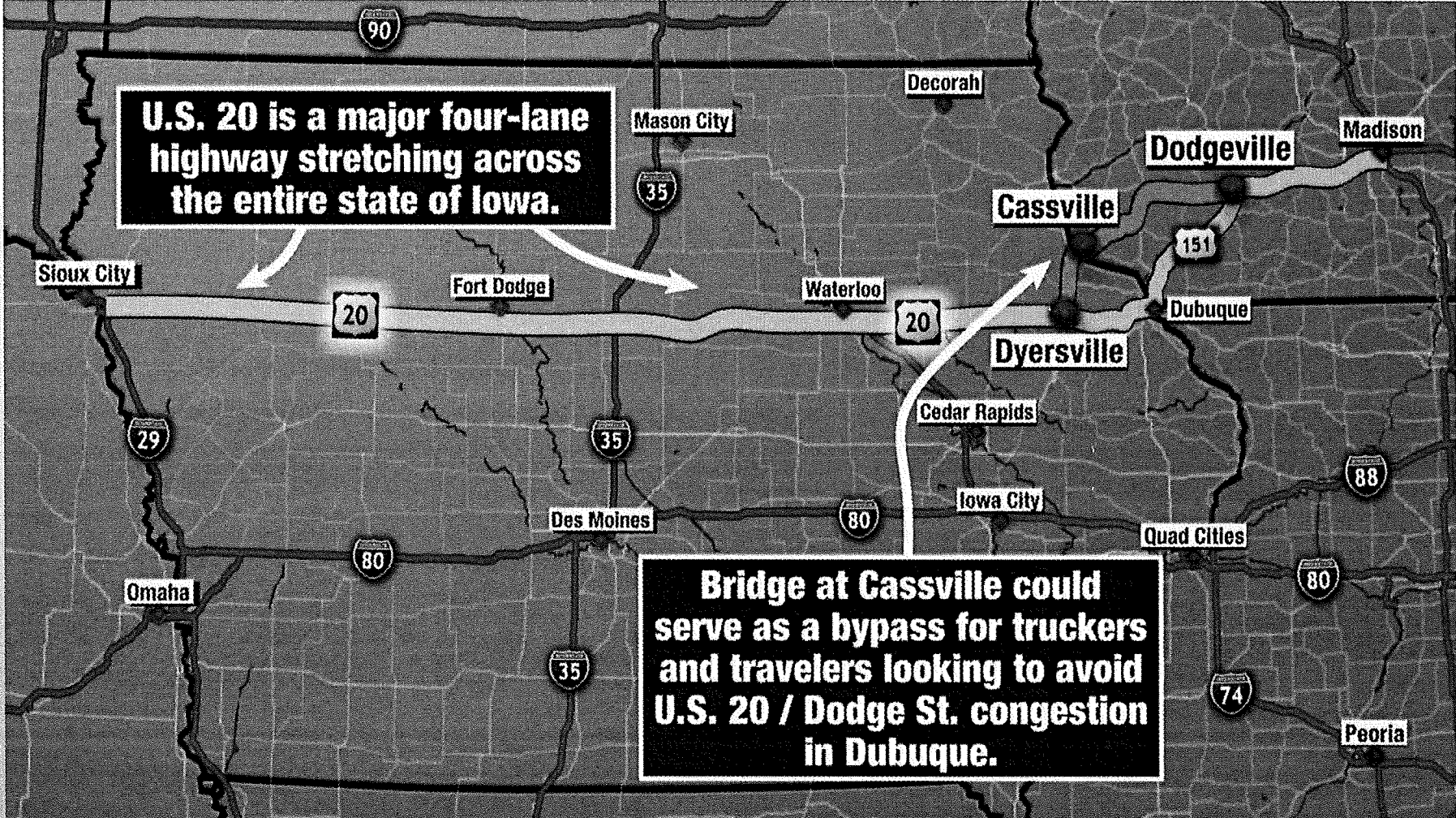


Cassville is located just a stone's throw outside 8-county study area

CASSVILLE

- LEGEND**
- Cities
 - Towns
 - ✈ Airports
 - Parts
 - ▭ State Boundary
 - ▭ Urban Area
 - BUSINESS LOCATIONS**
 - Agriculture
 - Construction
 - Manufacturing
 - Natural Resources
 - Transportation Warehousing
 - Wholesale
 - RAIL**
 - Class 1 Rail
 - ROAD**
 - Interstate Highway
 - US Highway
 - State Highway

