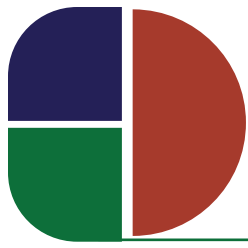


Chapter 11: Intergovernmental Cooperation

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Intergovernmental Cooperation

INTRODUCTION

Intergovernmental cooperation is when local governments work together—formally or informally—to share ideas and coordinate plans, policies, and services on issues they have in common, such as land use, transportation, utilities, and natural resources. Many issues cross jurisdictional boundaries and impact multiple communities; the COVID-19 pandemic and PFAS water contamination are just two recent examples that underscore the importance of thinking regionally and coordinating decision-making with neighboring communities.

This chapter describes the units of government, other jurisdictions, state agencies, and other authorities that impact the planning area, and with which the City of Stoughton must collaborate to achieve the goals and actions outlined in this plan.

KEY TAKEAWAYS

- ◊ Many of Stoughton’s most important planning issues are regional in nature. Land use, transportation, utilities, environmental protection, emergency services, housing, and economic development routinely cross municipal boundaries and require coordination with neighboring towns, Dane County, regional agencies, and state partners.
- ◊ Residents strongly support intergovernmental collaboration. More than 70% of survey respondents rate regional cooperation as very or extremely important, reflecting public awareness that shared challenges are best addressed collectively.
- ◊ Stoughton relies on intergovernmental agreements to deliver core services, including agreements for shared fire and EMS services, municipal court, and a municipal yard waste site.
- ◊ As the City grows, intergovernmental planning and communication will become increasingly essential. Differences between the City’s desired land uses and growth needs and neighboring towns’ desire for agricultural/rural preservation may create potential conflicts that must be proactively managed.

GOALS, STRATEGIES, AND ACTIONS

Goal 1: Strengthen and formalize intergovernmental relationships to ensure consistent, predictable, and transparent coordination with neighboring jurisdictions and regional partners.

Strategies:

1. Move from informal or expired understandings to formalized agreements where appropriate.
2. Create recurring opportunities for open communication with neighboring communities that foster proactive, collaborative working relationships and address shared challenges and opportunities.

Actions:

- ◊ Establish annual or semi-annual meetings with adjacent towns (Dunkirk, Dunn, Pleasant Springs, Rutland) focused on land use, infrastructure, and development along shared borders.
- ◊ Designate a primary staff liaison responsible for maintaining intergovernmental contacts and tracking agreements.
- ◊ Document and periodically review all active intergovernmental agreements to ensure they remain aligned with current planning goals.
- ◊ Explore opportunities for cooperative boundary agreements where long-term growth patterns are known or emerging.

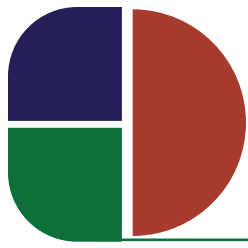
Goal 2: Manage growth and annexation in a cooperative, predictable manner, balancing Stoughton’s long-term growth needs with surrounding towns’ agricultural preservation and rural character goals.

Strategies:

1. Use planning and legal tools to clarify where urban growth is expected and where it is not.
2. Reduce annexation-related uncertainty for both the city and neighboring towns.

Actions:

- ◊ Identify priority future growth areas and share this information with neighboring towns early in the planning process.
- ◊ Evaluate whether select portions of the City’s extraterritorial jurisdiction (ETJ) should be used more actively to coordinate development standards in future growth areas.
- ◊ Monitor town-led Purchase of Development Rights (PDR) and agricultural preservation programs to anticipate and address potential conflicts with City growth objectives.



Intergovernmental Cooperation

Goal 3: Coordinate infrastructure, utilities, and services at a regional scale to deliver public services efficiently while avoiding duplication and misaligned investments.

Strategies:

1. Build upon existing shared service models.
2. Align infrastructure planning with regional and county frameworks.

Actions:

- ◇ Continue to pursue shared service agreements for fire, EMS, and other municipal functions as appropriate.
- ◇ Continue to coordinate with the Capitol Area Regional Planning Commission (CARPC) and the Wisconsin Department of Natural Resources (DNR) on urban service area amendments.

