

IN THE STATE OF WISCONSIN

WINNEBAGO COUNTY

WITTMAN REGIONAL AIRPORT

IN THE MATTER OF:

WITTMAN REGIONAL AIRPORT

REGARDING:

PUBLIC HEARING IN THE MATTER OF STATE AND FEDERAL AID AT WITTMAN REGIONAL
AIRPORT

TRANSCRIPT OF PROCEEDINGS

PUBLIC HEARING

JUNE 1, 2022

JIM SCHELL

Airport Director

10:00 a.m.

At Wittman Regional Airport

525 West 20th Avenue

Oshkosh, WI

Kim Maki

Administrative Associate, Wittman Regional Airport, Transcribing

APPEARANCES

JIM SCHELL, Airport Director, and CAMERON HALLOCK, Deputy Director, Wittman
Regional Airport, 525 West 20th Avenue, Oshkosh, Wisconsin, 54902

Present: Maribeth Gabert, Supervisor District 12, Winnebago County; John Hinz, Supervisor District 21, Winnebago County; Ralph Harrison, Supervisor District 31, Winnebago County; Fred Stadler, Wittman Regional Airport Tenant; Tom Gabert, Wittman Regional Airport Tenant; Jim Busha, EAA; Jack Pelton, EAA

Virtual: Conley Hanson, Supervisor District 26, Winnebago County; Justin Rust, Basler Flight Service

PROCEEDINGS

(10:00 a.m.)

MR. SCHELL: Thank you all for joining us. For those on Zoom, I'm assuming you can still hear us OK – Justin?

MR. RUST: Yeah, I can hear you, Jim.

MR. SCHELL: So I imagine everyone else on Zoom can hopefully hear us. For those on the Zoom call, can you just introduce yourself if you're on? Your name and if you represent a company or if you are a county board supervisor, your district.

MR. RUST: Justin Rust, Basler Flight Service, GM

MR. HANSON: Conley Hanson, District 26

MR. SCHELL: For those of you in the audience, thank you for coming. Thank you to everybody on Zoom for attending. We are recording the meeting as per our county board guidelines now. So we have Zoom going now and we are recording, so please be aware of that. We are taking minutes of course for the public hearing. With that, I don't necessarily know that we need to go around the room and introduce everybody. Hopefully everybody in the room is familiar with us. We've got John Hinz and Maribeth Gabert from our Aviation Committee in attendance. From the airport staff we have Cameron Hallock, Kim Maki, and then myself as the Airport Director. So the purpose of this meeting is to hold, by statute we are required every five years to hold a petition, a public hearing for petition process to the state of Wisconsin in order to have anything that's included in our capital plan, capital improvement plan that's run by the Bureau of Aeronautics and the FAA in order to have anything that's in that plan eligible for federal or state grant funding. So it's a part of that process in ensuring that while we do capital planning year round, and annually with the Bureau, we may put things in our CIP with the FAA or the state that necessarily haven't gone through this petition process because it generally is about every five years. You can actually do the

