

CENTRAL WISCONSIN JOINT AIRPORT BOARD MEETING
Conference Room B – East Terminal Upper Level, Mosinee, Wisconsin
September 20, 2019, 8:00 a.m.

- 1) Call to Order by Chair Jim Zdroik at 8:00 a.m.
 - a) Pledge of Allegiance
- 2) Approval of Minutes of the August 16, 2019 Board Meeting
- 3) Public Comment Period: 15-minute time limit
- 4) Review and Possible Action on CWA Annual Operations, Maintenance and Capital Budget for 2020
 - a) Joint Finance Committee Meeting – September 30, 2019 at 5:00 p.m.
- 5) Review and Possible Action on Permanent Utility Easement on Airport Property
- 6) Review and Possible Action on Temporary Limited Easement on Airport Property
- 7) Staff Reports
 - a) Director Report
 - i) Statistics – August 2019
 - ii) Flight Schedule
 - iii) Legislative Update
 - iv) TSA PreCheck Event – Week of October 21st
 - v) Other Items of Interest
 - b) Operations and Maintenance Report
 - i) Annual FAA Certification Inspection August 21-23
 - ii) Other Items of Interest
 - c) Financial Reports
 - i) Revenues and Expenses – August 2019
 - ii) Other Items of Interest
 - d) Project Reports
 - i) Passenger Boarding Bridge Project
 - ii) 2019 FAA Grant Update
 - iii) Other Items of Interest
- 8) Adjournment
- 9) Next Meeting Date: October 18, 2019 at 8:00 a.m.

Any person planning to attend this meeting who needs some type of special accommodation to participate should call the County Clerk's Office at 715-261-1500 or e-mail infomarathon@co.marathon.wi.us one business day before the meeting.

CENTRAL WISCONSIN JOINT AIRPORT BOARD MEETING
CENTRAL WISCONSIN AIRPORT TERMINAL
Conference Room B – East Terminal Upper Level, Mosinee, Wisconsin
August 16, 2019 - 8:00 a.m.

| | | |
|----------------|--|--|
| Airport Board: | Jim Zdroik, Chair John Durham Jeff Zriny Dave Ladick | Sara Guild, Vice Chair Leonard Bayer – Excused Lonnie Krogwold |
| Staff: | Brian Grefe, Airport Director Dave Drozd, Finance James Wood, Maintenance Supervisor | Mark Cihlar, Planning & Development Julie Ulrick, Badging Coordinator |
| Visitors: | Karl Kemper, Becher Hoppe | Randy Van Natta, Becher Hoppe |

Meeting called to order by Chair Zdroik at 8:00 a.m.

Motion by Zriny, second by Ladick to approve the minutes of the July 19, 2019 board meeting. Motion carried unanimously.

Public Comment: None.

Great Lakes Conference Report – John Durham:

Durham shared his experience in attending the annual AAEE Great Lakes Chapter conference in Evansville, Indiana last month. A summary of the event was handed out and he found it to be a very interesting and positive experience.

Marathon County Infrastructure Committee Updates:

Guild received phone call from Marathon County Board Chair Gibbs questioning current communications between the Airport Board and the Marathon County Infrastructure Committee. The committee is looking for ways to obtain information on current efforts and initiatives of the airport and what the best method would be for those communications. The board agreed that staff could present or submit a quarterly report to both Marathon and Portage County's Infrastructure Committees to keep them informed and directed staff to work with both committee chairs to develop a preferred method of updates. The current annual reporting to both full county boards would remain unchanged.

Review and Possible Action on Rates & Charges, Airline Contract and Incentive Program Contract with Leibowitz & Horton: FAA grant assurances require economic non-discrimination and that fair and reasonable rates be charged to each air carrier operator. Development of air carrier rates and charges is a very regulated process and CWA's current rates and charges were developed many years ago, with no significant changes made since. Deliverables of the contract with Leibowitz & Horton include receiving fully executed contracts from air carriers, as well as development of a per-turn fee for operators that are not onsite, incentives for additional destinations, and transparent rates and charges. The process would prepare CWA for additional air service and would ensure compliance with federal regulations. Estimated fees for the contract total \$108,920 and will be paid out of airport funds. The contract was negotiated in good faith for each of the three tasks and the contract total is a not to exceed amount based on hours worked. ***Motion by Zriny, second by Ladick to approve the rates and charges, airline contract and incentive program contract with Leibowitz & Horton in an amount not to exceed \$108,920. Motion carried unanimously.***

Review and Possible Action on Becher Hoppe Landscape Design Contract:

Becher Hoppe has come up with a reasonable plan and fee for landscaping design services that would be included in the airport's master CAD file. The scope of services includes preparation of construction drawings based on Land

Art's design, preparation of technical specifications for landscaping and planting, development of a request for proposals (RFP) and providing assistance throughout the RFP process. The total contract amount is \$9,590.00 and was negotiated in good faith. ***Motion by Ladick, second by Krogwold to approve the landscape design contract with Becher Hoppe in an amount not to exceed \$9,590.00. Motion carried unanimously.***

Review and Possible Action on Snow Removal Equipment Purchase Contract:

The airport currently owns two new combination snow plow/broom units and two older units. The new combination units were purchased from MB, who intends on changing the design of their 2020 combination units. If a third combination unit was purchased in 2019, the one additional new unit would replace both older units and be similar in design as the first two units purchased. The equipment was approved for purchase in concept by resolution and was included in the recent PFC application to cover funding. The PFC application has not yet been approved by the FAA, however approval is anticipated by end of month. The current purchase price of a new unit is \$818,731.63 and is good only through the end of the month, at which time the price will see a significant increase. The purchase would be paid with PFC funds and staff requested conditionally approving the purchase contract, contingent on FAA approval of the PFC application. ***Motion by Durham, second by Zriny to approve the contract agreement with MB Companies for a snow plow/broom combination unit in the amount of \$818,731.63, contingent upon FAA approval of the PFC application. Motion carried unanimously.***

Staff Reports:

Director Report – Brian Grefe:

Statistics – July 2019 statistics continue to see increases with enplanements up 12.9% on the month and 14.8% on the year. ATC operations increased 31.1% on the month, mainly due to traffic for the EAA Air Venture event. Load factors were strong, ranging from 86.0% – 89.2%.

Flight Schedule – The flight schedule remains unchanged and the next Never Forgotten Honor flight is coming up on Sept. 2nd.

Legislative Update – Both the House and Senate have passed two-year budget bills that will increase spending limits and suspend the debt limit into the summer of 2021. The Senate Commerce Committee has approved a Secure Traveler Act that would expand TSA PreCheck enrollment to certain individuals with an active security clearance and law enforcement officers and the Air Traffic Control Hiring Reform Act that would give preferential consideration to individuals who have successfully completed air traffic controller training and veterans when hiring ATC specialists.

Warbird Rendezvous at CWA Recap – Weather did not cooperate for the Warbird Rendezvous event and turned quite severe for a while. The event was still a success and approximately \$10,000 was raised for the Never Forgotten Honor Flight program. Staff thanked all of the volunteers who donated their time to help with the event.

Annual Planning Session Update – The annual planning session was held on August 7th and results of the session will be shared when the goals spreadsheet is compiled. Inviting airport tenants this year worked well and their input was appreciated.

Operations and Maintenance Report – Brian Grefe:

The Annual FAA Certification Inspection will be conducted August 21-23, where an FAA Inspector will review facilities, training records, FBO and airport equipment, airfield conditions, logs, etc. Results of the inspection will be shared at the September meeting.