- ◇ Continue to partner with the Wisconsin Department of Transportation (DOT), Dane County, and the Greater Madison Metropolitan Planning Organization (MPO) on highway, transit, and bike/pedestrian projects that affect Stoughton and the surrounding region.

Goal 4: Leverage regional and state partnerships to advance city priorities.

Strategies:

1. Align local plans and ordinances with state and regional requirements to remain competitive for grants and programs.
2. Actively participate in regional initiatives that support housing, transportation, and environmental resilience.

Actions:

- ◇ Maintain eligibility for Wisconsin Housing and Economic Development Authority (WHEDA) housing programs by keeping the housing element of the comprehensive plan up to date.

- ◇ Continue active participation in the Dane County Regional Housing Strategy.
- ◇ Strengthen coordination with the Wisconsin Economic Development Corporation (WEDC) to support downtown revitalization, business growth, and reuse of historic buildings.

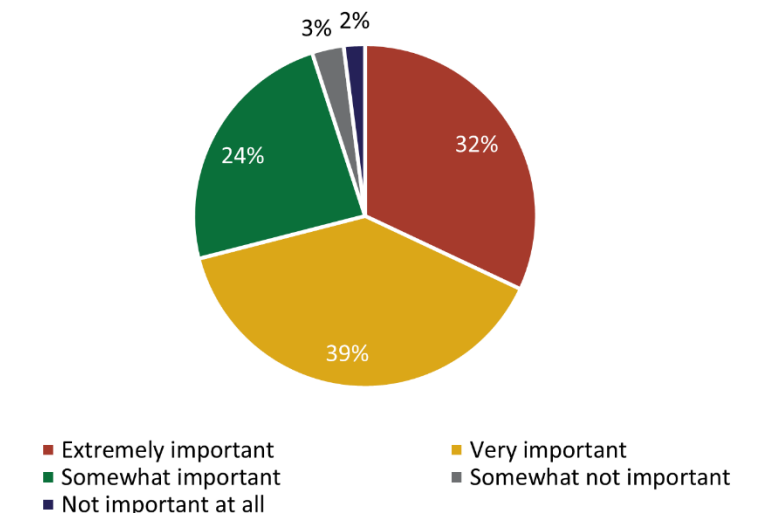
- ◇ Re-evaluate participation in other countywide initiatives such as the Dane County Natural Hazard Mitigation Plan.

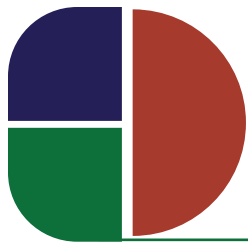
SURVEY RESULTS

Survey responses show strong support for regional collaboration, with 71% of participants rating it as either “extremely important” or “very important.” Only 5% felt collaboration with nearby communities was not very important or not important at all.

124 survey responses were from residents of the adjacent Towns of Dunkirk, Dunn, Pleasant Springs, and Rutland, and an additional 35 responses were from residents of the Stoughton Area School District area, which includes parts of the towns of Albion, Christiana, Cottage Grove, Deerfield, Dunkirk, Dunn, Pleasant Springs, Rutland, Porter and Union. These 159 responses represent about 15% of total survey participants.

How important is collaboration between Stoughton and nearby communities for regional growth?





Intergovernmental Cooperation

INTERGOVERNMENTAL AGREEMENTS

Intergovernmental agreements help manage growth around Stoughton’s municipal boundaries and promote orderly development. These agreements often:

- ◇ **Guide Annexation:** Establish long-term limits to annexation in exchange for maintaining agricultural densities around the City. Towns may agree not to contest annexations within designated areas or restrict development in future annexation zones.
- ◇ **Define Urban Service Areas:** Identify where public sewer and water services may or may not be extended, ensuring that urban growth occurs only in planned, serviceable areas.
- ◇ **Coordinate Future Land Use:** Include maps or descriptions outlining acceptable future land uses and densities, often requiring participating communities to align their comprehensive plans accordingly.
- ◇ **Set Development Standards:** Establish consistent, higher-quality design and zoning standards in the City’s extraterritorial area to ensure coordinated, modern development that aligns with Stoughton’s long-range planning goals.

There are two main types of intergovernmental agreements under Wisconsin Statutes that municipalities can use to collaborate, share services, and resolve boundary issues.