petition process as often as you would like, from what we understand. I know we did our last three petitions were in 2010, 2012 and then 2017. You can do them more frequently, I think the time we did it in 2012 it was to add one or two projects that weren't currently in our CIP that had cropped up and weren't eligible for grant funding until we went to the petition. And so, up on the slide is kind of a snapshot of our typical funding scenario with both the FAA and the state. Most of our large AIP projects are runway reconstructions or taxiway reconstructions, are generally eligible for up to 90% federal share. So when our most recent one, when we did our taxiway Alpha reconstruction and finished that up in 2020, that was an FAA discretionary funded project and we received 95% grant assistance between the federal and the state share. So 5% then would fall back on the sponsor for our matching share of those type of projects. Every project is a bit different as far as the match depending on if federal dollars are used or if it is state aid only. So at times we may have a state and local only project and typically those splits are 80/20 if it qualifies for state aid only. Then 20% match from us as the sponsor. As far as the list of projects that we're going to run through, a number of them came out of our Master Plan process that we're just wrapping up here in the next few months. But also, again, we do capital planning year-round. We haven't done a Master Plan update since 2003, so that is obviously on-going right now and has driven some of these additions to our CIP. We have done a number of petitions between the last time the Master Plan was updated and today. Recently completed projects that we've had grant assistance on would be this building, the GA Terminal facility, the taxiway Alpha project that I mentioned before, taxiway Bravo was reconstructed in 2017, and again the Master Plan is on-going. I should mention this public hearing, as we go through each project, there will be a time for anybody to comment on the project, whatever you might have to say about it as far as it's inclusion in our proposed CIP update. The process is outlined on the slide here. We're at step one, which is the petition process. In order to get into our CIP with eligibility for grant assistance, then, I think the next slide outlines it better, but I'll stick on this one for now. In order to get through into the CIP for eligible grant assisted projects, it then would be included in a resolution ultimately to the county board and that list of projects would be in there much like it is on this presentation and also the project list that was published in the Northwestern kind of flows with the rest of what we are talking about today. So ultimately, we are at step one in that process. Again, certain projects are included in the CIP before they are petitioned for at times. Any of these projects then will be eligible for grant assistance once they're in there. And then, the county also has its own capital improvement plan which we maintain a section in. Our list is quite lengthy so we typically don't put everything that is on this list into the county's plan until it gets closer to year. So about three or four years out we are typically putting the

projects in, prioritizing them by year and funding type and a number of other variables. If we put twenty-five projects or twenty projects into the CIP that would be a bit tough to keep up with on an annual basis, so we like to bring those projects forward in the more near term as far as the CIP with the county. Every airport that receives federal funding has a CIP. It varies by state as far as who handles it. In this case, we work typically through the Bureau of Aeronautics. We are the block grant – Wisconsin is a Block Grant Program. So any of our federal dollars flow through the State Aeronautics Division and thereby are applied to each project that is awarded a grant. Sorry, I kind of jumped ahead a little bit. But each project comes into our CIP both our state maintained one and our county CIP and then ultimately it goes through the county's own funding request process. I won't draw that out. Each project comes on a case by case basis for funding at least to the county and then we also simultaneously with our AIP projects start the process of applying for our federal or state aid at that time. This process – maybe next slide – this process lists out all the projects that may occur in the next ten years. It's not necessarily prioritized and it certainly has no funding commitments associated with them – not only today but throughout the process all the way through the resolution of the county board. It's intended for a public hearing, public comment on any of the projects and then once adopted into our CIP and through the petition process then again we come on a case by case based project by project basis for the funding requests. As far as this resolution goes, then it goes to the Aviation Committee and the County Board of Supervisors for subsequent meetings. Next slide. So we've got a list and if you've had a chance, we've got a diagram on the back table there – we'll have it on the next slide for those on Zoom – this is our list, our proposed list of capital projects. We'll go through them one by one in a little bit more detail on each slide. Our proposed list of capital projects to include in this petition. I won't go through them on this slide in detail, I will go through them after the next one we'll start going through and then after I present on each project, I will give you a chance make your public comment at that time. It is a pretty exhaustive list. It's meant to be all encompassing of anything we may look to pursue for grant assistance in the next five to ten years. Trying to look out at times beyond that five-year planning window as well because we always have capital projects in our CIP that may not be funded in five years, but we want to keep them on for planning purposes in order to be funded down the line in subsequent years. Next slide. I know that for those on Zoom it may be a little bit more difficult to see, but this map essentially depicts the location of all the ones that are airfield-based projects. We'll go through these each one by one, but if you had a chance to grab the paper copy you can follow along as we're going. Depicts the ones that are airfield pavements and different areas on the field that are physical locations and then the box in red is

all those projects that aren't necessarily an airfield project. ARFF truck replacement, zoning code update, a retrofit of one of our existing ARFF trucks will be some examples of those, but are not something that has a geographic area on the airfield. With that, we'll start one by one going through the projects, so next slide.