Financial Reports – Dave Drozd:

Revenues and Expenses – July 2019 revenues are on track at 57.3% of budget, with parking doing well at 57.4% for the year. PFCs are at 72.0% of budget due to increased passenger counts. Disbursements are also doing well at 56.7% and budget summary numbers look consistent across the board.

Project Reports – Mark Cihlar:

Passenger Boarding Bridge Project – Bridge 5 installation is going well and the new bridge looks very nice. Crews were able to power it up yesterday and it should be fully functional in two weeks, with new pavement markings going

down next week. Bridge 3 foundations have been poured and is expected to be delivered next week. An agreement was made to accept a 20-year non-prorated warranty on the bridge floors that were not made to specifications to ensure the floors will not wear out prior to their life expectancy. Crews are looking at possibly replacing the final two bridges at the same time based on comments from airlines on what works best with boarding processes.

2019 FAA Grant Update – Grants have not been received for this year to date, including the concourse project grant. Grants are likely being issued in order of receipt and the concourse grant was submitted close to the deadline date.

Other Items of Interest – The FAA continues to work on runway 17/35 determination, but the outlook remains good.

The next regular session of the Board is scheduled for September 20, 2019 at 8:00 a.m.

9:29 a.m. Motion by Durham, second by Guild to adjourn. Motion carried unanimously.

Julie Ulrick, Recording Secretary



Agenda Item Summary

Airport Board Meeting Date: September 20, 2019

Agenda Item Title: #4) Review and Possible Action on CWA Annual Operations, Maintenance and Capital Budget for 2020

Staff Responsible: Brian Grefe, Airport Director and David Drozd, Finance Director

Background: 2020 Budget notables:

- The Joint Airport Board is required to prepare an annual budget and submit it to both Finance Committees for approval. This is included in Resolution No. 300 which was approved in 1977.
- Debt service payments total \$607,362 for 2020, of which \$72,665 is PFC, \$208,800 is CFC, and \$325,898 is from the General Fund/Operations & Maintenance Budget for 2020.
- \$194,000 – Capital Outlay-Buildings – This is for the non-AIP/non-PFC eligible portions of the Concourse Remodel that will start later this year and wrap up in 2020. CWA will cover this amount in our 2020 Annual O&M Budget. Total eligible portion of the project is around \$2.8M.
- \$260,000 – Capital Outlay-Other Capital Equipment Replacement – This is for the upgrade of our parking lot access control and payment system. This will require a fund balance transfer in 2020. This is the same process we used back in 2005 when the original system was purchased and installed.
- \$266,870 – Fund Balance Transfer – This is for the updating of the parking lot access control system along with a small contingency.

Timeline: The 2020 CWA Annual Budget is presented to the Joint Airport Board today, then on Monday, September 30, 2019 at 5pm to the Joint Finance Committee. Upon approval at these meetings, each owner county will be presented the CWA Annual Budget for approval as part of their comprehensive county budget which normally takes place in November of each year.

Financial Impact: No tax levy requested for 2020 from either Marathon or Portage Counties.

Contributions to Airport Goals: N/A

Recommended Action: Airport staff recommends to approve the 2020 CWA Annual Budget and then forward it to the Joint Finance Committee for review and approval.

2020 CWA Budget Summary - Board Packet

| | <u>2020</u> | <u>2020</u> | 2019 Adopted | 2019 Adopted | % CHANGE 19-20 |
|---------------------------------------|-----------------------|----------------|-----------------------|----------------|----------------|
| Total Revenues | | \$3,879,870.00 | | \$3,484,373.00 | 11.35% |
| Less: Expenses | | | | | |
| Personal Services | \$1,694,473.00 | | \$1,667,808.00 | | 1.60% |
| Contractual Services | \$685,000.00 | | \$684,500.00 | | 0.07% |
| Supplies and Expense | \$471,000.00 | | \$452,100.00 | | 4.18% |
| Building Materials | \$83,500.00 | | \$43,000.00 | | 94.19% |
| Fixed Charges-Insurance | \$78,000.00 | | \$73,000.00 | | 6.85% |
| Capital Outlay | \$542,000.00 | | \$105,000.00 | | 416.19% |
| Debt Service - Non-PFC | \$325,897.00 | | \$458,965.00 | | -28.99% |
| Match for Projects | \$0.00 | | \$0.00 | | 0.00% |
| | <u>\$3,879,870.00</u> | | <u>\$3,484,373.00</u> | | |
| Total Expenses | | \$3,879,870.00 | | \$3,484,373.00 | 11.35% |
| Fund Balance Increase/Decrease | | <u>\$0.00</u> | | <u>\$0.00</u> | |

2020 Capital Projects Breakdown

| | |
|----------------------------------|---------------------|
| Debt Service - Local (CWA) Share | \$325,897.00 |
| | <u>\$325,897.00</u> |

CWA Capital Improvement / Non-AIP / Funded by CWA

| | | | |
|--|------|---------------------|---------------------|
| Airfield Mowing/Maintenance Vehicle Upgrades | 8111 | <u>\$38,000.00</u> | \$38,000.00 |
| IT/Phone System Upgrades | 8165 | <u>\$50,000.00</u> | \$50,000.00 |
| Parking Lot Access Control System Upgrade | 8191 | <u>\$260,000.00</u> | \$260,000.00 |
| Buildings - Concourse Remodel (Local Share) | 8220 | <u>\$194,000.00</u> | \$194,000.00 |
| | | <u>\$542,000.00</u> | <u>\$542,000.00</u> |

Marathon County Budget Spreadsheet

Central Wisconsin Airport -2020

| 2019 Adopted Levy | 2020 Requested |
|-------------------|----------------|
| \$ - | \$ - |

701-300 CW Airport

| Sub-Fund | Account Code | Description | 2019 Adopted | 2020 Requested | |
|----------|-------------------|---------------------------------|--------------|----------------|-------------|
| 701 | 00000000008589702 | TRANSFERS FROM 700/702 | (334,009) | (72,665) | |
| 701 | 00000000008589709 | TRANSFERS FROM 700/709 | (592,752) | (208,800) | (281,465) |
| 701 | 00000000030081210 | RETAILERS DISCOUNT-SALES TAX | - | | |
| 701 | 00000000030085409 | FUEL SALES FEES | (40,000) | (42,000) | |
| 701 | 00000000030085410 | FUEL FLOWAGE FEES | (55,000) | (60,000) | |
| 701 | 00000000030085411 | LANDING FEES | (360,000) | (385,000) | |
| 701 | 00000000030085412 | RENTS-AIRPORT | (1,360,000) | (1,395,000) | |
| 701 | 00000000030085414 | FARM | (40,000) | (84,000) | |
| 701 | 00000000030085416 | ADVERTISING FEES | (25,000) | (25,000) | |
| 701 | 00000000030085417 | HWY SIGNS | (9,000) | (6,500) | |
| 701 | 00000000030085418 | RAMP CHARGES | (62,000) | (62,000) | |
| 701 | 00000000030085422 | UTILITY FEES | (58,000) | (50,000) | |
| 701 | 00000000030085424 | VENDING | - | | |
| 701 | 00000000030085431 | SECURITY AIRLINES FEES | (5,300) | (5,500) | |
| 701 | 00000000030085432 | CORPORATE HANGERS REVENUE | (76,000) | (76,000) | |
| 701 | 00000000030085440 | PARKING LOTS & RAMPS | (1,350,000) | (1,370,000) | |
| 701 | 00000000030085497 | LABOR-CWA | (1,073) | (1,000) | |
| 701 | 00000000030085498 | MATERIALS-CWA | (1,000) | (1,000) | |
| 701 | 00000000030085499 | MISCELLANEOUS FEES-CWA | (20,000) | (20,000) | |
| 701 | 00000000030085938 | REIMBURSMNT/RECOVERY PRVT PARTY | - | | |
| 701 | 00000000030088110 | INTEREST & DIVIDENDS ON INVEST | (12,000) | (15,000) | |
| 701 | 00000000030088310 | SALE OF GENERAL FIXED ASSETS | (10,000) | (15,000) | (3,613,000) |
| 701 | 00000000030088350 | INSURANCE RECOVERIES | - | | |
| 701 | 00000000030088360 | GAIN/LOSS SALE OF FIXED ASSETS | - | | |
| 701 | 00000000030088400 | OTHER MISCELLANEOUS REVENUE | - | | |
| 701 | 00000000030088410 | DONATIONS FROM PRIVATE ORG&IND | - | | |
| 701 | 00000000030089900 | TRANSFERS FROM FUND BALANCE | - | (266,870) | (3,879,870) |
| 701 | 00000000030091110 | SALARIES-PERMANENT-REGULAR FT | 376,700 | 386,256 | |
| 701 | 00000000030091210 | WAGES-PERMANENT-REGULAR FT | 609,124 | 621,455 | |