◇ General Boundary Agreements

- General boundary agreements (Wis. Stat. §66.0301) are short-term agreements, no longer than 10 years, between two or more communities that resolve boundary issues or are used to share

municipal equipment, buildings, staff, vehicles, and other services. Under Wis. Stat. § 66.0301, the City of Stoughton may enter into written agreements with other municipalities, towns, counties, school districts, or public agencies to share services, jointly exercise powers, and collaborate on local or regional projects. These general agreements promote efficiency and coordination by allowing jurisdictions to cooperatively plan, manage, or deliver public services such as utilities, transportation, emergency response, or community facilities. Each agreement must be approved by the governing bodies of all participating entities and may include terms for cost sharing, governance, and duration.

◇ Cooperative Boundary Plans

- Cooperative boundary plans (Wis. Stat. §66.0307) are long-term or permanent agreements that can be used to resolve boundary conflicts between villages, cities, and towns and help them avoid the cost of litigation and the effects of ongoing strained intergovernmental relations. These agreements are an opportunity for communities to plan around larger issues affecting all parties involved and may include provisions for revenue sharing or other collaborative arrangements. The process also provides communities with a better understanding of when and where future development may occur. When a cooperative boundary agreement is in place, standard annexation laws no longer apply.

For more information, examples of such agreements can be found on the Wisconsin Department of Administration (DOA) Division of Intergovernmental Relations’ [Municipal Data System \(MDS\)](#) webpage under “Boundary Agreements.”

Legal Settlements

Wis. Stat. § 66.0225 lets adjacent municipalities settle boundary litigation by stipulation that a court can enter as a judgment potentially with a binding referendum if electors petition. While Stoughton commonly manages boundaries via direct annexation ordinances (e.g., 2013 Kettle Park West; 2019 Town of Dunn territory) and intergovernmental planning, § 66.0225 remains an available path to resolve contested annexations.

Existing Intergovernmental Agreements

Stoughton has the following existing intergovernmental agreements:

- ◇ Shared facility use and maintenance agreement with the Town of Dunkirk for the Town-owned brush and yard waste disposal site located on Collins Road.
- ◇ Joint municipal court agreement with the Towns of Dunkirk, Pleasant Springs, and Rutland
- ◇ Shared Fire and EMS services agreement with the Towns of Pleasant Springs, Rutland, Dunkirk, and Dunn.

Stoughton is also beginning to explore a joint fire and EMS district with the Village of Oregon, City of Verona, and City of Fitchburg.

Existing and Potential Conflicts

Land use conflicts between cities and towns primarily arise from the friction between urban expansion and rural preservation. The issues can range from converting agricultural land, traffic congestion, and incompatible development.

Urban Sprawl vs. Preservation: Cities looking to expand encroach on agricultural land, open space, and rural character, leading to pressure for rezoning and development.

Infrastructure and Service Demand: Expanding developments can put pressure on both towns and the city. This can include strain on roads, school systems, and utilities capacity.

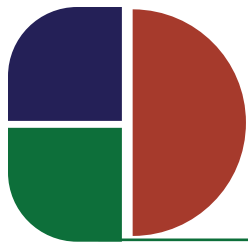
Traffic and Noise Pollution: Increased commuting creates high traffic volumes, noise, and congestion, particularly in rural residential areas.

Extra-Territorial Zoning Jurisdiction

Wis. Stat. § 62.23(7a) gives municipalities zoning authority outside of their corporate boundaries, allowing them to exercise land use control over new development in unincorporated areas that might otherwise be incompatible with their future growth. Before an extra-territorial zoning ordinance can go into effect, a Joint Extraterritorial Zoning Committee consisting of three city/village members and three town members must be created to vote on the zoning update. If a majority of the Joint Committee votes in favor, a public hearing is held and the city council or village board may adopt the new regulations.