The first one up is an extension – this coming out of our Master Plan process and is being defined as one of our preferred alternatives for a future project – but it's an extension of taxiway Papa. Papa is the north/south taxiway on the west side of the airfield and it's just west of runway 18/36 and we propose to extend Papa potentially all the way up to taxiway Bravo. We've still got some things to work through with the FAA on the eligibility of a project like this, but it would allow for easier aircraft movements not only during AirVenture, but on our regular movements throughout the rest of the year. As it stands now, our only official north/south taxiway route from the southside of the field getting up to the north side is taxiway Alpha, which at times, can be a bottleneck. Certainly, during our normal operations, but it can – I think everyone from EAA can attest – its bottleneck during AirVenture operations as well. Probably more so during that event as we have a significant traffic volume that's navigating the southside of the field to the north side of the field pretty much throughout the entire week. And so this taxiway extension would be from where it intersects Papa one all the way up to the southside of Bravo taxiway is the proposal. So with that, I'll pause and happy to have any public comment, if there is any, on the taxiway Papa project. – Pause - Hearing not anything – and if you have anything, at the end, we can certainly circle back to any of these as well – next slide.

Over on the east general aviation side of the field, which is in the area near Sonex, Myers Aviation, we've got one project that's already going forward for a funding request as we've talked about with a number of folks that are in the room and probably on Zoom as well. This is a more general overview of that east general aviation side. We've got a number of other future projects, primarily constructing new hangars, on that side of the field that's associated with our Master Plan preferred alternatives. Again, I won't read through this verbatim, but it would include hangar construction, additional taxi lane construction, aircraft parking aprons, and a redevelopment of existing facilities where necessary. Just in the overall effort of increasing our available hangar space over on the east side of the field and also our availability for business expansion as well. This would be a number of projects, potentially, down the line that would be part of that Master Plan alternative for redeveloping the area and constructing – in certain areas – constructing new improvements on areas that are green field sites today. With that, happy to answer any questions on or take any public comment on East GA redevelopment.

MR. HALLOCK: Want to let the people on Zoom know that they can just chime in since I can't see their hands.

MR. SCHELL: Sure. And if you're on Zoom if you want to – if you do have any comment on Zoom, if you want to just unmute your microphone. You can certainly – when we pause after each one, you can certainly do it that way. I don't think anybody's muted on our end. –Pause – OK, next slide.

In our Aviation Business Park on the southeast end of the airfield, we have already as of 2020 constructed a small taxiway connection that links in the rest of the airfield via taxiway Alpha over to the east – if you see it on your diagram, it's the big block on the very southeast end – so we have already constructed that taxiway connector. We have not constructed anything in the business park proper as far as any airfield pavement or any other facilities to date. This project would allow – and really right now it's quite a blank slate. It's a green field site with all the infrastructure in. At the time where we locate an anchor tenant for the park there may be some common use or public use ramp area that would need to be constructed in that area for future tenant. This project would allow us to pursue funding – depending on what type of ramp, what size, what configuration – in order to apply for grant assistance potentially down the road in order to construct that type of facility in the Aviation Business Park. Open up for public comment. – Pause – Seeing none, we'll go to the next one.

Taxiway Alpha on the more northern, middle, middle portion of the airfield. We reconstructed taxiway Alpha from Alpha six to the – about in line with the threshold of runway 18. That project was completed in 2020. There is a piece of taxiway Alpha between the southside of runway 27 and where the last project left off that is yet to be reconstructed. That taxiway, or that concrete, for taxiway Alpha in that stretch was last constructed in 1967. It certainly is in need of replacement, however, we have been undergoing the Master Plan process as it relates to all the geometry concerns that we have and the FAA has as far as non-standard geometry's with intersecting taxiways and runways that all interconnect through that corridor. We don't have the final design yet for this project. That's kind of a piece coming out of the Master Plan which we're hoping to wrap up here shortly. Understanding that each project comes as its own funding request and also the design and engineering of them kind of go in line with that. This would be to reconstruct taxiway Alpha through that corridor, replace the associated light system and signage and also upgrade the lighting through that corridor like we've done with just about every one of our major taxiway stretches; proposed to do that in LED lighting like we have in other areas. Also potentially widen that taxiway from the southern portion of taxiway Alpha. With the last project we did was widen to sixty feet wide to