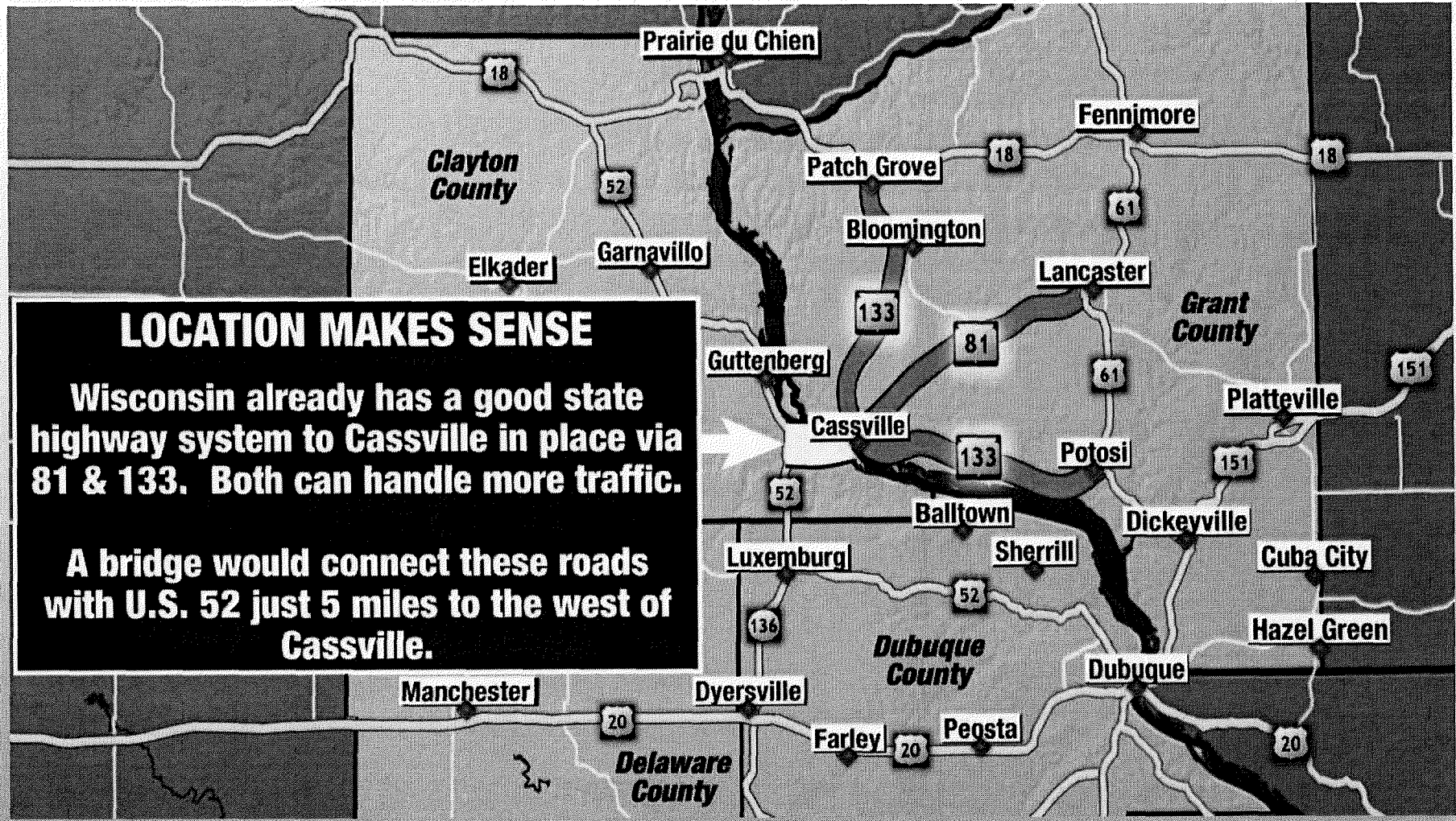




U.S. 20 is a major four-lane highway stretching across the entire state of Iowa.

Bridge at Cassville could serve as a bypass for truckers and travelers looking to avoid U.S. 20 / Dodge St. congestion in Dubuque.





LOCATION MAKES SENSE

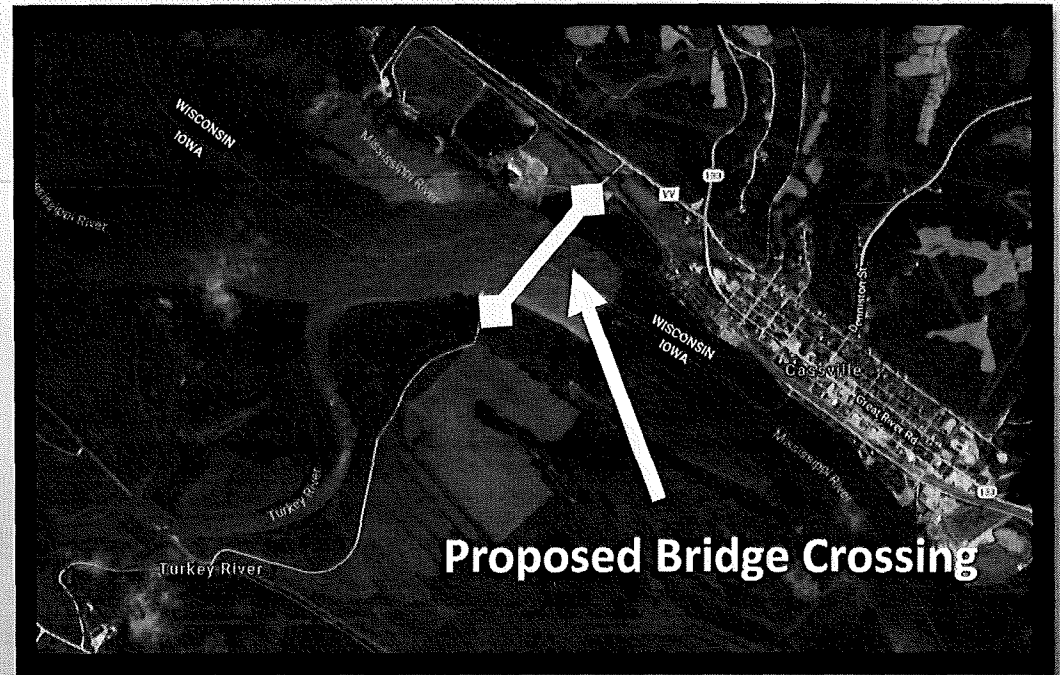
Wisconsin already has a good state highway system to Cassville in place via 81 & 133. Both can handle more traffic.

A bridge would connect these roads with U.S. 52 just 5 miles to the west of Cassville.