| | | | | |
|-----|-------------------|--------------------------------|---------|---------|
| 701 | 00000000030091211 | WAGES-PERMANENT-REGULAR PT | 62,348 | 46,928 |
| 701 | 00000000030091220 | WAGES-PERMANENT-OVERTIME-FT | 49,054 | 50,854 |
| 701 | 00000000030091221 | WAGES-PERMANENT-OVERTIME-PT | - | - |
| 701 | 00000000030091240 | WAGES-PERMANENT-SHIFT DIF FT | 12,000 | 12,000 |
| 701 | 00000000030091250 | WAGES-TEMPORARY-REGULAR | 48,500 | 51,900 |
| 701 | 00000000030091310 | PAGER PAY | 12,000 | 12,000 |
| 701 | 00000000030091370 | UNIFORM ALLOWANCE-NON TAXABLE | 6,500 | 6,500 |
| 701 | 00000000030091510 | SOCIAL SECURITY EMPLOYERS SHR | 89,502 | 90,400 |
| 701 | 00000000030091520 | RETIREMENT EMPLOYERS SHARE | 70,432 | 74,210 |
| 701 | 00000000030091540 | HOSPITAL/HEALTH INSURANCE | 238,674 | 253,136 |
| 701 | 00000000030091541 | DENTAL INSURANCE | 7,210 | 7,156 |
| 701 | 00000000030091543 | INCOME CONTINUATION INSURANCE | 4,139 | 4,223 |
| 701 | 00000000030091544 | HLTH INS-CONVERSION, RETIREES | 15,000 | 31,100 |
| 701 | 00000000030091545 | POST EMPLOYEE HEALTH PLAN | 12,584 | 11,466 |
| 701 | 00000000030091550 | LIFE INSURANCE | 686 | 688 |
| 701 | 00000000030091560 | WORKERS COMPENSATION PAYMENTS | 52,186 | 33,019 |
| 701 | 00000000030091580 | UNEMPLOYMENT COMPENSATION | 1,169 | 1,182 |
| 701 | 00000000030092120 | LEGAL FEES | - | - |
| 701 | 00000000030092130 | ACCOUNTING/AUDITING FEES | 8,000 | 9,000 |
| 701 | 00000000030092132 | FRINGE BENEFIT ADMIN OVERHEAD | 6,500 | 7,000 |
| 701 | 00000000030092150 | ARCHITECTURAL/ENGINEERING | - | - |
| 701 | 00000000030092190 | OTHER PROFESSIONAL SERVICES | 190,000 | 190,000 |
| 701 | 00000000030092210 | WATER/SEWER | 27,000 | 25,000 |
| 701 | 00000000030092220 | ELECTRIC | 175,000 | 175,000 |
| 701 | 00000000030092240 | NATURAL/PROPANE GAS | 50,000 | 50,000 |
| 701 | 00000000030092250 | TELEPHONE | 26,000 | 26,000 |
| 701 | 00000000030092360 | OTHER REPAI/MAIN-STR/FACILTIS | 8,000 | 8,000 |
| 701 | 00000000030092410 | MOTOR VEHICLE REPAIRS | 5,000 | - |
| 701 | 00000000030092431 | OFFICE MACHINES & EQUIP REPAIR | - | - |
| 701 | 00000000030092460 | BUILDING SERVICE EQUIP REPAIR | 10,000 | 10,000 |
| 701 | 00000000030092470 | BUILDING REPAIRS | 5,000 | 8,000 |
| 701 | 00000000030092490 | SUNDRY REPAIR/MAINT SERV | 67,000 | 67,000 |
| 701 | 00000000030092551 | BANK SERVICES | - | - |
| 701 | 00000000030092990 | SUNDRY CONTRACTUAL SERVICES | 107,000 | 110,000 |
| 701 | 00000000030093110 | POSTAGE/BOX RENT | 1,000 | 500 |
| 701 | 00000000030093121 | PAPER/STATIONERY FORMS | 2,500 | 4,000 |
| 701 | 00000000030093143 | OFFICE EQUIPMENT | 500 | 500 |

1,694,473

685,000

| | | | | | |
|-----|-------------------|--------------------------------|---------|---------|---------|
| 701 | 00000000030093190 | OFFICE SUPPLIES | 2,000 | 2,000 | |
| 701 | 00000000030093191 | BOOKS/DIRECTORIES | - | | |
| 701 | 00000000030093210 | PUBLICATION OF LEGAL NOTICES | 1,500 | 1,500 | |
| 701 | 00000000030093220 | SUBSCRIPTIONS NEWSPAPER/PERDCL | 200 | 200 | |
| 701 | 00000000030093240 | MEMBERSHIP DUES | 9,000 | 9,000 | |
| 701 | 00000000030093250 | REGISTRATION FEES/TUITION | 15,000 | 18,000 | |
| 701 | 00000000030093260 | ADVERTISING | 57,000 | 57,000 | |
| 701 | 00000000030093321 | PERSONAL AUTO MILEAGE | 1,000 | 1,000 | |
| 701 | 00000000030093340 | COMMERCIAL TRAVEL | 8,000 | 8,000 | |
| 701 | 00000000030093350 | MEALS | 1,200 | 1,100 | |
| 701 | 00000000030093351 | MEALS-NONOVERNIGHT/TAXABLE INC | 200 | 200 | |
| 701 | 00000000030093360 | LODGING | 9,000 | 9,000 | |
| 701 | 00000000030093390 | MEETING EXPENSES | 2,500 | 2,500 | |
| 701 | 00000000030093440 | HOUSEHOLD/JANITORIAL SUPPLIES | 19,000 | 19,000 | |
| 701 | 00000000030093460 | CLOTHING/UNIFORM | 2,000 | 2,500 | |
| 701 | 00000000030093490 | OTHER OPERATING SUPPLIES | 150,000 | 160,000 | |
| 701 | 00000000030093510 | GASOLINE | 90,000 | 90,000 | |
| 701 | 00000000030093520 | MOTOR VEHICLE PARTS & SUPPLIES | 45,000 | 45,000 | |
| 701 | 00000000030093530 | MACHINERY/EQUIPMENT PARTS | 17,000 | 17,000 | |
| 701 | 00000000030093531 | RADIO PARTS-SUPPLIES-EQUIP | 1,500 | 5,000 | |
| 701 | 00000000030093540 | PAINTING SUPPLIES | 2,000 | 1,000 | |
| 701 | 00000000030093550 | PLUMBING/ELECTRICAL SUPPLIES | 10,000 | 12,000 | |
| 701 | 00000000030093560 | PARKING METER REPAIR PARTS | - | | |
| 701 | 00000000030093620 | CONSUMABLE TOOLS/SUPPLIES | 5,000 | 5,000 | 471,000 |
| 701 | 00000000030094250 | SMALL HARDWARE/WIRE/NAILS | 1,000 | 1,500 | |
| 701 | 00000000030094290 | OTHER METAL PRODUCTS | 1,500 | 1,500 | |
| 701 | 00000000030094390 | OTHER WOOD PRODUCTS | 500 | 500 | |
| 701 | 00000000030094590 | OTHER RAW MATERIALS | 30,000 | 30,000 | |
| 701 | 00000000030094610 | ELECTRICAL FIXTURES | 5,000 | 5,000 | |
| 701 | 00000000030094810 | ASPHALT/ASPHALT FILLER | 5,000 | 45,000 | 83,500 |
| 701 | 00000000030095120 | INSURANCE CONTRACTORS EQUIPMNT | 15,000 | 15,000 | |
| 701 | 00000000030095122 | INS AUTO LIABILTIY PREMIUM | 4,500 | 5,000 | |
| 701 | 00000000030095140 | GENERAL LIABILITY PREMIUM | 21,000 | 32,000 | |
| 701 | 00000000030095150 | INSURANCE BOILER/MACHINERY | 2,500 | 3,000 | |
| 701 | 00000000030095151 | BUILDING & CONTENTS INSURANCE | 15,000 | 8,000 | |
| 701 | 00000000030095190 | OTHER INSURANCE | 15,000 | 15,000 | 78,000 |
| 701 | 00000000030095320 | BUILDING/OFFICES RENT | - | | |