accommodate its utilization as a parallel runway during AirVenture. The last piece of this we may pursue widening, but at some point in time the FAA may come back and say you know that piece isn't used as a runway so it's potential that they could be opposed to widening through that corridor. However, the piece of Alpha that's north of runway 27 was already widened to sixty feet, and that was done during the Bravo project. All of the intersections that currently tie into taxiway Alpha are kind of the unknown piece right now as to how that will exactly look in the future. With this project, we endeavor to reconstruct as many of the intersections taking into account the FAA design standards on the geometries of taxiway and runway intersections that we're able to get approved by the FAA through the Master Plan process. Happy to have any public comment on the remainder of the taxiway Alpha reconstruction.

MR. HINZ: Question for you. You were saying that you don't think the federal funding might be there for making that section wider. Now would one of the ways to solve that not be that you are also helping to eliminate the bottlenecks because you would be more able to stagger the aircrafts instead of them being single file? I mean, I'm just trying to throw something out there that maybe could help in the process because of how busy it gets.

MR. SCHELL: Sure.

MR. HINZ: I mean – it needs to be more than just a runway extension there. Like you were saying, with the aircraft getting bottlenecked because of lack of space to maneuver out there, I would think that would be another way to solve that.

MR. SCHELL: So I'll do my best to answer any of the public comments, but I think for the most part, if I don't have an answer to it, we'll just let it go as public comment. That could be part of the design process with the project and getting FAA approvals so there's a lot of things yet to be figured out as far as what that's going to look like.

MR. HINZ: Right – I just wanted to throw that one – it's easy to overlook sometimes the most obvious.

MR. SCHELL: Sure. My proposal to the FAA is we have already widened it from Alpha six to in line with 18 and we've already widened it on the north side of 27, so while we could, it would all be in line when it's reconstructed, but it would be kind of interesting to go from sixty feet to fifty feet right back to sixty feet. However, again, there's a lot left to figure out of how that will all end up being reconstructed. Any other public comment on this project?

MR. STADLER: You're exactly right. Obviously the traditional thing however that we are used to, our AirVenture does do a great deal of two way taxiing but the FAA standard rule they never two way taxi. From a standard point, I think Jim is right that our

best take is to say that it does potentially represent somewhat of a safety hazard if you have a narrowing of the taxiway in two directions. You're narrowing it for no particular reason. Taxiways don't normally narrow, so since we've got sixty feet to the north and sixty feet to the south, there's some logic to say just fill it in the sixty feet.

MR. SCHELL: Any other public comment from the audience or those on Zoom? - Pause – All right. Next slide.

In association with taxiway Alpha, this last piece of the taxiway Alpha reconstruction, there's a number of taxiway connectors to and from Alpha. The intersection of where Charlie taxiway intersects that area, some of these may need to be reconstructed outside of the scope of what's going to be done with the taxiway Alpha project. This project would essentially work on those other contributing taxiway connections that go into and out of the intersection in the middle of the airfield where Alpha crosses runway 5/23, runway 31, Alpha one, Charlie one – in that area. That's outlined as well with a note on the diagram as well. Open up for any public comment on that project. – Pause – Hearing no one, we'll move onto the next one.

This is a fairly broad project. Typically speaking, we've got a couple of pavement maintenance programs that we can access through the state Bureau of Aeronautics. They do a number of things with airports on a state-wide basis. One of them is joint seal, crack sealing and seal coating of different pavements. With the joint seal on runway 9/27 and runway 18/36, since they've been reconstructed, a number of areas and some pretty good stretches have already started to relieve themselves of their joint seal. This can contribute to erosion of the subgrade underneath the pavement causing different pavements to fail prematurely, if not restored. There are some areas that we typically would look at, if they're small areas, to do in house, but some of these sections of joint seal that have since come out of the joints in both runways are pretty significant in some areas, so this is something where we had some discussions with the Bureau of getting this into our CIP as far as the state wide program so we can get not only some economies of scale when lumping these together with other airports in the state but also a reduced share of the cost ourselves. This is something we will continue to push forward for in the near future in order to restore the joint seal on both of those runways. I don't know if this is two separate projects, but we have this lumped together on one slide for this public hearing. With that, I would love to open it up for public comment on this project. – Pause – Nobody wants to talk about joint seal? OK – next project.