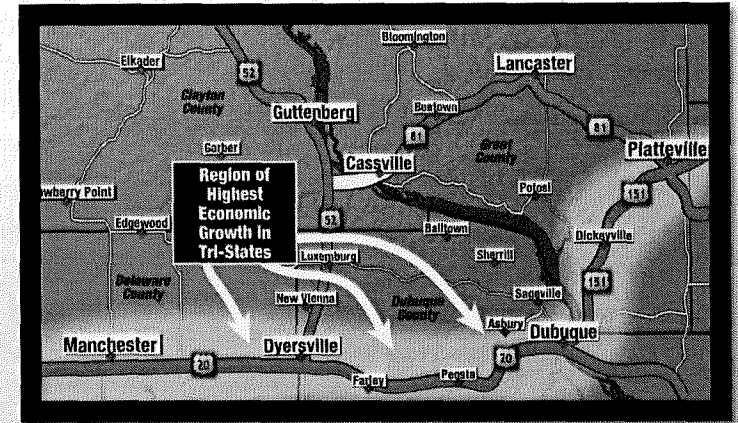
Cassville Bridge Crossing – Aerial View

- Unlike with many other Mississippi River bridges, there is only one water channel for a bridge to cross at Cassville
- Channel is relatively narrow
- Solid land and existing road infrastructure found on both sides of the river
- Minimal environmental impact potential here
- Cardinal-Hickory Creek Transmission line going to cross here



Expanded Commerce

- More transportation/warehousing firms
- New markets for Grant County farmers!
 - Ethanol plant – Dyersville
 - Biodiesel plant – Farley



Grant County Rankings:

Wisconsin (72 total)

U.S. (3000+)

Corn	3 rd	167 th
Soybeans	5 th	557 th
Cattle	1 st	47 th
Hogs	1 st	272 nd
Total Ag Value	3 rd	168 th

Source: USDA 2012 Census of Agriculture



Cassville Too Small? What about Lansing?

- Lansing, Iowa (pop. 999) is home to the **Black Hawk Bridge** crossing, which is located 60 miles north of Cassville.
- Replacement options underway
- Daily traffic count of 1,920 (in 2014)
- 2004 Iowa DOT feasibility study states this bridge is “a regionally important river crossing”, despite Allamakee (IA) and Crawford (WI) counties having a combined population of only 30,000.
(Grant + Clayton Population = 70,000)

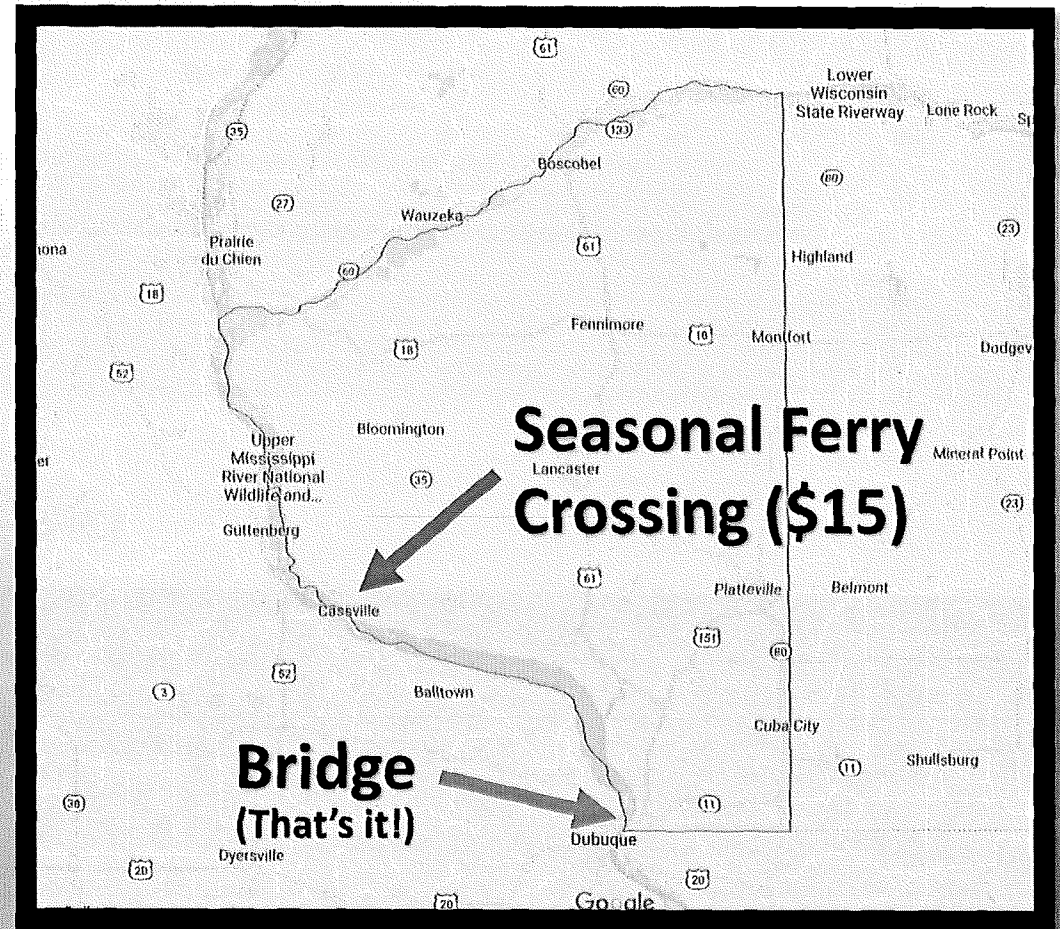


Courtesy: Iowa DOT



Grant County, WI

- **2010 Population: 51,208**
- **Only *one* bridge across the Mississippi River**
 - Dubuque, IA to rural Hazel Green, WI (U.S. 61/151)
- **Nearly 60 miles of bridgeless water along its west coast**
- **Seasonal Ferry Crossing at Cassville (May – Oct)**
- **More people live in the western half of Grant County than in all of Crawford County**