| | | | | | |
|-----|-------------------|--------------------------------|---------|---------|---------|
| 701 | 00000000030097490 | OTHER LOSSES | - | | |
| 701 | 00000000030098111 | AUTOMOTIVE EQUIPMENT-REPLACMNT | 34,000 | 38,000 | |
| 701 | 00000000030098130 | OFFICE EQUIPMENT-NEW | - | | |
| 701 | 00000000030098165 | NETWORK/PHONE SWITCH UPG-CWA | 45,000 | 50,000 | |
| 701 | 00000000030098190 | OTHER CAPITAL EQUIPMENT-NEW | - | - | |
| 701 | 00000000030098191 | OTHER CAPITAL EQUIPMENT-REPLAC | 26,000 | 260,000 | |
| 701 | 00000000030098210 | LAND | - | | |
| 701 | 00000000030098220 | BUILDINGS | - | 194,000 | |
| 701 | 00000000030098290 | OTHER CAPITAL IMPROVEMENTS | - | | 542,000 |
| 701 | 00000000030099130 | INCR F.B. FOR SUBSEQ YR EXPENS | 458,965 | 325,897 | 325,897 |

701-818 Debt 2014 PN - Portage County

| Sub-Fund | Account Code | Description | 2019 Adopted | 2020 Requested | |
|----------|-------------------|-----------------------------|--------------|----------------|----------|
| 701 | 00000000081889900 | TRANSFERS FROM FUND BALANCE | (60,202) | - | |
| 701 | 00000000081896110 | BOND PRINCIPAL | 750,000 | - | Paid Off |
| 701 | 00000000081896210 | BOND INTEREST | 21,563 | - | |

701-819 Debt 2005B PN

| Sub-Fund | Account Code | Description | 2019 Adopted | 2020 Requested | |
|----------|-------------------|-----------------------------|--------------|----------------|----------|
| 701 | 00000000081989900 | TRANSFERS FROM FUND BALANCE | - | | |
| 701 | 00000000081996110 | BOND PRINCIPAL | - | | Paid Off |
| 701 | 00000000081996210 | BOND INTEREST | - | | |
| 701 | 00000000081996910 | DEBT SERVICE CHARGES | - | | |

701-820 Debt 2010A PN

| Sub-Fund | Account Code | Description | 2019 Adopted | 2020 Requested | |
|----------|-------------------|-----------------------------|--------------|----------------|--|
| 701 | 00000000082089900 | TRANSFERS FROM FUND BALANCE | | | |
| 701 | 00000000082096110 | BOND PRINCIPAL | 165,000 | 165,000 | |
| 701 | 00000000082096210 | BOND INTEREST | 50,400 | 43,800 | |

701-821 Debt 2012A PN

| Sub-Fund | Account Code | Description | 2019 Adopted | 2020 Requested | |
|----------|-------------------|-----------------------------|--------------|----------------|--|
| 701 | 00000000082189900 | TRANSFERS FROM FUND BALANCE | (318,575) | (252,662) | |

| | | | | |
|-----|-------------------|----------------|---------|---------|
| 701 | 00000000082196110 | BOND PRINCIPAL | 260,000 | 265,000 |
| 701 | 00000000082196210 | BOND INTEREST | 58,575 | 53,375 |

701-822 Debt 2015A PN

| Sub-Fund | Account Code | Description | 2019 Adopted | 2020 Requested |
|----------|-------------------|-----------------------------|--------------|----------------|
| 701 | 00000000082289900 | TRANSFERS FROM FUND BALANCE | (80,188) | (73,235) |
| 701 | 00000000082296110 | BOND PRINCIPAL | - | - |
| 701 | 00000000082296210 | BOND INTEREST | 80,188 | 80,187 |

702-303 Passenger Facility Charges

| Sub-Fund | Account Code | Description | 2019 Adopted | 2020 Requested |
|----------|-------------------|--------------------------------|--------------|----------------|
| 702 | 00000000008699701 | TR/FUND 700/701 | 334,009 | 72,665 |
| 702 | 00000000030385419 | PASSENGER FAC CHARGES | - | - |
| 702 | 00000000030388110 | INTEREST & DIVIDENDS ON INVEST | - | - |
| 702 | 00000000030389900 | TRANSFERS FROM FUND BALANCE | (334,009) | (72,665) |

709-310 Customer Facility Charges

| Sub-Fund | Account Code | Description | 2019 Adopted | 2020 Requested |
|----------|-------------------|-----------------------------|--------------|----------------|
| 709 | 00000000031089900 | TRANSFERS FROM FUND BALANCE | (592,752) | (208,800) |
| 709 | 00000000031099701 | TR/FUND 700/701 | 592,752 | 208,800 |

| <u>Total by Subfund</u> | | <u>Total by Principal/Interest</u> | |
|-------------------------|------------------|------------------------------------|-------------------|
| \$ 65,713 | 702-PFC 2012 | 2010 Prin | \$ 165,000 |
| \$ 6,952 | 702-PFC 2015 | 2010 Int | \$ 43,800 |
| \$ 208,800 | 708-CFC 2010 | 2012 Prin | \$ 265,000 |
| | | 2012 Int | \$ 53,375 |
| \$ 252,662 | 701-GENERAL2012 | 2015 Prin | \$ - |
| \$ 73,235 | 701-GENERAL 2015 | 2015 Int | \$ 80,187 |
| <u>\$ 607,362</u> | | Total Prin | \$ 430,000 |
| | | Total Int | \$ 177,362 |
| | | TOTAL | <u>\$ 607,362</u> |



Agenda Item Summary

Airport Board Meeting Date: September 20, 2019

Agenda Item Title: #5) Review and Possible Action on Permanent Utility Easement on Airport Property

Staff Responsible: Mark Cihlar, Assistant Airport Director – Planning and Development.