This is something that we identified when we reconstructed taxiway Alpha on the south end. With that project we had a scoping or an inspection of the

culverts that run underneath runway 18/36 and they also run under taxiway Alpha on the south end. The diagram depicts it in a general location, it's not the exact location, however, it's down south of taxiway Delta, that intersection. With the Alpha project we rebuilt and replaced the culverts that run under the section where Alpha taxiway is. We were not able to replace the culverts that run under 18/36. The one we replaced was replaced with concrete culverts and the one that continues to run under runway 18/36 is corrugated metal. We did see some signs of possible deterioration of those culverts when we had them inspected. Granted, that inspection took place, I think it was in February, so it was a little difficult with some ice and things in there that we couldn't necessarily see everything. We did have to the west of runway 18/36, we believe some associated sink holes, small sink holes to the west of runway 18/36 a couple summers ago. We don't know that they're related, but they're in the vicinity of where that culvert runs. This project could be a small fix, could be a more substantial fix depending on the nature of how badly damaged those culverts are. This project would allow us to seek grant assistance and also would allow us to start the process of evaluating what we've got as far as the status of those culverts under our main runway. As you can imagine, it's a very important one for us, it's a very important one for all the users of our primary runway to ensure we've got the integrity of the runway going forward. So it's something that we've identified in the last year or so in order to pursue this further and find out what the best course of action might be on that culvert. With that, I will open up to any questions on this project. – Pause – You guys are a really quiet bunch today. Anybody on Zoom? Anybody on Zoom? - Pause – Alright. Next slide.

Reconstruct or rehabilitate taxiway Foxtrot and the adjacent aprons and add lighting and signage. So taxiway Foxtrot is actually a taxi lane that runs across a portion of our apron on the north side of the field. It roughly runs from the airports fire station linking that all the way over to the apron area just to the west of the new terminal. Kind of terminating in the vicinity of where Alpha joins up with the north side apron. Taxiway Foxtrot is an asphalt taxiway that is heavily used by the north side airfield tenants. It is the link between everybody on the north side and the self-serve fueling as well. The adjacent apron that would be just to the north of taxiway Foxtrot, there are some areas that are getting past their useful life and the apron especially and becoming a regular on-going maintenance issue for FOD and those sorts of things with some of the asphalts falling. This project would take a look at that taxiway Foxtrot corridor with an emphasis on the public use apron to the north of it that may need some reconstruction in the near future. With this, I would be happy to answer any questions or open up to public comment on this project. – Pause – Hearing none, we'll go to the next one.

So again, taxiway Papa, this is a project on taxiway Papa. It is again that north/south taxiway, it is on the west side of runway 18/36. Runs from Papa five to Papa one. The majority of runway 18/36 parallels it. We have identified a few years ago some sections of taxiway Papa that the concrete panels are deteriorating in areas where they meet the jointing of the concrete. We have some corner breaks, some panels that have breaks through entire panels. Just cracking over time that's happened with the concrete. We've got a number of concrete panels that may either require repair or potential replacement depending on when this project may happen. So in order to extend the life of taxiway Papa we look to replace or, if possible, repair certain sections of those panels with a project like this. This is pretty straight forward, but I would like to open up to public comment on this project. -Pause - You guys like taxiway Papa, right? It's a good one. So at any rate, we're looking at that a little bit more closely now. Next slide.