GRANT COUNTY, WI

CRAWFORD COUNTY, WI

REMOVE COMPARISON

POPULATION 51,742 0.0367% GROWTH	MEDIAN AGE 35.6	MEDIAN HOUSEHOLD INCOME \$50,522 2.94% GROWTH
POVERTY RATE 15.3%	NUMBER OF EMPLOYEES 26,480 0.765% GROWTH	MEDIAN PROPERTY VALUE \$137,200 1.33% GROWTH

POPULATION 16,313 0.621% DECLINE	MEDIAN AGE 45.7	MEDIAN HOUSEHOLD INCOME \$47,331 3.39% GROWTH
POVERTY RATE 13%	NUMBER OF EMPLOYEES 7,530 0.0266% GROWTH	MEDIAN PROPERTY VALUE \$127,000 2.58% GROWTH

WAGES

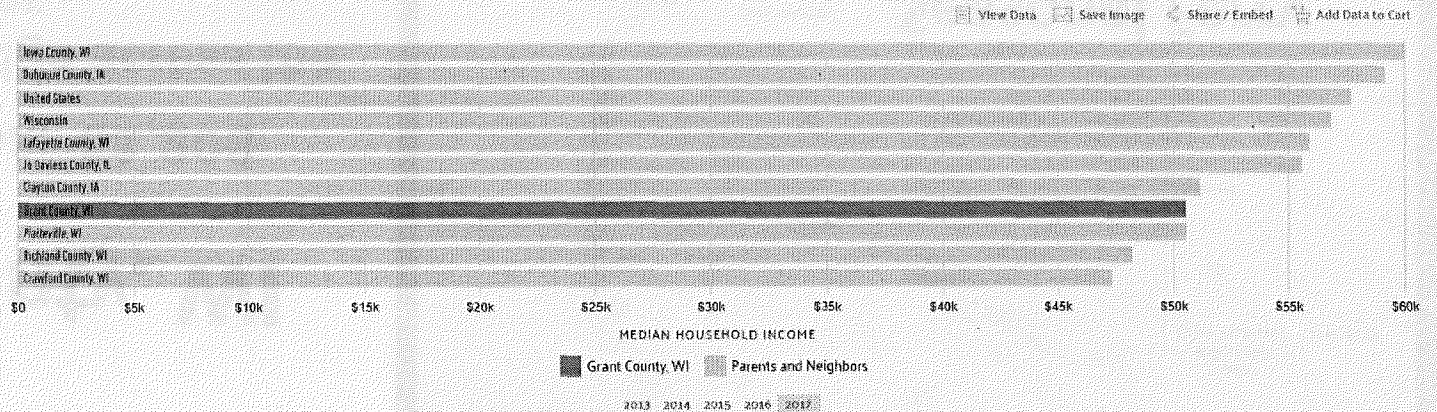
Median Household Income

\$50,522 **2.94%**
2017 VALUE 1 YEAR GROWTH
± \$1,012 ± 3.26%

Households in Grant County, WI have a median annual income of \$50,522, which is less than the median annual income of \$60,336 across the entire United States. This is in comparison to a median income of \$49,077 in 2016, which represents a 2.94% annual growth.

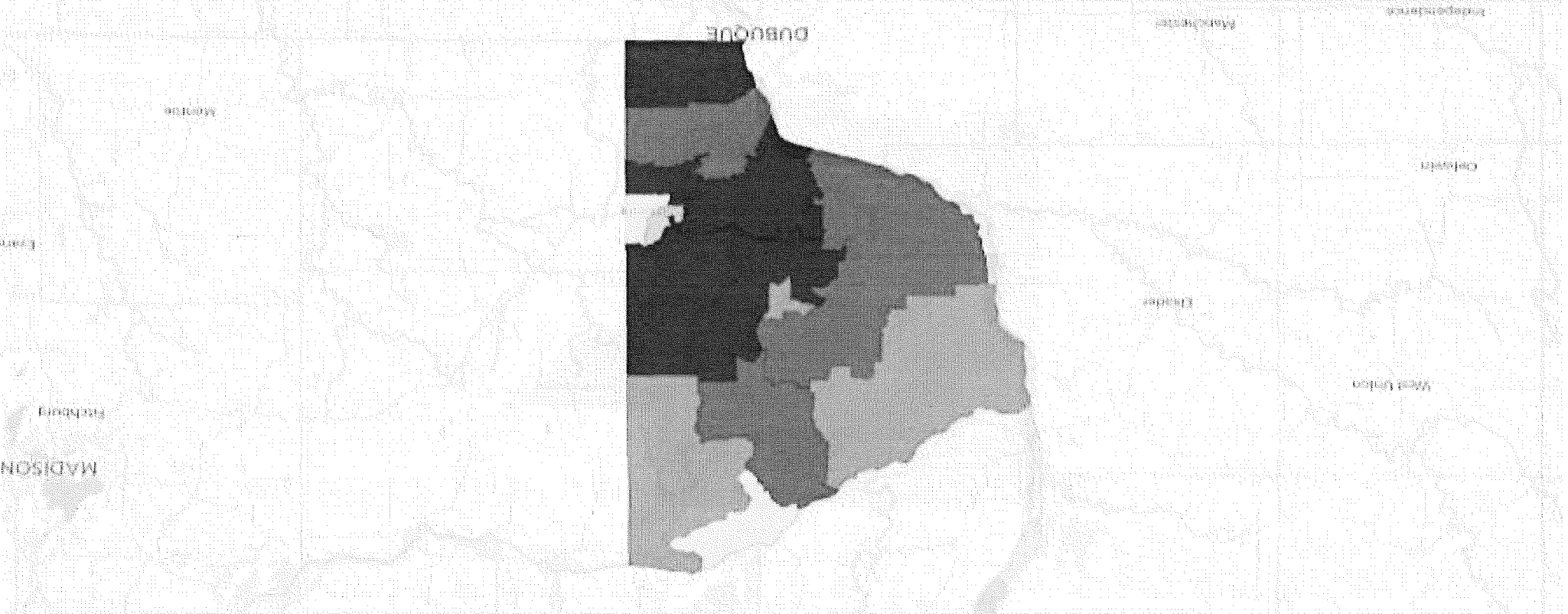
Look at the chart to see how the median household income in Grant County, WI compares to that of its neighboring and parent geographies.

