

**SPECIAL ORDERS SESSION
COUNTY BOARD MEETING
TUESDAY, MARCH 1, 2011**

Chairman David Albrecht called the meeting to order at 6:00 p.m. in the County Board Room, Fourth Floor, Courthouse, 415 Jackson Street, Oshkosh, Wisconsin.

The meeting was opened with the Pledge of Allegiance and an invocation by Supervisor Locke...

The following Supervisors were present: Konetzke, Barker, Englebert, Eisen, Ramos, Miller, Roh, Smith, Widener, Hamblin, Albrecht, Gabert, Swanson, Thompson, Reynolds, Hall, Wingren, Jacobson, Norton, Warnke, Robl, Eichman, Kline, Locke, Hegg, Finch, Sievert, Farrey, Diakoff, Brennand, Egan, Ellis, and Rengstorf.

Excused: Neubauer and Hall

Motion by Supervisor Robl and seconded to approve the agenda for this evening's meeting. CARRIED BY VOICE VOTE.

PUBLIC HEARING

Larry Last, 3827 Red Oak Court, Town of Nekimi spoke against Wittman Regional Airport Land Acquisition.

COMMITTEE REPORTS

Supervisor Barker brought to the Board's attention the Glacierland 2010 Annual Report that had been placed in their packets for this evening's agenda.

TRUCK TRANSPORTATION – WALT RAITH – EAST CENTRAL WISCONSIN REGIONAL PLANNING COMMISSION

Walt Raith of East Central Wisconsin Regional Planning Commission was introduced to the Board and began his Power Point presentation regarding truck transportation and how it affects Winnebago County.

The Northeast Region Travel Demand Model is a collaborative effort with WisDot, Brown County Planning, East Central and Bay-Lake Regional Planning Commissions. The travel model has evolved from individual urban area models to a model that includes the entire US 41 corridor and most of northeast Wisconsin. The models are used as a tool to evaluate proposed land use and transportation projects and prepare long range transportation plans. The transportation Analysis Zones includes the land use and population information that drives the trip generation within the model.

The input file has socioeconomic data for over 2800 zones that includes all the potential combinations of household size, number of workers, and number of autos. Other trip generation variables include number of employees and special generators like schools, colleges, malls, airport and casinos.

Only classified streets, principal and minor arterials and collector streets are included in the model. Not all the roadways are included in the model because of the level of detail is more general in a regional model. Centroid connectors represent the local streets within the zones.

External traffic data is a file entered directly into the model and is not based on socioeconomic data or land use, but derived from a growth rate based on count trends and other variables or adjustment.

The travel model trip generation to the street and highway system is calibrated to WisDot traffic counts. The assumption is that if the model is well calibrated to the existing socioeconomic/population, that forecast or projected socioeconomic conditions (Year 2035) would illustrate the estimated impact to the transportation system.

Looking specifically at truck traffic, the model shows about 2200 truck per day entering and leaving the region via US 151 just south of Waupun. A sample bandwidth illustrates highways with more than 1,000 trucks per day. The wider the band the higher the truck volume. The model illustrates the number of trucks generated by all internal and external zones, and what zones or areas in the region generate the most truck traffic. The model can be used to quickly identify the zones that produce the largest number of truck trips onto the streets and highway network.

The model network can be coded to prohibit trucks on selected links to better reflect conditions like roadways signed No trucks and zones that have mixed land use such as industrial and residential. The model allows trucks to exit the industrial park on CYH A, but not through the residential area adjacent to Bluemound Road. An attribute to include existing truck counts was recently added to the model.

Example of truck count data for USH 41 just south of WIS 21. The table shows 362 days of counts from a permanent Automatic Traffic Recorder (ATR). While we are currently focusing on semi trucks versus single unit trucks, variables could be added to estimate trucks by classification and roadway type. Reliable truck count information is difficult to obtain and they are working with a number of sources to verify the model inputs. Some examples of the model truck assignments matching the actual truck count reasonably well.

Using forecast (Year 3035) Socioeconomic Data in the model provides an estimated impact to the transportation system. The model illustrates the roadways with the greatest anticipated travel demand and can assist in forming policies and prioritizing transportation investments. The model can be a powerful tool for recognizing critical corridors and connections for the efficient movement of goods and services throughout the region.

Mr. Raith took questions from the Board. A copy of his PowerPoint presentation is on file in the Clerk's Office.