This is one that I think the Bureau of Aeronautics is looking for a lot of airports to do statewide. Commercial service airports have what they call a Wildlife Hazard Management Plan, which is an official part of their part 139 certification to host commercial service. We haven't had a wildlife visit done in a number of years – I can't recall the last wildlife visit that we had. It's an official assessment conducted by the USDA to look at the wildlife hazards that you may have at your airport. It not only looks at the airborne type of wildlife and the various bird species that are in the area the vicinity or utilize the airport for their habitat at times, but it also looks at different concerns you may have surrounding deer, fox, other animals that are prevalent on certain airports. This project would be to have the USDA Wildlife come out, it's my understanding they spend a fair amount of time on the airfield observing different trends, different populations, different numbers that come and go onto the airport. What comes out of this is a set of recommendations and a wildlife hazard assessment that helps us better control our wildlife issues that we may have on the airport. It's good to do it periodically because over time things change. Different migratory patterns, different species come and go at times, and certain other factors change the hazards that we do have. One of the nice things that we have on this airport is a perimeter fence going all the way around. Not every GA airport has that. As you can imagine, with all the wildlife we have in Wisconsin, in our case being located very close proximity to Lake Winnebago, well, the fence doesn't keep the birds out, we've got a huge asset there in not allowing most larger species, deer and those sorts of things onto the airfield. It's obviously good to keep deer and airplanes separate. Happy to open up for public comment on the USDA Wildlife visit. – Pause - Hearing none, we'll move to the next one.

Just to the east of the new GA terminal facility, on the site where the former commercial service building once stood, there's a large stretch of land that has been restored to a green field site. There is a significant amount of concrete aircraft parking apron that formerly serviced the old terminal that would be very beneficial to future development, of large hangar facilities, most likely. The concept here, and we've got some alternatives outlined in the Master Plan of how that would look, as far as the new development, but essentially, outside of what the air carrier apron is currently, the rest of the site is fairly blank slate as far as redevelopment. This project would help assist the redevelopment of that site. May include apron areas, additional apron areas for the servicing of future hangars on that site. May include access road configuration in order to construct a new parking lot to serve those hangar facilities and any other utility access that may need to be implemented to serve those type of facilities as well. We hadn't, until we executed the GA terminal project, had the ability to actively redevelop that site and now that we're at that point in time, we're working on getting a project in our CIP to help assist with that. I'll open up to public comment on this project. – Pause – Is everybody on Zoom still hearing us OK?

MR. RUST: Everything's fine, thank you.

MR. SCHELL: OK. Just checking. So this project would actually be a reimbursement since we already retro fitted one of our ARFF vehicles – Aircraft Rescue Fire Fighting. We've got a 2009 Oshkosh Striker 1500. It's our primary Aircraft Rescue Fire Fighting vehicle. There's been some progress made on new environmental standards concerning the foam that's utilized in that vehicle and in fire fighting vehicles nationwide. Pursuant to those standards, we retrofitted the truck with a self-contained system that allows us to do our foam proportioning and concentration testing on our fire fighting foam that allows it to be tested without any discharge into the environment. We were able to already see where these regulations were going a couple of years ago, we worked on getting a budget for retrofitting that Striker vehicle. I believe the total cost was in the neighborhood of \$25,000 in order to retrofit that vehicle. We subsequently made our case to the state Bureau of Aeronautics on a reimbursement for the retrofit since this was a new state requirement that came out through the state legislature the last couple of years. They actually set aside some funding for airports throughout the state of Wisconsin, primarily commercial service airports that could retrofit these vehicles with these type of systems. As we do have these type of vehicles, although we are not commercial service, we did get the Bureau of Aeronautics approval to have this eligible for reimbursement of that new system that was retrofit on the truck. That's probably more than what's on the slide. Happy to open it up for public comment on this item. – Pause – Hearing none, we'll move onto the next one.

The airport has two primary crash vehicles, fire fighting vehicles. The first one was just mentioned, the 2009 Striker. We actually still have a 1986 T1500, which is very similar, but quite a bit older than the 09 and this truck is definitely trending towards the end of its useful life. One of the things we're having an ongoing struggle with is locating replacement parts. The manufacturer, Oshkosh Corporation, which of course they're right next door, is no longer supplying us with most of the replacement parts that we need on this truck which are unique to its chassis and its systems. We're having to source these replacement parts in alternative ways and it really just becomes fairly expensive at times and also just difficult to locate those type of replacement parts. With anything that's thirty-six years old, a fire truck like this, they start aging out to the point where at some point they need to be replaced. As I mentioned before, we're not a commercial service airport, but it is utilized through limited exemption from CFR 139 during EAA's Airventure week in order to provide fire coverage for the vast myriad of aircraft that visit our airport during that week. We become the busiest airport in the world. Not only is it beneficial for that week, but our fifty-one week out of the year usage with some of the corporate operators, some of the larger aircraft that are in here regularly, we not only have the primary vehicle with the 09 Striker, but this 1986 serves as our back up vehicle and our supplementary vehicle in order to respond to any aircraft accident. Especially one that may result in any kind of fire. At some point in time, we'll need to pursue a replacement of this vehicle. We would – the reason it's in the petition – we would try to work with FAA and then the state potentially getting grant assistance. That would be something that, kind of like the taxiway Alpha project, would be a fair amount of back and forth in order to get a case made for that. However, we do want to put it in our CIP. With that, happy to open up to any public comment.