Date provided by [U.S. Census Bureau ACS 5-year Estimate](#)



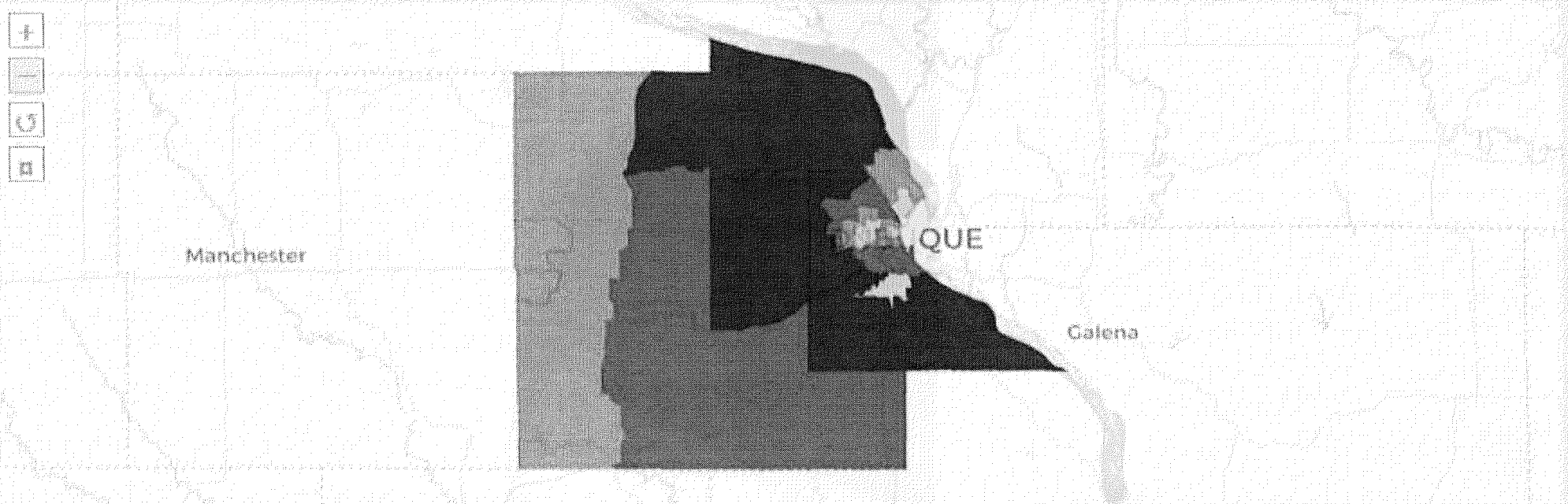
2013 2014 2015 2016 2017

Median Household Income
\$38k - \$42.2k
\$42.2k - \$46.3k
\$46.3k - \$51k
\$51k - \$56.1k
\$56.1k - \$63.6k



View Data Save Image

2017 Median Household Income by Census Tract



Median Household Income

\$23.1k - \$36.5k \$36.5k - \$50.6k \$50.6k - \$64.1k \$64.1k - \$79.2k \$79.2k - \$98.2k

2013 2014 2015 2016 2017

Wisconsin/Iowa Interstate Trade (or lack thereof)

Interstate Trade in Grant County, WI

Interstate trade consists of products and services shipped from Wisconsin to other states, or from other states to Wisconsin.

Domestic Production in Dollars

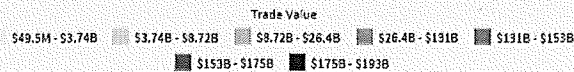
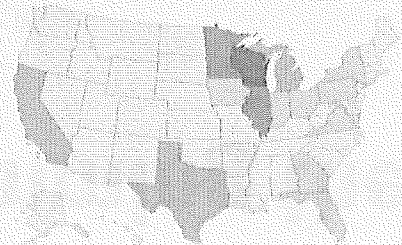
MOST COMMON TRADE PARTNERS

1. Illinois
\$28.7B
2. Minnesota
\$28.3B
3. Michigan
\$10.2B

In 2015, the top outbound Wisconsin domestic partner for goods and services (by dollars) was [Illinois](#) with \$28.7B, followed by [Minnesota](#) with \$28.3B and [Michigan](#) and \$10.2B.

The following map shows the amount of trade that Wisconsin shares with each state (excluding itself).

Data provided by [the Department of Transportation Federal Highway Administration Freight Analysis Framework Domestic Flows](#)



Interstate Trade in Dubuque County, IA

Interstate trade consists of products and services shipped from Iowa to other states, or from other states to Iowa.