The County Board took a short break and resumed the meeting at 7:04 pm

WITTMAN REGIONAL AIRPORT LAND ACQUISITION - PETER MOLL- AIRPORT DIRECTOR; ELIZABETH HARTMAN – CHAMCO, INC.; ALLEN DAVIS, CITY OF OSHKOSH; MARK ROHOLFF, CITY OF OSHKOSH MANAGER; AND JEREMY MONNETT, SONEX AIRCRAFT

Peter Moll, Wittman Regional Airport introduced Elizabeth Hartman of Chamco, Inc.; Allen Davis from the City of Oshkosh; Mark Rohloff, Oshkosh City Manager; and Jeremy Monnet of Sonex Aircraft, to the Board. Mr. Moll gave the following PowerPoint presentation to the Board:

Available Land on the Airport:

- ▶ Approximately 7 acres
- ▶ Parcels Fragmented
- ▶ Only one potential area for larger development

Need For More Land on the Airport

- ▶ To Protect the County's Investment in the Airport
 - Ensures development adjacent to the airport is consistent with airport objectives
- ▶ To Drive Economic Growth
 - Increased tax base
 - More Jobs
 - More Tenants
 - Increased Air Traffic Count
 - Increased Revenue

An Investment in Our Future

Land for Sale Adjacent to the Airport:

Brennand Property

- 115.72 Acres
- 2010 Appraised Value \$2.083M

Glatz Property

- 78.88 Acres
- 2010 Appraised Value \$1.104M

Chamco Aviation Development Committee

- ▶ Formed by Chamco in September 2009 to champion aviation related economic development in our County
- ▶ Representatives from Chamco, the County, the City of Oshkosh, OAEDC, EAA, AeroInnovate, airport tenants, FVTC, UWO
- ▶ Diversity in disciplines and background
- ▶ Passion for the airport and aviation related economic development

The Vision

- ▶ Winnebago County as the home of general aviation innovation in the United States
- ▶ Centerpiece:

Wittman Regional Airport Aviation Park

An Historic Opportunity

- ▶ Opportunities for economic growth in general aviation market – largely untapped
- ▶ Long Beach, CA experience
 - Loss of commercial aviation
 - Growth through general aviation

An Historic Partnership

Chamco, Inc
City of Oshkosh
Winnebago County

Why Aviation Related Business?

- ▶ Economic growth in Winnebago County must be driven by businesses starting here, coming here, staying here and growing here
 - More businesses = more economic growth
- ▶ But . . . recruiting business is expensive and difficult; focusing on niche markets where you have competitive advantages is the key
- ▶ Aviation-related development has enormous potential to drive economic growth in Winnebago County
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 - Niche market where we already have competitive advantages
 - EAA world headquarters in Oshkosh
 - AirVenture 600,000 visitors and over 800 exhibitors, including some of the biggest names in aviation, here in our County for one week each year
 - Wittman Regional Airport – world class facilities underutilized
 - Existing aviation cluster
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 -
 - We have labor trained in the field - Fox Valley Technical College Associate Degree and Technical Diplomas in
 - Aeronautics – Pilot Training
 - Aircraft Electronics
 - Airframe and Powerplant Mechanics
 - Advanced Manufacturing Technology Center right near the airport
 - We have an existing supply chain – New North conducting an inventory of aviation supply chain in Northeast Wisconsin

Why an Aviation Business Park?

- ▶ To attract aviation related business to the County, we need:
 - Land on the airport
 - To capitalize on proximity of EAA
 - A competitive lease rate and financial package
- ▶ We are missing opportunities because of lack of available land
 - Participants in AeroInnovate the last two years looking for places to locate a manufacturing facility, e.g., Terrafugia
 - To make a proposal, we need land and a financial package

There is Significant Potential Economic Impact

- ▶ The University of Wisconsin – Extension has estimated the potential economic impact on Winnebago County of an aviation business park under different scenarios:
 - Scenario 1: 1000 primarily manufacturing jobs
 - Scenario 2: 500 mix of manufacturing, air transport, education jobs
 - Scenario 3: 250 mix of light manufacturing, education, maintenance and private hangar development

There is Significant Potential Economic Impact

- ▶ Scenario 1- 1000 jobs
 - Total jobs with multiplier: 1,619
 - Additional annual income/sales: \$138M/\$343M
 - State and local government annual revenue: \$8.4M
- ▶ Scenario 2 – 500 jobs
 - Total jobs with multiplier: 758
 - Additional annual income/sales: \$61M/\$143M
 - State and local government annual revenue: \$5.3M
- ▶ Scenario 3 – 250 jobs
 - Total jobs with multiplier: 350
 - Additional annual income/sales: \$26M/\$54M

- State and local government annual revenue: \$2M

This is a Partnership

- ▶ The City of Oshkosh and Chamco have offered to partner with the County on this project
- ▶ The City and Chamco will work with the County to develop the Aviation Park, using the same model we use to develop the Oshkosh Industrial Parks
 - City plans the park and provides infrastructure
 - Chamco recruits business, provides economic development expertise and markets and sells the land

How it Will Work

- ▶ County authorizes purchase of the land
- ▶ City will put in the infrastructure so the land is ready for development, estimated cost \$6M
- ▶ Chamco will market the park to prospects
- ▶ The County will realize the benefit of:
 - Jobs and associated economic impact
 - Tax revenue
 - Lease revenue
 - Increased utilization of the airport
 - Increased world-wide recognition
 - Wittman Regional Airport as the home of a vibrant and successful aviation business community!