Background: CWA has several electric utility lines that pass underneath the airport’s runways. Several of these utility lines will be directly impacted by the upcoming reconstruction of runway 17/35. CWA staff have been working with Wisconsin Public Service (WPS) to plan for these utility lines prior to the project.

One existing utility line is a 3-phase main power line that crosses underneath the entire airfield from west to east where South Road used to cross to Highway 51. WPS will be replacing this power line by re-routing it south of the airfield off CWA property. The existing line will be abandoned in place. Portions of it will be physically removed during the runway reconstruction project.

A second electric utility line crosses east to west underneath runway 17/35 from Balsam Rd, providing power to the runway 35 Instrument Approach System Glideslope Antenna. WPS has requested the proposed easement to re-route this line as a part of the above project to eliminate the runway crossing. Again, the existing line will be abandoned in place. The easement provides WPS access to install a new power line from Piper Cub Ln from the south, onto airport property to the existing Glideslope Antenna.

The FAA has reviewed the easement area is in agreement with the concurrent use of the easement with the airport’s use of the land. If approved by the Central Wisconsin Joint Airport Board, the easement will have to be approved by both County Boards to become final.

Timeline: WPS is planning on replacing the 3-phase main power line in 2019 and they will install the Glideslope service at the same time or after the easement is approved if later.

Financial Impact: This easement has no financial impact to the airport. WPS is replacing all of the electrical lines at their cost. These projects will save CWA time and money during the runway reconstruction.

Contributions to Airport Goals: This is in alignment with CWA’s Capital Improvement Plan.

Recommended Action: Airport staff recommends approval of the permanent utility easement for Wisconsin Public Service and forward to Marathon and Portage County Boards.

ELECTRIC UNDERGROUND EASEMENT

THIS INDENTURE is made this _____ day of _____, _____, by and between **Marathon County, Wisconsin and Portage County, Wisconsin, municipal corporations**, ("Grantor") and **WISCONSIN PUBLIC SERVICE CORPORATION**, a Wisconsin Corporation, along with its successors and assigns (collectively, "Grantee") for good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, Grantor, owner of land, hereby grants and warrants to, Grantee, a permanent easement upon, within, beneath, over and across a part of Grantor’s land hereinafter referred to as "easement area" more particularly described as follows:

Part of the Southeast Quarter of the Northeast Quarter (SE1/4-NE1/4);

Also, Part of the Northwest Quarter of the Southeast Quarter (NW1/4-SE1/4);

Also, Part of the Northeast Quarter of the Southeast Quarter (NE1/4-SE1/4);

All being in Section 4, Township 26 North, Range 7 East, **City of Mosinee, County of Marathon, State of Wisconsin**, more particularly described as follows:

A 12 foot wide easement strip described as being the east 12 feet of the said Northwest Quarter of the Southeast Quarter (NW1/4-SE1/4);

Also, A 12 foot wide easement strip described as being the north 12 feet of the west 52 feet of the said Northeast Quarter of the Southeast Quarter (NE1/4-SE1/4);

Also, A 12 foot wide easement strip, the center line of which is described as follows:

Commencing at the southwest corner of the said Southeast Quarter of the Northeast Quarter (SE1/4-NE1/4);

Thence S88°50’32”E, 45.98 feet coincident with the south line of said Southeast Quarter of the Northeast Quarter (SE1/4-NE1/4) to the ***Point of Beginning***;

Thence N00°31’21”E, 50.74 feet;

Thence N04°57’49”W, 150.34 feet;

Thence N60°22’52”E, 202.54 feet;

Thence N64°41’28”E, 222.72 feet to the ***Point of Termination***.

See the **attached Exhibit “A”**.

- 1. Purpose: ELECTRIC UNDERGROUND** - The purpose of this easement is to construct, install, operate, maintain, repair, replace and extend underground utility facilities, conduit and cables, electric pad-mounted transformers, manhole, electric pad-mounted switch-fuse units, electric pad-mounted vacuum fault interrupter, concrete slabs, power pedestals, riser equipment, terminals and markers, together with all necessary and appurtenant equipment under and above ground as deemed necessary by Grantee, all to

| |
|--|
| Return to: Wisconsin Public Service Corp. Real Estate Dept. P.O. Box 19001 Green Bay, WI 54307-9001 |
| Parcel Identification Number (PIN) 251-2607-044-9987 251-2607-041-9996 251-2607-044-9999 |

transmit electric energy, signals, television and telecommunication services, including the customary growth and replacement thereof. Trees, bushes, branches and roots may be trimmed or removed so as not to interfere with Grantee's use of the easement area.

2. **Access:** Grantee shall have the right to enter on and across any of the Grantor's property outside of the easement area as may be reasonably necessary to gain access to the easement area and as may be reasonably necessary for the construction, installation, operation, maintenance, inspection, removal or replacement of the Grantee's facilities.
3. **Buildings or Other Structures:** Grantor agrees that no structures will be erected in the easement area or in such close proximity to Grantee's facilities as to create a violation of all applicable State of Wisconsin electric and gas codes or any amendments thereto.
4. **Elevation:** Grantor agrees that the elevation of the ground surface existing as of the date of the initial installation of Grantee's facilities within the easement area will not be altered by more than 4 inches without the written consent of Grantee.
5. **Restoration:** Grantee agrees to restore or cause to have restored Grantor's land, as nearly as is reasonably possible, to the condition existing prior to such entry by Grantee or its agents. This restoration, however, does not apply to any trees, bushes, branches or roots which may interfere with Grantee's use of the easement area.
6. **Exercise of Rights:** It is agreed that the complete exercise of the rights herein conveyed may be gradual and not fully exercised until sometime in the future, and that none of the rights herein granted shall be lost by non-use.
7. **Binding on Future Parties:** This grant of easement shall be binding upon and inure to the benefit of the heirs, successors and assigns of all parties hereto.
8. **Easement Review:** Grantor acknowledges receipt of materials which describe Grantor's rights and options in the easement negotiation process and furthermore acknowledges that Grantor has had at least 5 days to review this easement document *or* voluntarily waives the five day review period.
9. **Limitations:** This easement is subject to the following limitations because the "easement area," described above, is located upon, within, beneath, over and across part of an actively operating regional airport established and managed jointly by political subdivisions of the State of Wisconsin, pursuant to authority granted by the state under Wis. Stats., Chap. 114, and subject to regulation by several other state and federal authorities:
 - a. **Compliance with Federal Aviation Regulations and Security Requirements.** Grantee's access is subject to Federal Aviation Regulations and Federal Airport Security Regulations, including but not limited to 49 CFR Parts 1540 and 1542, and 14 CFR Part 139., and Grantor's policies as outlined in Grantor's Federal Aviation Administration (FAA) approved Airport Certification Manual and the Transportation Security Administration (TSA) approved Airport Security Plan. Grantee further agrees that any fines levied upon Grantor or Grantee through enforcement of these regulations because of violations thereof by Grantee's employees, agents, suppliers, guests, or patrons shall be borne by Grantee to the extent said violations contributed to said fines.
 - b. **Interference with Radio and Navigation Aids Prohibited.** Grantor operates a varied spectrum of licensed and unlicensed wireless radio, microwave and IP traffic to provide Navigation Aids and other critical safety services to aircraft and personnel as well as other land-based vehicles and equipment. The stable,

reliable and economical delivery of these services has absolute priority over any other uses or operations of Grantee. Therefore, any interference experienced by Grantor that coincides with Grantee's activities will be presumed to be caused by Grantee. Grantor reserves the right to demand Grantee turn off its equipment until all interference problems caused by Grantee are resolved. Once a "shut-off" order is delivered to Grantee, Grantee's equipment must be turned off as soon as possible. Grantor also reserves the right to require Grantee to take any action necessary, in the sole but reasonable discretion of Grantor, to proactively shield or otherwise prevent Grantee's activities from causing interference.