Domestic Production in Dollars

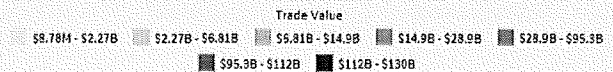
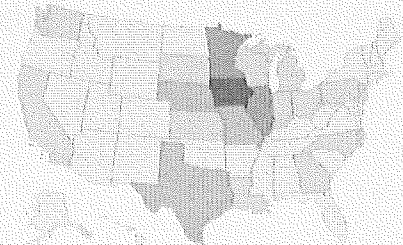
MOST COMMON TRADE PARTNERS

1. Illinois
\$26.2B
2. Minnesota
\$16.1B
3. Nebraska
\$11.4B

In 2015, the top outbound Iowa domestic partner for goods and services (by dollars) was [Illinois](#) with \$26.2B, followed by [Minnesota](#) with \$16.1B and [Nebraska](#) and \$11.4B.

The following map shows the amount of trade that Iowa shares with each state (excluding itself).

Data provided by [the Department of Transportation Federal Highway Administration Freight Analysis Framework Domestic Flows](#)



Stemming the “Brain Drain”

Universities in Grant County, WI

LARGEST UNIVERSITIES BY DEGREES AWARDED

1. University of Wisconsin-Platteville
1,671 degrees awarded
2. Southwest Wisconsin Technical College
739 degrees awarded

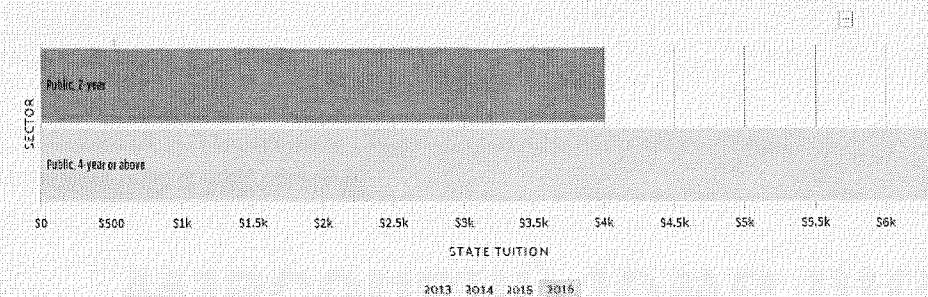
\$6,418

MEDIAN IN-STATE PUBLIC

\$N/A

MEDIAN PRIVATE

In 2016, the Grant County, WI institution with the largest number of graduating students was University of Wisconsin-Platteville with 1,671 degrees awarded.



Data provided by the [Integrated Postsecondary Education Data System \(IPEDS\) Institutional Characteristics](#).

Total: 3,410

Universities in Dubuque County, IA

LARGEST UNIVERSITIES BY DEGREES AWARDED

1. University of Dubuque
534 degrees awarded
2. Loras College
433 degrees awarded
3. Clarke University
328 degrees awarded

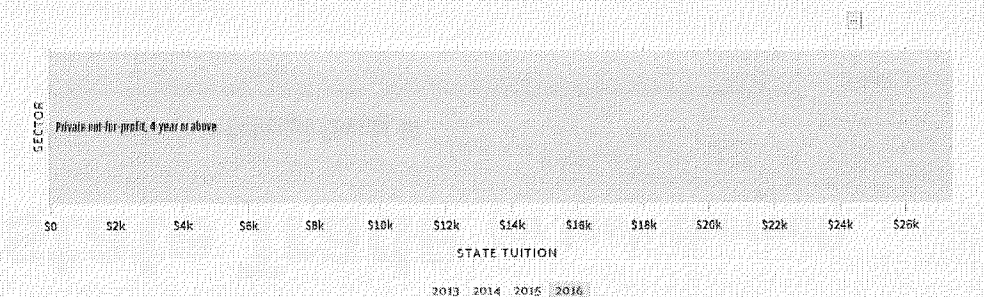
\$N/A

MEDIAN IN-STATE PUBLIC

\$27,400

MEDIAN PRIVATE

In 2016, the Dubuque County, IA institution with the largest number of graduating students was University of Dubuque with 534 degrees awarded.