First, second, and third-class cities have a 3-mile extra-territorial zoning jurisdiction (ETJ), while fourth-class cities and villages have a 1.5-mile ETJ. The City of Stoughton is technically classified as a fourth-class city under Wisconsin law despite its population meeting the threshold for a third-class city. Under Wis. Stat. § 62.05, cities with a population of 10,000 or more but less than 39,000 become third-class cities, and cities with fewer than 10,000 are classified as fourth-class. A city may change its class only when three conditions are met: (1) a federal census shows its population has reached the required level; (2) any necessary governmental changes are made; and (3) the mayor publishes a proclamation declaring the change. At present, no necessary governmental changes have been made and the mayor has not published a proclamation declaring the change, so Stoughton remains a fourth-class city with a 1.5-mile ETJ.

Stoughton has not yet exercised its extra-territorial zoning rights, and there are currently no plans to do so. However, the City may want to consider using this as a tool to control development in areas within the ETJ identified for future growth.



Intergovernmental Cooperation

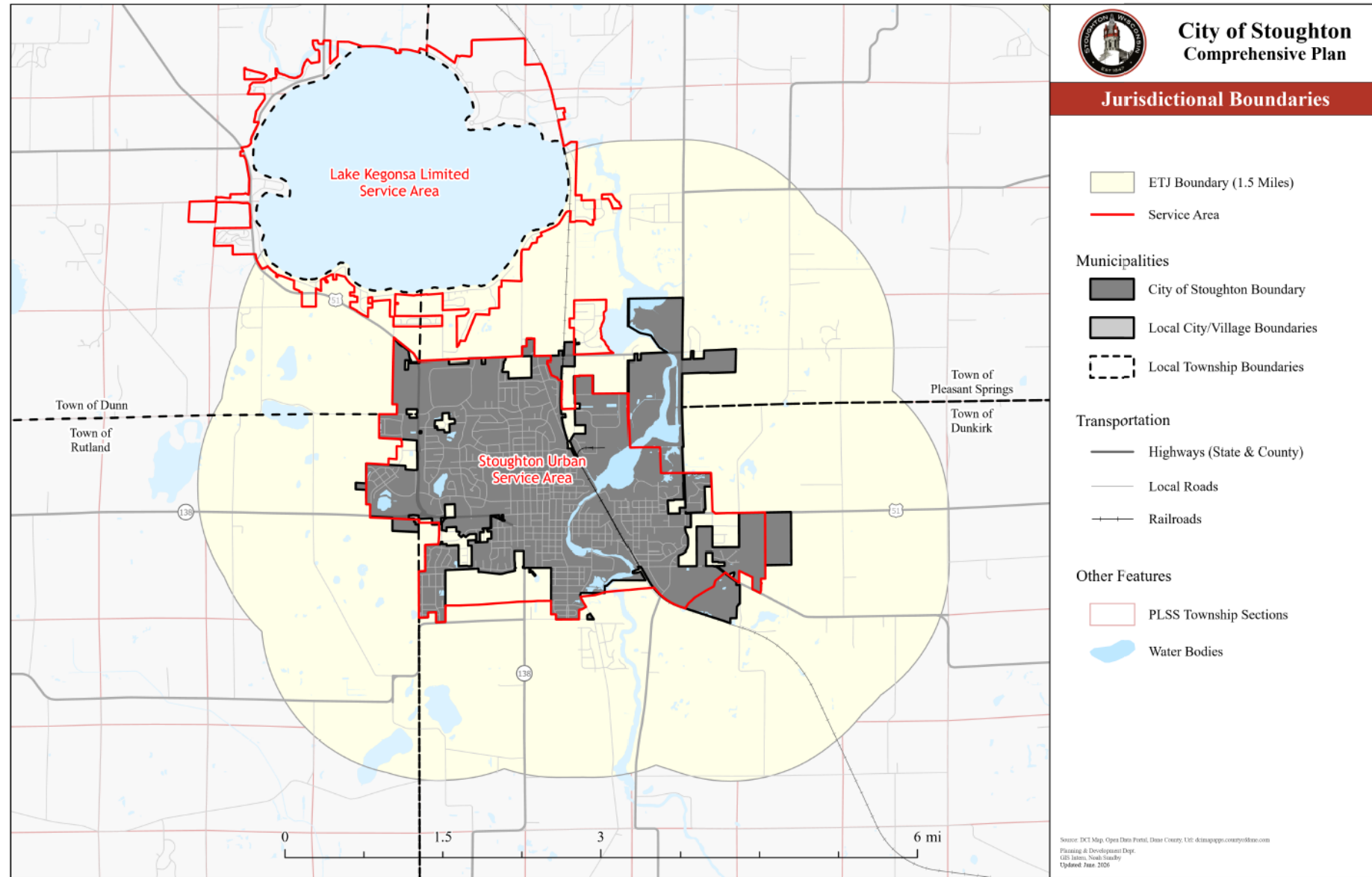


Figure 1: City of Stoughton Jurisdictional Boundaries Map

REGIONAL FRAMEWORK

Figure 1 shows the boundaries of Stoughton’s neighboring jurisdictions. Planning documents and relationships with local and regional jurisdictions and entities were analyzed to identify mutual planning issues and potential conflicts. The following is a summary of this analysis.

Town of Pleasant Springs

The Town of Pleasant Springs is located north and east of Stoughton and is approximately 33.4 sq miles, with a population of 3,078 as of the 2020 Census. Much of the Town’s residential development is located within the Lake Kegonsa Limited-Service Area utility district. The Town’s comprehensive plan (2017) has a density policy of one residence or other non-farm development per 35 acres in areas designated for agricultural preservation or agricultural transition, which comprise the vast majority of the Town. Limited amounts of highway commercial uses are planned along CTH N near the I-30/90 interchange, as well as at the northeast quadrant of the intersection of USH 51 and CTH B. In 1995, the Town of Pleasant Springs and the City of Stoughton entered into an informal agreement that allows the City to grow as far north as CTH B, between Highway 51 and CTH N, by annexing properties from willing town landowners. The City agreed to deny annexation petitions from all other properties in the Town of Pleasant Springs. This informal agreement expired in June of 2005.

Town of Dunkirk