County Role

- ▶ The County finances the land purchase
 - Total estimated land cost (per appraisal) = \$3.2M
 - Funding identified in 2011 County Capital Improvement Plan = \$1.2 M
 - Remaining \$2M bonded
 - Petition has been filed with Bureau of Aeronautics (BOA)/FAA for repayment of up to 90% of the purchase cost
 - Wittman Regional Airport has been reimbursed for land costs every time it has applied to BOA
- ▶ The County owns and leases the land

City Role

- ▶ **The City proposes, subject to City Council approval, that it provide the infrastructure for the park to be development ready**
 - Infrastructure to include roads, water, sewer and stormwater management
 - Land will be annexed into the City and become part of a TIF district, like the city industrial parks, but will remain County-owned, as required by law
 - Tenants in the park will lease the land from the airport on a ground lease but own the improvements

Chamco Role

- ▶ Chamco proposes it serve as the agent for the park to:
 - Draft covenants, review requests for waivers and ensure covenants are followed
 - Market and lease the land
 - Work with prospects on all aspects of their project
 - Handle the entire transaction – staff has significant site selection and commercial real estate transaction experience
 - Chamco and the County to reach agreement on compensation, similar to past arrangements

We Know How to Do Industrial Parks

- ▶ The Southwest Industrial Park in Oshkosh is a model of successful economic development
 - 792 acres, over 90% full
 - Another 178 acres slated to open next Spring
 - Home to Bemis, 4imprint, Miles Kimball, Lapham Hickey, Jay Manufacturing, Leeco Steel, Continental Girbau and many others
 - Employs over 3500 people
 - Assessed value of over \$100M
 - When the TIF closes, the County will receive an estimated \$1M in additional annual tax revenue
 - 30 years ago, the park was farmland, just like the Brennand and Glatz properties

Land Specifics

- ▶ Already slated for industrial use by City of Oshkosh 20 year comprehensive plan
- ▶ Not in any of the surrounding township's protected areas

Land Specifics

- ▶ Currently farmland
- ▶ Abuts existing city limits
- ▶ On existing arterial streets

Land Specifics

- ▶ Airport overlay provides this land can only be used for industrial or commercial purposes
- ▶ Industrial use is consistent with zoning in the area
- ▶ Land is very developable

Conceptual Layout of the Park

- ▶ One potential concept
- ▶ Each potential "lot" has access to the airport
- ▶ Maximizes developable land
- ▶ Easy ingress and egress

Now is the Time to Build the Future

- ▶ Land is available and for sale, land prices currently low
- ▶ The County has partners and support:
 - City
 - Chamco
 - Aviation Development Committee
- ▶ AeroInnovate will bring general aviation innovators here
 - AeroInnovate is gaining momentum and support from EAA
 - Will continue to grow as an event at AirVenture and also to solidify Winnebago County as a place for innovators in general aviation to be

Now is the Time to Build the Future

- ▶ All economic indicators point to recovery – we need to be ready with the tools to grow
- ▶ Changes at the state level to be more supportive of economic development
- ▶ Angel fund initiative in the area to provide needed financial support to business, could be a tool to support aviation related businesses seeking to make **Wittman Regional Airport Aviation Park** home

Where We Could Be in 30 Years

- ▶ Wittman Regional Airport Business Park
 - Phase I (200 acres) and Phase II (200 acres) of the park full
 - Opening Phase III
 - 2000 employees
 - \$50M in tax base
 - Home to aircraft manufacturers, component suppliers and manufacturing support businesses
- ▶ \$600M in County-wide economic impact
- ▶ Additional aviation businesses located throughout the County with additional jobs and economic impact

The Vision Realized

Winnebago County as the home of general aviation innovation in the United States.

After the presentation, all of the presenters took questions from the board. A copy of the presentation given to the board is on file in the clerk's office.

LIMIT SUPERVISOR ACCESS TO COUNTY PLANNING, ZONING & GIS STAFF RELATIVE TO THE COUNTY BOARD REDISTRICTING PROCESS

David Albrecht introduced this topic to the board. He asked the board to be respectful of the staff in GIS, and Planning & Zoning during the time the new supervisory maps are being drawn up. He told the board that there will be more than one map drawn up and the board will have time to discuss the new supervisory districts. The board discussed

this issue.

Motion by Supervisor Robl and seconded to adjourn until the Board's next meeting on Tuesday, March 15, 2011
CARRIED BY VOICE VOTE.

The meeting was adjourned at approximately 8:12 p.m.

Respectfully submitted,
Jean Mahy, Deputy
Winnebago County Clerk

State of Wisconsin)
County of Winnebago) ss

I, Jean Mahy, do hereby certify that the foregoing is a true and correct copy of the Journal of the Winnebago County Board of Supervisors for their Special Orders Session held March 1, 2011.

Jean Mahy, Deputy
Winnebago County Clerk