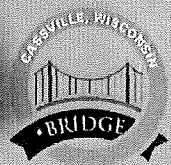
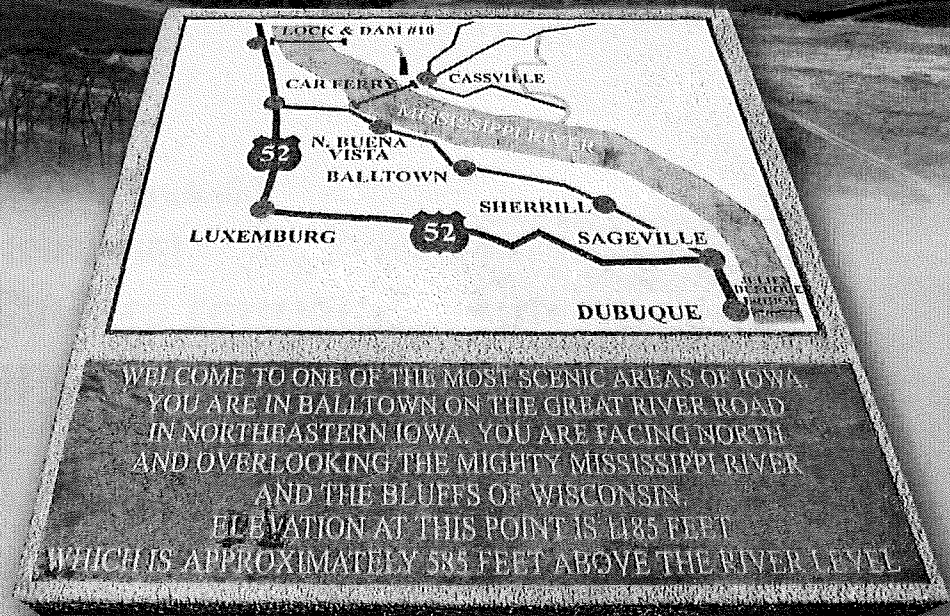
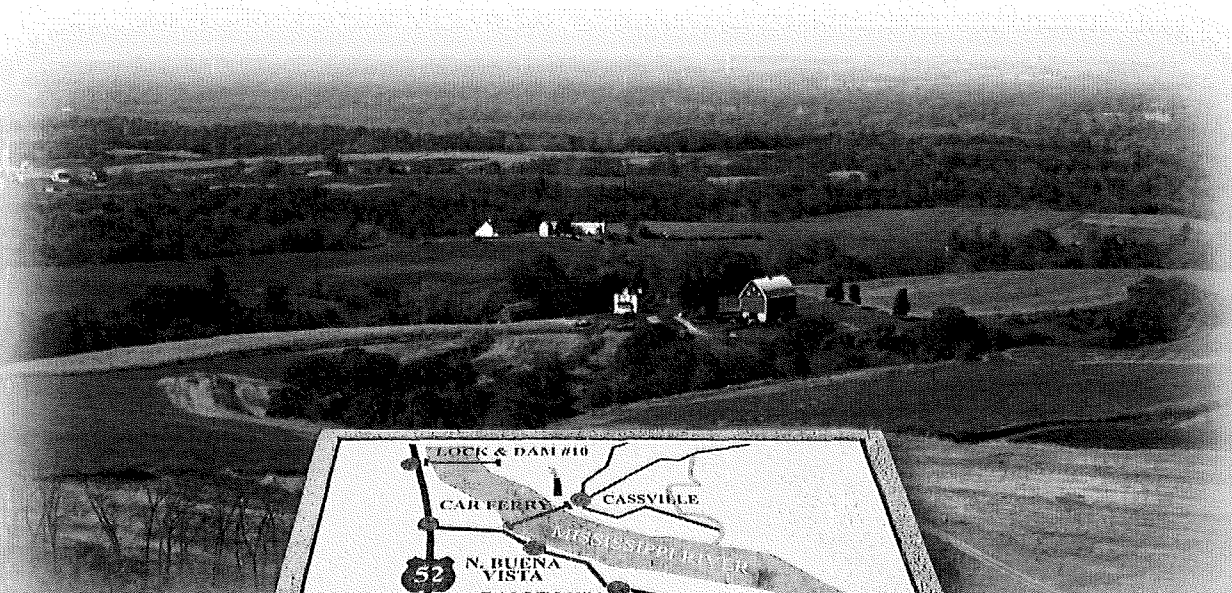
Data provided by the [Integrated Postsecondary Education Data System \(IPEDS\) Institutional Characteristics](#).

Total: 1,647

A Hidden Gem

Some of the most beautiful countryside in the Midwest is found in northeast Iowa and southwest Wisconsin.

A Cassville-Guttenberg bridge crossing would not only add another element of aesthetic wonder to this view off in the distance, but more importantly, it would unlock the true economic potential of this unsung region.



Cassville's Value

- **Cassville has several amenities to offer for the region, especially in regard to tourism:**
 - State historic site and museum (Stonefield)
 - State park with camping, hiking (Nelson Dewey)
 - State nature preserve (Cassville Bluffs)
 - Campgrounds/resorts
 - State-of-the-art community swimming pool
 - Dining/supper clubs
 - Municipal airport
 - Grant River canoeing/kayaking/tubing*
 - ATV/UTV/Snowmobile trails
- **Within a short drive of Cassville...**
 - Brewery, Winery, Museum (Potosi)



**Ranked as one of Best Rivers to Float in the U.S. by Travel+Leisure Magazine, August 2019*

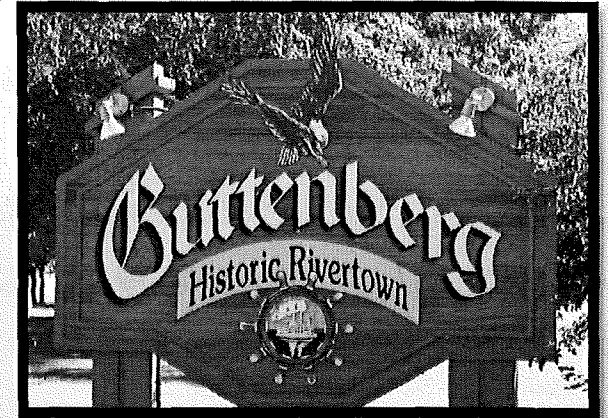


Guttenberg's Value

- **Guttenberg has many business amenities to offer that are not available in Cassville or anywhere else within 20 miles currently:**

- **Hospital with 24-7 Emergency/Trauma Care**
- **Pharmacy**
- **Dental Clinic**
- **Eye Doctor/Vision Care**
- **Chiropractic Clinic**
- **Attorney/Law Offices**
- **Auto/RV Dealerships**
- **Clothing Stores**
- **Marine Supply Stores/Boat Dealers**
- **Concrete Ready Mix Plant**

- **Veterinary**
- **Lumber Yard**
- **Nursing Home Care**
- **Winery**
- **Fitness Center**
- **Marina**
- **Golf Course**
- **Vast Array of Dining Options**