- c. Rules and Regulations of Joint Airport Board. Grantor shall have the right to adopt from time to time, and to enforce, rules and regulations which Grantee agrees to observe and obey with respect to the use of the airport premises and appurtenances, provided that such rules and regulations shall be promptly communicated to Grantee and shall not be inconsistent with safety, current rules and regulations of the FAA and any future changes prescribed from time to time by the FAA.
- d. Protection of Aerial Approaches to Airport. Grantor reserves the right to take any action it considers necessary to protect the aerial approaches of the airport against obstruction, together with the right to prevent Grantee from erecting, or permitting to be erected, any building, any other structure, or operating any vehicles or equipment on the easement area, which, in the opinion of Grantor, would limit the usefulness of the airport or constitute a hazard to aircraft, now or in the future.
- e. Airport Development. Grantor reserves the right to increase the size or capacity of any public aircraft facilities, including but not limited to, runways, hangars, taxi-ways, terminals, navigational facilities or common use portions of the airport, or make alterations thereto or reconstruct or relocate them or modify the design and type of construction thereof or close them or any portions of them, either temporarily or permanently; provided that none of the foregoing shall unreasonably interfere with Grantee's exercise of the easement rights granted hereunder.
- f. Force Majeure. Grantor shall not be responsible to Grantee if the fulfillment of any of the terms of this Easement is delayed or prevented by revolutions or other civil disorders, wars, acts of enemies, strikes, fires, floods, acts of God, adverse weather conditions, legally required environmental remedial actions, or by any other cause not within the control of Grantor.

[REMAINDER OF PAGE LEFT BLANK]

WITNESS the hand and seal of the Grantor the day and year first above written.

Marathon County, Wisconsin

Corporate Name _____

Sign Name _____

Print name & title _____

Sign Name _____

Print name & title _____

STATE OF _____)
)SS
COUNTY OF _____)

This instrument was acknowledged before me this _____ day of _____, _____, by the above-named _____
Marathon County, Wisconsin, to me known to be the Grantor(s) who executed the foregoing instrument on behalf of said Grantor(s) and acknowledged the same

Sign Name _____
Print Name _____

Notary Public, State of _____
My Commission expires: _____

WITNESS the hand and seal of the Grantor the day and year first above written.

Portage County, Wisconsin

Corporate Name _____

Sign Name _____

Print name & title _____

Sign Name _____

Print name & title _____

STATE OF _____)
)SS
COUNTY OF _____)

This instrument was acknowledged before me this _____ day of _____, _____, by the above-named _____

Portage County, Wisconsin, to me known to be the Grantor(s) who executed the foregoing instrument on behalf of said Grantor(s) and acknowledged the same

Sign Name _____
Print Name _____

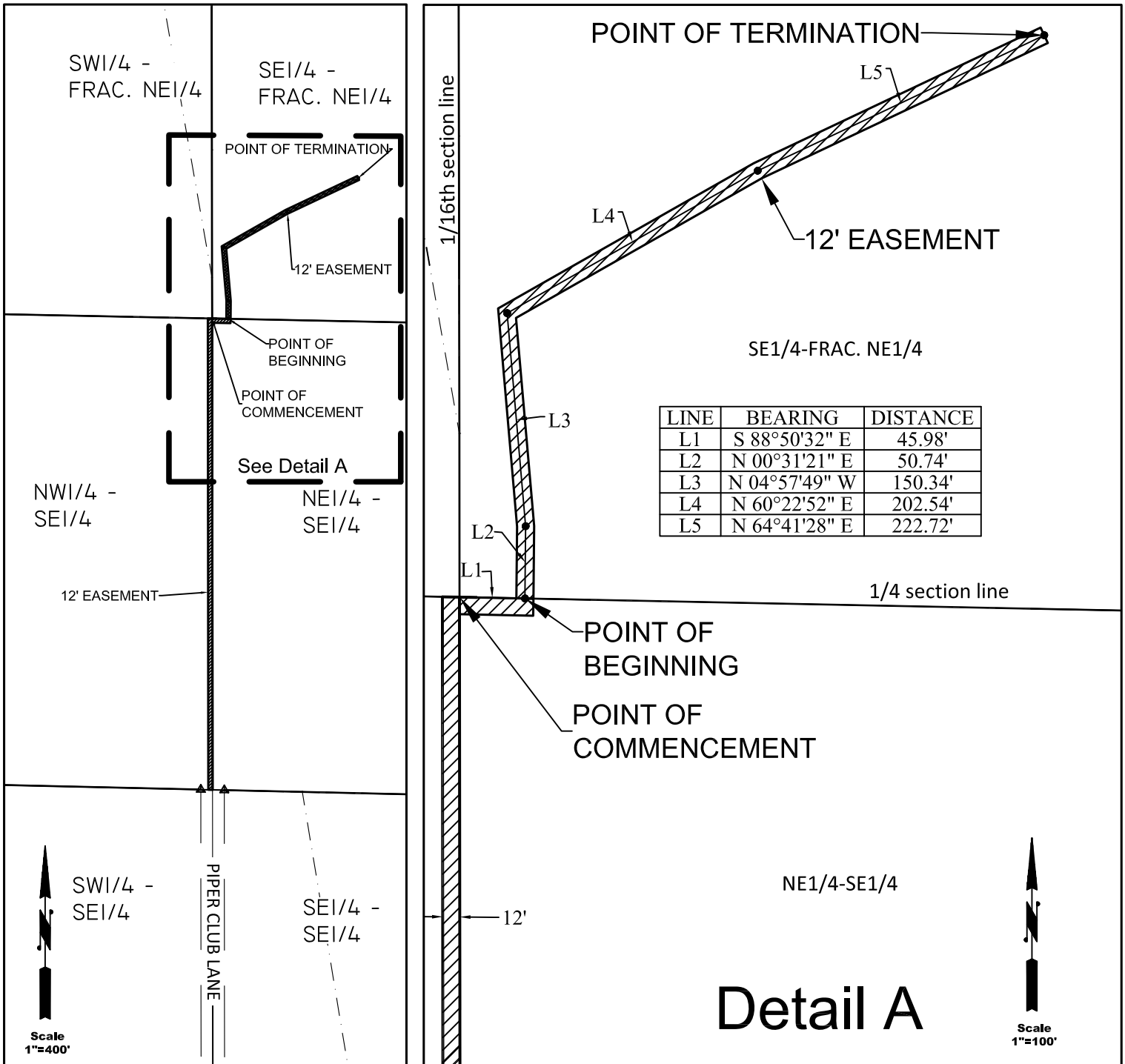
Notary Public, State of _____
My Commission expires: _____

This instrument drafted by: Dawn Van Oudenhoven
Wisconsin Public Service Corporation

| Date | County | Municipality | Site Address | Parcel Identification Number |
|-----------------|---------------|-----------------|---------------------------|--|
| April 8, 2019 | Marathon | City of Mosinee | Central Wisconsin Airport | 251-2607-044-9987, 251-2607-041-9996, 251-2607-044-9999 |
| Real Estate No. | WPSC District | WR# | WR Type | I/O |
| QB107170812.2 | Wausau | 2768166 | EACR | 22500466EC |