The Town of Dunkirk is located south and east of Stoughton and is approximately 32.3 sq miles, with a population of 1,881 as of the 2020 Census. The largest subdivision in the Town (Riverwood Estates) is located along the river just south of Stoughton. The Town’s comprehensive plan (2006) includes a density policy of one lot per 40 acres for non-farm development in the Town’s agricultural preservation areas, which comprise the majority of the Town.

Dunkirk recently added 74 acres of farmland at the corner of Aaker Road and Highway 138 into their growing Rural Preservation Program. This program, established by the Town in 2019, aims to permanently protect agricultural lands and natural areas from development by utilizing a Purchase of Development Rights (PDR), where landowners

sell the development rights of their property and a conservation easement is recorded that permanently limits development on that property. Dunkirk’s Rural Preservation Program may pose potential conflicts as the City of Stoughton plans future growth in the ETJ along Town borders.

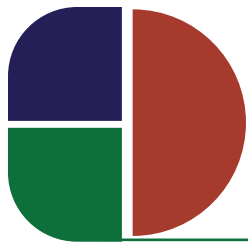
Town of Rutland

The Town of Rutland is located south and west of Stoughton and is 34.6 sq miles, with a population of 1,977 as of the 2020 Census. The Town has a density policy of one residence or other non-farm development per 35 acres in areas designated for agricultural preservation, which comprise the majority of the Town. The Town’s comprehensive plan (2025) does not recommend any substantial residential development near the City. However, there are a few commercial lots with businesses well-known and supported by the Stoughton community on the Rutland/Stoughton border on the west side of USH 51. Additionally, the City is in early conversations about planning for a potential development directly south of McComb road that would impact property in both the Town of Rutland and Town of Dunkirk.

Rutland’s 2025 Comprehensive Plan indicates a goal of pursuing boundary agreements with neighboring communities, including Stoughton, and scheduling regular check-in meetings with Stoughton staff and elected officials to discuss development along shared borders.

Town of Dunn

The Town of Dunn is located north and west of Stoughton and is 27.8 sq miles, with a population of 4,880 as of the 2020 Census, making it the most populous town bordering the City. Much of the Town’s development is located within the Lake Kegonsa Limited Service Area utility district. The Town’s comprehensive plan (2016) advocates limited development and promotes its successful purchase of development rights (PDR) program. Aside from existing rural residential developments, the vast majority of the Town is designated for agricultural preservation.