Those Already On Our Side

- **U.S. Representative Ron Kind (Wis. 3rd District)**
- **Wis. Representative Travis Tranel (Wis. 49th Assembly)**
- **Current Guttenberg Mayor Bill Frommelt**
- **Former Guttenberg Mayor Russell Loven**
- **Cassville Village President Keevin Williams & Cassville Village Board**
- **Cassville Economic Development**
- **Guttenberg Economic Development**
- **Ron Brisbois – Executive Director, Grant County Economic Development**
- **Darla Kelchen – Executive Director, Clayton County Development Group**
- **Steve Timp – Merchandiser, Big River United Energy ethanol plant, Dyersville**
- **Dave Smith – President & CEO, Grant Regional Health Center, Lancaster**
- **Joseph Smith – President, Southwest Logistics, Inc., Platteville**
- **2,500 petition signatures on Change.org**





Bridge

Upper Mississippi River from Quad Cities (IA/IL) to Twin Cities (MN) has a bridge crossing approximately every 30 to 40 miles...except at Cassville

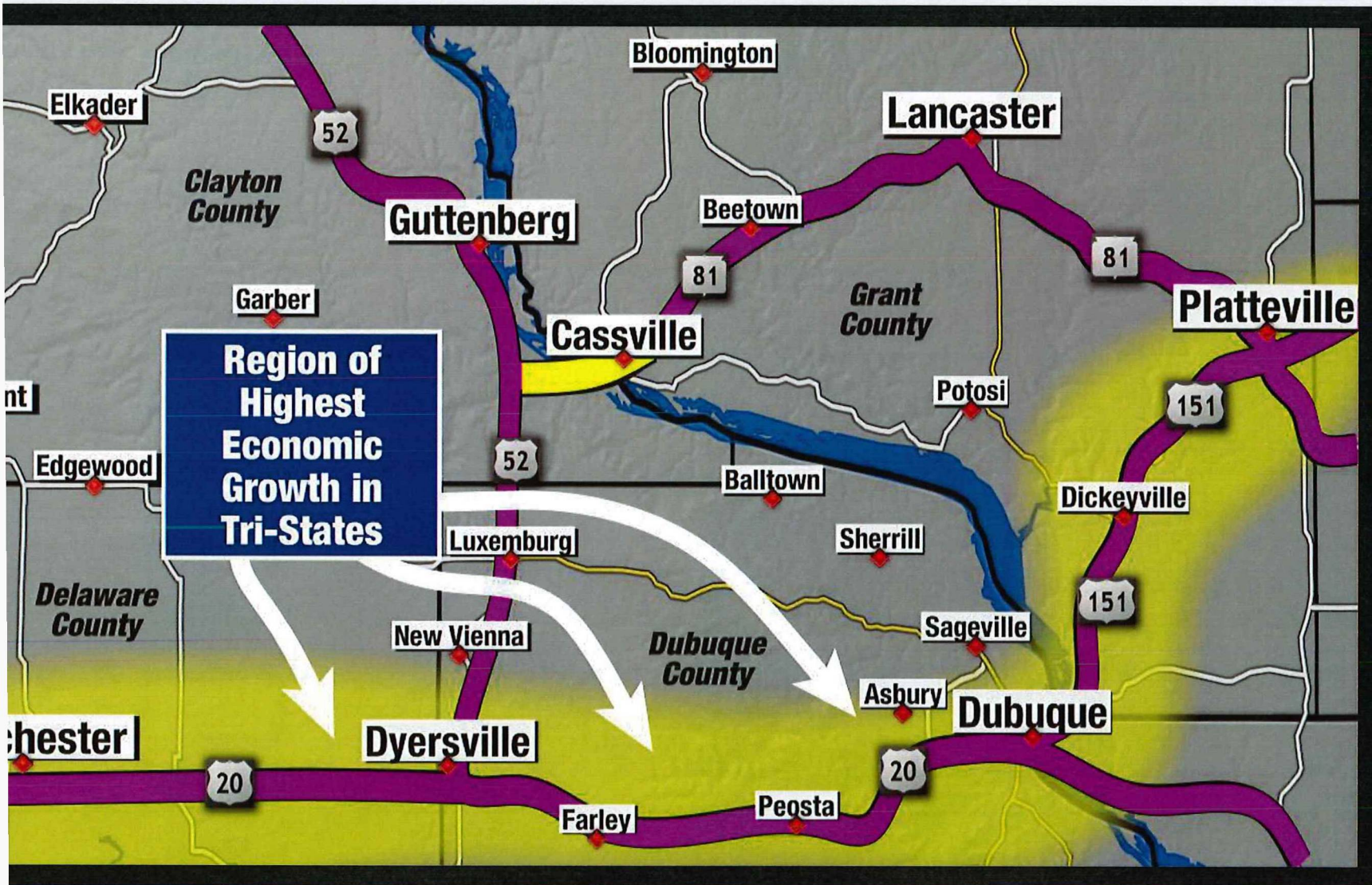
NO BRIDGE

Bridges (2)

Bridge



Is a bridge needed at Cassville?





February 10, 2022

Dear Assembly Committee on Transportation,

I am writing in support of a feasibility study for a bridge across the Mississippi River at Cassville. I believe the completion of this study will show that this bridge will be a benefit to Cassville, Grant County, and most of southwest Wisconsin.

Grant Regional Health Center has a medical clinic in Cassville. This clinic, along with the other medical clinics and the hospital, provides health care service for this area. The addition of a bridge in this location could lead to substantial economic growth for the entire region as well as Grant Regional Health Center.

The high outmigration of people from Wisconsin coupled with low birth rates in this rural area presents a significant workforce challenge for Grant County. I believe this bridge, passage into and through southwest Wisconsin, could help to improve immigration to our area and lead to significant census and developmental growth.

Sincerely,

A handwritten signature in cursive script that reads "David J. Smith".

David J Smith, MBA, FACHE
President & CEO
Grant Regional Health Center