MS. GABERT: Maribeth Gabert, District 12, Winnebago County. At one point in time, when we were buying vehicles, and I think maybe this one, but I'm not sure, Oshkosh Corp had demos. And I bring this up because I ran across an article yesterday. Two engineers from Oshkosh Corp are working on electric ARFF vehicles. Switching over to electrical. So, if I remember right, we were able to purchase one from them as a demo. And so I'm bringing that up perhaps we'll check with someone in the near future at Oshkosh Corp. The CEO is no longer there that I had contact with, but he said the next time you are looking at a vehicle to call him and see. That deal may still be able to be done and save the county quite a bit of money. So I'm just bringing that up as a kind of sideline. So either you or I could call and check with them because whenever we can save money, doing something like that, I think would be a good idea. But they're switching all of those vehicles

over to electric. And it brought up, you know, what we got going on up front. So, I'm just bringing that up for a comment.

MR. SCHELL: Certainly something we'll keep in mind as we get closer to pursuing this one. I'll only mention that depending on if its sponsor only or if its grant assisted, there's different requirements on how we procure a vehicle like this. Any other public comment on the ARFF truck replacement? - Pause -

The next project is an update – a proposed update – to our airports zoning code. We were approached some time ago by the City of Oshkosh with the potential to update our existing code. Our zoning code – and our Aviation Committee has already seen one draft of it – we're still in the process of this project. The city has enlisted a consulting firm, Mead & Hunt, in order to propose some updates to our zoning code. Our last – the code was officially adopted in 2012 and there are a number of areas that we've identified that may be overly restrictive in the vicinity of the airport that wouldn't allow certain future developments in existing zones that may be allowed in an adjacent zone. So we are working through this already currently with the city and the consultant firm. The city had approached us on the possibility for this being grant reimbursable because it is the airport zoning. The state had indicated the potential for reimbursement. Until we get the petition process through, it wouldn't be eligible until we've gotten through this process. It is an on-going project and is something that we'll be advocating to put in our CIP. Open up to public comment on the zoning code update. – Pause – Next project.

Back in 2013 through a joint venture with the City of Oshkosh, the airport - the county and the city – purchased property on the southeast end of the airport that's now become our Aviation Business Park. The airport owned, or the county owned parcel of land is fifty acres adjacent to the southern end of runway 18/36 is actively, of course, being marketed for future aeronautical development. It is eligible for possible land reimbursement for the cost of the acquisition through the Bureau of Aeronautics potentially for state or federal assistance. With that, we do have a reimbursable agreement with the state of Wisconsin. However, we haven't actually petitioned for this project in our CIP, so I believe the total purchase price was in the neighborhood of a million dollars for the entire property. I don't know if that was for the fifty acres, it might have been for the eighty, but at any rate, this would allow for that project to be grant assisted for the reimbursement. And I'll open up to any public comments. – Pause – Seeing none, I'll move onto the next one.

This is an associated project to the prior one. In 2020 we constructed a taxiway to the Aviation Business Park. This connected taxiway Alpha to the park property itself. We did enter a reimbursable agreement again with the State

Bureau of Aeronautics on the taxiway, so similar to the land reimbursement, the taxiway reimbursement could occur in the future once we have anchor tenant and development going on in the park. Again, this would be just to get this in our active petition in order to pursue funding for the costs of constructing the taxiway. That project came in right around half of a million dollars for the construction of the taxiway to the park. That would be a snapshot of what has been constructed there. Open up to any public comment. – Pause - Hearing none, we'll move onto the next one.