Intergovernmental Cooperation

Village of McFarland

The Village of McFarland is located about 6 miles north of Stoughton along USH 51 and is approximately 5 sq miles, with a population of 9,224 (2024 ACS estimates). The Village’s current comprehensive plan (2017) recommends the Village grow east, through annexation. This eastside expansion area is supported by long-standing intergovernmental agreements with the City of Madison and Town of Dunn. McFarland exercises its 1 ½ mile extraterritorial jurisdiction (ETJ) plat review authority in the Towns of Dunn and Blooming Grove. Transportation plans affecting McFarland and Stoughton are outlined in the [Connect Greater Madison Regional Transportation](#) Plan and include a capacity and corridor study for USH 51 and extending the Lower Yahara River bike trail 10 miles from Lake Kegonsa State Park to Stoughton, ultimately connecting the Village of McFarland to Stoughton by bike. There are currently no intergovernmental agreements or potential conflicts between the City of Stoughton and the Village of McFarland. If Stoughton were to officially become a third-class city, its 3-mile ETJ would overlap slightly (a total of 244 acres) with McFarland’s 1.5-mile ETJ, posing some potential conflicts.

Lake Kegonsa Limited-Service Area

Limited-service area districts are considered special purpose districts – independent units of government, such as school districts and utility districts, that deliver specific services to communities. Limited-Service Areas are typically where only one or a few urban services, such as sanitary sewer service, are provided to accommodate special or unique facilities or institutional uses which are appropriately located outside urban service areas, or areas of existing development experiencing wastewater disposal or water supply problems. The Lake Kegonsa Limited-Service Area surrounds the lake, with most of the district area serving Pleasant Springs.

Stoughton Area School District (SASD)

SASD represents the Stoughton area, which includes the City of Stoughton and parts of the towns of Albion, Christiana, Cottage Grove, Deerfield, Dunkirk, Dunn, Pleasant Springs and Rutland in Dane County, as well as parts of the towns of Porter and Union in Rock County. All SASD facilities are located within the City’s municipal limits. District-wide enrollment has gradually declined over the past decade, with totals falling from 3,117 students in the 2016–2017 school year to 2,735 students in 2024–2025 (WISEdash Public Portal, Wisconsin Department of Public Instruction). The City and surrounding Towns should continue to collaborate with the School District to understand how future development, demographic shifts, and neighborhood growth may influence enrollment trends, attendance area balance, and long-term facility and programmatic needs.

Stoughton Area Future Urban Development Area (FUDA) Planning Study

From fall 2012 to early 2015, CARPC, the City of Stoughton, the Towns of Rutland, Dunn, and Dunkirk, and the Stoughton Area School District engaged in planning for the Stoughton Area Future Urban Development Area (FUDA) as a way to address future growth. An environmental conditions report was prepared (referenced in the Agricultural, Natural, and Cultural Resources chapter of this plan) along with scenario planning based on issues identified in this report, community visualization activities, a health impact assessment, and a sustainability audit. Topics addressed in this study include housing, commercial development, parks and open space, redevelopment, transit, streets and walkability, natural resources, and agricultural resources. The report also includes a statement pledging future cooperation between the represented parties: “As a result of the Future Urban Development Area (FUDA) process, Stoughton and the neighboring towns of Dunn, Dunkirk, Pleasant

Springs, and Rutland pledge to open discussions on inter-governmental collaboration and potential agreements in support of multi-jurisdictional initiatives for collective prosperity. These discussions will seek to eliminate duplicative services or functions, discuss the possibility of boundary agreements, and craft strategies to ensure the overall economic viability and stability of the City and its neighboring Towns.” The full report can be found on the City’s website [here](#).

Dane County

The City of Stoughton is located within Dane County, which is governed by a 37-member Board of Supervisors. Each supervisor represents a specific geographic district within the county. The City of Stoughton, Town of Pleasant Springs, and the Town of Dunkirk all fall within Dane County Supervisory District 35.

Stoughton works closely with Dane County in many ways, through ongoing coordination on planning (the county maintains land records and parcel data, for example), transportation (county highways B and N, regional bike and pedestrian trail planning), elections, environmental management and recreation (county parks within and near the city), public safety, and shared services. The County also serves as a regional convener, helping to resolve cross-boundary issues. For example, Stoughton is an active participant in the Dane County Regional Housing Strategy, a collaborative, multi-jurisdictional and public-private action plan designed to address the critical housing shortage in the county.

Dane County continues to experience significant growth. According to projections prepared by the Dane County Regional Data Group in 2025, Dane County is expected to add 325,000 residents between 2020 and 2050, representing a 58% increase, for a total estimated population of 887,000 in 2050. Most of this growth pressure is due to employment growth throughout the region, coupled with the area’s high quality of life and natural resources.

Dane County’s Comprehensive Plan (2007) advocates strong growth management, with a focus on concentrating nonfarm development in existing developed urban areas and in historic rural hamlet locations.

There are no known conflicts between Stoughton’s Comprehensive Plan and Dane County plans and policies.

Relevant plans:

- ◇ [Dane County Regional Housing Strategy](#)
- ◇ [Dane County Comprehensive Plan](#)
- ◇ [Dane County Farmland Preservation Plan](#)
- ◇ [Dane County Parks and Open Space Plan](#)
- ◇ [Dane County Natural Hazard Mitigation Plan](#) (notably, Stoughton is the only non-participating city in the county.)
- ◇ [Dane County Climate Action Plan](#)

Greater Madison Metropolitan Planning Organization (MPO)

Metropolitan Planning Organizations (MPOs) are federally designated agencies responsible for coordinating regional transportation planning in urbanized areas with populations over 50,000.

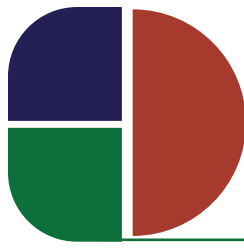
MPOs are tasked with creating long-range transportation plans that outline multi-modal strategies to support the mobility needs of residents and businesses. They also develop short-range Transportation Improvement Programs (TIPs), which prioritize projects that receive federal funding. MPOs play a key role in ensuring regional compliance with federal and state transportation planning requirements.

Each MPO is governed by a board, typically made up of elected officials from the communities within the MPO’s boundaries. These boards are often supported by a Technical Advisory Committee (TAC), which provides expert guidance and recommendations. In some cases, additional committees may be formed to offer specialized input. MPO operations are funded through a mix of federal, state, and local sources.

Relevant Plans:

- ◇ [Connect Greater Madison 2050 Regional Transportation Plan](#)
- ◇ [Active Transportation Plan for Dane County](#) (in progress)

There are no known conflicts between this Comprehensive Plan and the Greater Madison MPO plans and policies.



Intergovernmental Cooperation

Capital Area Regional Planning Commission (CARPC)

Wisconsin has nine Regional Planning Commissions (RPCs). All but five counties in the state (all within the Greater Madison Region) - Columbia, Dodge, Jefferson, Rock, and Sauk - are served by an RPC.

Under Wisconsin Statute §66.0309, RPCs are formed by petition from local governments and established by executive order. Their purpose is to facilitate cooperative planning for regional development among counties, cities, villages, and towns. Member municipalities contribute funding to their RPC based on their land's equalized value, with budgets approved annually. RPCs assist with multi-county planning efforts, helping local governments address issues that cross municipal boundaries. Some RPCs even serve as Metropolitan Planning Organizations (MPOs).

The Capital Area Regional Planning Commission (CARPC), established in 2007, is unique in that it only serves Dane County. CARPC's central mission is to guide urban development in a way that protects the water quality of Dane County's lakes, rivers, wetlands, and groundwater resources. The Commission is composed of 13 members representing Dane County and its 61 local governments.

One way the City of Stoughton works with CARPC is through the Urban Service Area (USA) amendment process. CARPC and the DNR approve sewer extensions and sewage treatment facilities based on USA boundaries, and these boundaries can be amended as communities grow.

There are no known conflicts between this Comprehensive Plan and CARPC plans and policies.

Relevant Plans:

- ◇ [2050 Regional Development Framework](#)
- ◇ [Stoughton Area FUDA Planning Study](#)
- ◇ [Environmental Corridors Report](#)

STATE FRAMEWORK

Wisconsin Department of Administration (DOA)

As the flagship agency of the State, the DOA has many different responsibilities, a few of which include overseeing boundary agreements, providing population projections, and reviewing Comprehensive Plans. The department also helps the Governor's Office with the state budget, provides centralized purchasing and financial management for state agencies, and works with the state's 11 Native Nations.