Constructing a new or expanding our existing snow removal equipment building. This building was constructed in 1979. It's over on the east side of the field. Very close to where Sonex and Myers Aviation are, just to the north of there. It currently houses all of the airport owned snow removal equipment in the winter time and then in the summer time all of our primarily mowing equipment. Then our maintenance vehicles as well as hosting the maintenance space to work on all of our airport owned equipment. That's one of the facilities. Adjacent to that we have an unheated pole barn building that's kind of our overflow storage. Between the two buildings, they can't house all of the equipment that we currently have. At times, we have to find other spaces to store certain vehicles whether they be snow removal or mowing equipment or otherwise in other facilities on the airport. It would advantageous to have all of our equipment in one building, if possible. We're looking at this through the Master Plan of the possibility of expanding the current one or possibly in the future relocating it and constructing a larger facility at some point in the future. Be happy to open up to public comment on this project. – Pause – Hearing none, we'll move onto the next one.

This is a general project very much in line with what we had specified for the joint seal project on our two main runways. This would be again in line with the state's pavement maintenance program and would potentially include joint sealing, crack sealing, seal coating, small repairs and concrete panel replacement. Just depending on which section of the airfield we're identifying for the scope in that year of that project. For example of a recent project that was done through the state's pavement maintenance program, we crack sealed and seal coated the apron where our north T hangars are a couple of years ago now. Also taxiway Foxtrot which we talked about earlier and also with that same project we seal coated and crack sealed taxiway Delta as well on the south end. We were able to participate in that project, I believe it was in 2019 and we're looking to identify areas where we could participate again in a future project with the state. The Bureau of Aeronautics has asked that we put this in as a general project so that it's included in our petition. Open up to public comment

on this project. – Pause – So hearing none, we'll move onto the next one. I promise we're getting close to the end.

Airfield drainage improvements. Again, it's a general project requested by the Bureau of Aeronautics to be in a number of airports capital improvement plans. Anywhere we're reconstructing a taxiway, for instance, we always look to improve our drainage through that corridor. We did so with our last two major taxiway reconstructions with taxiway Alpha and Bravo. At times, certain projects – their storm water facilities and their drainage may extend a little bit outside of the project scope itself. This would be a general project to help tie some of those storm water improvements in generally to existing projects, but I guess it could be a stand-alone project as well, depending on the area of the airfield and the issues that we're trying to address with a project like this. Happy to open it up to public comment on this project. -Pause - Hearing none, we'll move onto the next one and I think this is the final one.

I guess this is a fairly boiler plate project that the Bureau is asking all airports in the state to include in their CIP's, which is ensuring the safety and operational abilities of the airfield and its users. In order to do everything in our power to clear runway approaches from obstructions and maintain those appropriately so we have the ability – if assistance is available and pursued on keeping our runway approaches cleared. A lot of times this has to do with tree maintenance in and around the airport. As much as we can, we try to do that periodically throughout the course of a year, several years, in order to ensure that we've got everything to the standard that we need it to provide safe approaches into all of our runways. Happy to open up to any public comment. On this project or any projects on the list. Or any general comment that you may have for this hearing. -Pause – Anybody on Zoom have any comment on the project list or anything regarding this hearing? – Pause - With that, I think we have one more slide.

So our next steps as we've talked about before, we're going to summarize the public comment that we had today into a set of minutes and publish those. Those will be incorporated into the ultimate resolution that eventually goes to the county board supervisors here in the coming months. Prior to that, our Aviation Committee will get to hear an abridged version of this project list at their next committee meeting for approval onto the county board for adoption into our capital plan. So those are the next steps. I appreciate everybody's attendance and interest in our capital planning for the airport. I know it's an exhaustive list, but it's meant to be any of the projects that we may pursue in the next five to ten years. It's a pretty comprehensive list, we spent a fair amount of time putting it together. Thank you for your participation.

(Hearing adjourned at 10:56 a.m.)