Wisconsin Department of Transportation (WisDOT)

The Wisconsin Department of Transportation (WisDOT) administers a variety of programs that support the planning, building, and maintenance of Wisconsin's multimodal transportation system, including state highways, air, rail, water, public transit, and bike/pedestrian paths. WisDOT has jurisdiction over U.S. Highway 51 and State Highway 138 that go through Stoughton, and the City works closely with WisDOT on various road, rail, and bike/pedestrian path projects (more information in the Transportation chapter of this plan.)

Relevant Plans:

- ◇ [Connect 2050 Statewide Long-Range Multimodal Transportation Plan](#)

Wisconsin Department of Natural Resources (DNR)

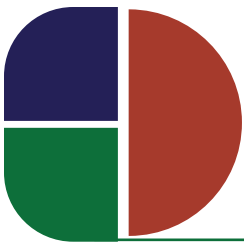
The Wisconsin Department of Natural Resources (DNR) protects and manages Wisconsin's natural resources while providing outdoor recreational opportunities, managing state lands, and enforcing environmental regulations. The department issues licenses for hunting and fishing, manages parks, oversees water quality, manages remediation of contaminated sites, combats invasive species, and educates the public on conservation. In addition to regulatory oversight of natural resources, the DNR provides [grants](#) and loans to local governments, organizations, and private landowners to develop and support projects that protect the environment, public health, and outdoor recreation.

Relevant Plans:

- ◇ [WI Comprehensive Outdoor Recreation Plan](#)
- ◇ [Southeast Glacial Plains Regional Master Plan](#) (upcoming)

Wisconsin Department of Agriculture, Trade, and Consumer Protection (DATCP)

DATCP protects consumers, businesses, and the state's agricultural economy by ensuring fair markets, preventing fraud, promoting healthy food, plants, and animals, and managing resources, acting as Wisconsin's key agency for combating scams, enforcing trade laws, and supporting farmers and quality products. They handle everything from stopping identity theft and regulating grain dealers to inspecting Christmas trees and promoting Wisconsin dairy and produce.



Intergovernmental Cooperation

Wisconsin Department of Revenue (DOR)

The Wisconsin Department of Revenue (DOR) collects, maintains, and provides access to key financial and property assessment data that support local planning and budgeting decisions. Through annual reports, the DOR tracks equalized property values, tax rates, and shared revenue allocations for each municipality, including the City of Stoughton. This information helps the City monitor economic growth, assess fiscal health, and evaluate the impacts of new development or Tax Increment Districts (TIDs). DOR data also provide the foundation for preparing budgets, identifying long-term revenue trends, and ensuring compliance with state financial reporting and taxation requirements.

The City of Stoughton currently has eight active Tax Increment Districts (TIDs), which support redevelopment, infrastructure improvements, and business growth throughout the community. These districts are key tools for promoting reinvestment in targeted areas and encouraging economic development. Additional details on the purpose, status, and projects within each TID are provided in the Economic Development chapter of this Comprehensive Plan.

Wisconsin Housing and Economic Development Authority (WHEDA)

WHEDA provides financing through various programs to increase access to and the availability of affordable housing in the state. WHEDA has been involved in multiple housing developments within the city, and it continues to be a resource for local developers, homebuyers, renters, businesses, and municipalities. It is important to note that in order for a project to qualify for some competitive WHEDA programs, the municipality must:

- Confirm that it has updated the housing element of its comprehensive plan within the last five years.
- Ensure that its comprehensive plan is updated at least every 10 years.
- Revise ordinances or regulations that reduce the cost of the eligible project.

Wisconsin Economic Development Corporation (WEDC)

WEDC is the state's agency for economic development, providing technical assistance, financial support, and other resources to help businesses start, expand, and locate in Wisconsin, and help revitalize communities. WEDC is a resource that Stoughton refers to frequently. In 2021, the City assisted with a successful application to the Community Development Investment grant program and funding was secured for the redevelopment of a historic building downtown. Additionally, the Stoughton Area School District receives funding for their Fab Lab through the Fabrication Laboratories Grant, and many local building owners have taken advantage of the Historic Preservation Tax Credit administered by WEDC and the Wisconsin Historical Society.

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