EXHIBIT A

Part of the Southeast Quarter of the Northeast Quarter (SE1/4-NE1/4);
 Also, Part of the Northwest Quarter of the Southeast Quarter (NW1/4-SE1/4);
 Also, Part of the Northeast Quarter of the Southeast Quarter (NE1/4-SE1/4);
 All being in Section 4, Township 26 North, Range 7 East, City of Mosinee, County of
Marathon, State of Wisconsin



Detail A

Distances shown are for the CENTERLINE of the easement and are approximate - Bearings based upon Grid North of Marathon County Wisconsin Coordinate Reference System (WISCRS) NAD 83 (1991)

- CENTERLINE
- P.L. — PROPERTY LINE
- ▨ EASEMENT AREA
- R/W — RIGHT OF WAY

| Date | County | Municipality | Site Address | Parcel Identification Number |
|-----------------|---------------|-----------------|---------------------------|---|
| 19-Mar-19 | Marathon | City of Mosinee | Central Wisconsin Airport | 251-2607-044-9987, 251-2607-041-9996, 251-2607-044-9999 |
| Real Estate No. | WPSC District | WR# | WR Type | I/O |
| 1031704 | Wausau | 2768166 | EACR | 22500466EC |



Wisconsin Public Service

700 North Adams Street
 P.O. Box 19001
 Green Bay, WI 54307-9001
 Phone: 800-450-7260

R-03-19
RESOLUTION
Central Wisconsin Airport Permanent Utility Easement

WHEREAS, Marathon County and Portage County, Wisconsin hereinafter referred to as the Joint Airport Board, each being a municipal body corporate of the State of Wisconsin, is authorized by Wis. Stat. §114.11 (1973), to acquire, establish, construct, own, control, lease, equip, improve, maintain, and operate an airport, and

WHEREAS, the Joint Airport Board desires to develop or improve the Central Wisconsin Airport (CWA), Marathon County, Wisconsin, and

WHEREAS, Wisconsin Public Service (WPS) provides electrical utility service to facilities located at CWA, and

WHEREAS, WPS is replacing existing utility lines on CWA property that have reached end of useful life in new locations on or off CWA property, and

WHEREAS, the new utility locations are more compatible with the use of CWA property than the existing locations, and

NOW, THEREFORE, BE IT RESOLVED that the Central Wisconsin Joint Airport Board resolves and ordains as follows:

Electric Underground Easement by and between the Joint Airport Board and Wisconsin Public Service affecting Parcel Identification Number (PIN) 251-2607-044-9987, 251-2607-041-9996, and 251-2607-044-9999 is hereby approved.

Dated this 20th day of September, 2019.

CENTRAL WISCONSIN JOINT AIRPORT BOARD



Agenda Item Summary

Airport Board Meeting Date: September 20, 2019

Agenda Item Title: #6) Review and Possible Action on WI DOT Temporary Limited Easement on Airport Property

Staff Responsible: Mark Cihlar, Assistant Airport Director – Planning and Development.

Background: The Wisconsin DOT is planning a re-paving project in 2020 on STH 153, including the portion along CWA. In July 2019, the DOT sent CWA a letter regarding information for the DOT to acquire a permanent easement on CWA property. The area consisted of 160 square feet, more or less, near the CWA Drive exit to STH 153. CWA staff worked with the DOT and the Bureau of Aeronautics (BOA) to change the request from a permanent easement to a Temporary Limited Easement.

A Temporary Limited Easement (TLE) is a right for construction purposes, as defined herein, including the right to operate the necessary equipment thereon and the right of ingress and egress as long as required for such public purpose, including the right to preserve, protect, remove or plant thereon any vegetation that the highway authorities may deem necessary or desirable. All TLEs expire at the completion of the construction project for which this instrument is given.

The WI BOA has confirmed that the TLE does not require FAA approval.

Timeline: The DOT will be staking the area in 2019. Construction is scheduled for 2020 on STH 153.

Financial Impact: There is no financial impact to CWA.

Contributions to Airport Goals: N/A

Recommended Action: Airport staff recommends approval of the TLE, authorizing the Airport Director to sign the TLE when received by the DOT.

LEGAL DESCRIPTION

Legal Description:

A Temporary Limited Easement in and to the following tract of land in Marathon County, State of Wisconsin, described as follows:

A Temporary Limited Easement (TLE) is a right for construction purposes, as defined herein, including the right to operate the necessary equipment thereon and the right of ingress and egress as long as required for such public purpose, including the right to preserve, protect, remove or plant thereon any vegetation that the highway authorities may deem necessary or desirable. All TLEs expire at the completion of the construction project for which this instrument is given.

Part of the Northeast $\frac{1}{4}$ of the Northeast $\frac{1}{4}$ of Section 33, Township 27 North, Range 7 East, City of Mosinee, Marathon County, Wisconsin, more particularly described as follows:

Commencing at the Northeast corner of said Section 33, thence South $89^{\circ}26'34''$ West, coincident the North line of said Northeast $\frac{1}{4}$, 109.00 feet; thence South $00^{\circ}33'26''$ West, 74.60 feet to the South Right-of-Way line of Wisconsin State Highway "153" and the point of beginning; thence South $00^{\circ}42'19''$ West, 5.00 feet; thence North $89^{\circ}17'41''$ West, 32.00 feet; thence North $00^{\circ}42'19''$ East, 5.00 feet to said South Right-of-Way line; thence South $89^{\circ}17'41''$ East, coincident said South Right-of-Way line, 32.00 feet to the point of beginning.

That the above described parcel of land contains 160 square feet, more or less.

This instrument is intended to describe those lands being Parcel 2, as shown on State R/W Project Number 6600-00-21, Plat Sheet No: 4.02, filed at the Marathon County Courthouse.

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), MARATHON COUNTY, NAD83 (2011) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY 3/4"x24" IRON REBARS) UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

RIGHT-OF-WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS REFERENCED TO THE U.S. PUBLIC LAND SURVEY SYSTEM OR OTHER "SURVEYS" OF PUBLIC RECORD.

EXISTING RIGHT-OF-WAY INFORMATION IS BASED ON RIGHT-OF-WAY PROJECT NUMBER 6600-02-21 AND PROJECT T 011(6).

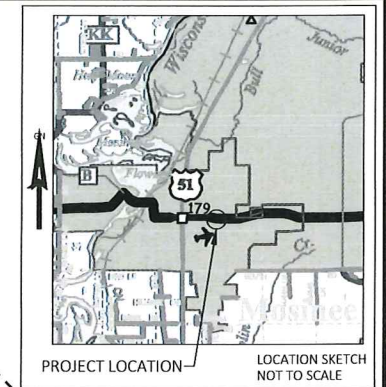
DIMENSIONING FOR THE NEW RIGHT-OF-WAY IS MEASURED ALONG AND PERPENDICULAR TO THE NEW REFERENCE LINES.

A TEMPORARY LIMITED EASEMENT (TLE) IS A RIGHT FOR CONSTRUCTION PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON, THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM DESIRABLE. ALL (TLE)S ON THIS PLAT EXPIRE AT THE COMPLETION OF THE CONSTRUCTION PROJECT FOR WHICH THIS INSTRUMENT IS GIVEN.

PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES. THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES, EXCLUDING RIGHT-OF-WAY, AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN RHINELANDER.

| | | |
|---|----------------------|-------------------|
| R/W PROJECT NUMBER 6600-00-21 | SHEET NUMBER 4.02 | TOTAL SHEETS 2 |
| FEDERAL PROJECT NUMBER 6600-00-61 | | |
| PLAT OF RIGHT OF WAY REQUIRED FOR MOSINEE - ELDERON OLD 51 ROAD - EAST VIEW DRIVE | | |
| STATE HIGHWAY 153 | MARATHON COUNTY | |



| POINT NO. | STATION | OFFSET |
|-----------|----------|---------|
| 110 | 98+91.18 | -13.43' |
| 111 R/L | 98+91.25 | 0.00' |
| 116 R/L | 96+59.25 | 0.00 |
| 117 | 98+59.18 | -13.26 |

| POINT NO. | STATION | OFFSET |
|-----------|----------|--------|
| TLE112 | 98+91.57 | 61.17' |
| TLE113 | 98+91.58 | 66.17' |
| TLE114 | 98+59.58 | 66.26' |
| TLE115 | 98+59.57 | 61.26' |

| POINT NO. | NORTHING | EASTING |
|-----------|-----------|-----------|
| 110 | 138761.12 | 270890.98 |
| 111 R/L | 138747.69 | 270890.85 |
| 112 | 138686.52 | 270890.25 |
| 113 | 138681.52 | 270890.19 |
| 114 | 138681.91 | 270858.19 |
| 115 | 138686.91 | 270858.25 |
| 116 R/L | 138748.17 | 270858.85 |
| 117 | 138761.43 | 270858.98 |

| COURSE | BEARING | DISTANCE |
|-------------|-------------|----------|
| MON-110 | S89°26'34"W | 109.00' |
| 110-111 R/L | S00°33'26"W | 13.43' |
| 111 R/L-112 | S00°33'26"W | 61.17' |
| 112-113 | S00°42'19"W | 5.00' |
| 113-114 | N89°17'41"W | 32.00' |
| 114-115 | N00°42'19"E | 5.00' |
| 115-116 | N00°33'26"E | 61.26' |
| 116-117 | N00°33'26"E | 13.26' |
| 117-110 | N89°26'34"E | 32.00' |

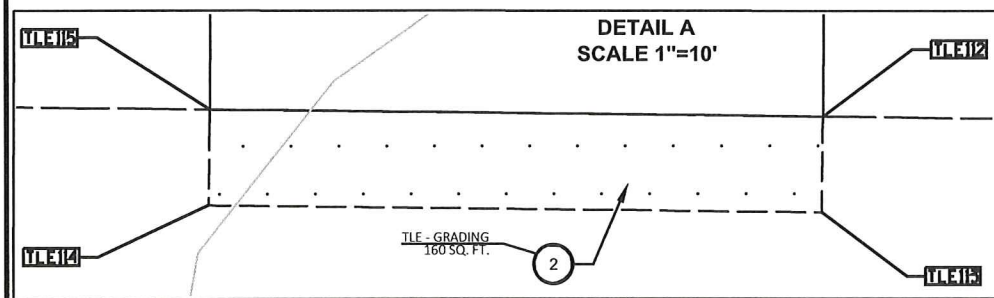
CONVENTIONAL ABBREVIATIONS

| | |
|----------------------------|-----|
| CERTIFIED SURVEY MAP | CSM |
| DOCUMENT NUMBER | DOC |
| MONUMENT | MON |
| PAGE | P |
| PROPERTY LINE | PL |
| REFERENCE LINE | R/L |
| SECTION | SEC |
| STATE TRUNK HIGHWAY | STH |
| STATION | STA |
| VOLUME | V |
| TEMPORARY LIMITED EASEMENT | TLE |

0.75 INCH IRON ROD FOUND
Y = 138785.599
X = 268373.898

ALUMINUM MONUMENT FOUND
Y = 138785.599
X = 268373.898
ALI = STH 153
STA = 100+01.57
OFFSET = -12.98

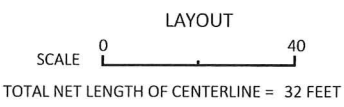
ALI = STH 153
PI: 100+00.51
Y = 138746.043
X = 271000.095



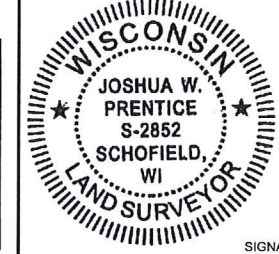
| PARCEL NUMBER | OWNERS | INTEREST REQUIRED | R/W SQ. FT. REQUIRED | | | TLE SQ. FT. |
|---------------|---|-------------------|----------------------|----------|-------|-------------|
| | | | NEW | EXISTING | TOTAL | |
| 2 | MARATHON COUNTY, WISCONSIN, PORTAGE COUNTY, WISCONSIN, AS JOINT TENANTS | TLE | --- | --- | --- | 160 |

THE AREA SHOWN IN THE SCHEDULE OF LANDS AND INTERESTS IS ONLY THE AREA OF THE PARCEL SHOWN ON THIS SHEET. IF THE PARCEL IS ON MULTIPLE SHEETS, REFERENCE THE OTHER SHEET(S) FOR ADDITIONAL PARCEL AREAS.

| | | | |
|-----------------------------|-----|----------------|---------------------------|
| SECTION LINE | --- | PARCEL NUMBER | 2 |
| PROPERTY LINE | --- | SECTION CORNER | 38 23 24 16 15 9 |
| EXISTING R/W LINE | --- | | |
| TEMP. LIMITED EASEMENT AREA | ▨ | | |



REI CIVIL & ENVIRONMENTAL ENGINEERING, SURVEYING
4080 N. 20TH AVENUE
WAUSAU, WI 54401 (715) 676-9784



SIGNATURE: *[Signature]* DATE: 8-27-2019

REVISION DATE
REVISED 8/26/19 BY JAF - CHECKED BY JWP
- REVISED PER COMMENTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
APPROVED FOR THE DEPARTMENT
DATE: 9-11-19 *Brent L Stella*
(Signature)

**CENTRAL WISCONSIN AIRPORT STATISTICAL REPORT
SUMMARY - AUGUST 2018 - 2019**

17-Sep-19

| | 2018 MONTH | 2019 MONTH | % CHGE. 18-19 | 2018 Y-T-D | 2019 Y-T-D | % CHGE. 18-19 |
|--|----------------|----------------|------------------|------------------|------------------|------------------|
| ACTUAL OPERATIONS | | | | | | |
| AMERICAN | 80 | 85 | 6.3% | 621 | 615 | -1.0% |
| UNITED | 59 | 86 | 45.8% | 550 | 610 | 10.9% |
| DELTA | 147 | 150 | 2.0% | 1,059 | 1,056 | -0.3% |
| CHARTERS | 5 | 3 | -40.0% | 18 | 16 | -11.1% |
| TOTAL ACTIVITY | 582 | 648 | 11.3% | 4,496 | 4,594 | 2.2% |
| ATCT OPERATIONS | 1,116 | 1,147 | 2.8% | 8,535 | 9,059 | 6.1% |
| AIRLINE CANCELLATIONS | | | | | | |
| AMERICAN | 6 | 1 | -83.3% | 31 | 44 | 41.9% |
| UNITED | 3 | 0 | -100.0% | 17 | 26 | 52.9% |
| DELTA | 0 | 0 | 0.0% | 12 | 15 | 25.0% |
| TOTAL CANCELLATIONS | 9 | 1 | -88.9% | 60 | 85 | 41.7% |
| ENPLANED PASSENGERS | | | | | | |
| AMERICAN | 3,320 | 3,690 | 11.1% | 21,058 | 25,219 | 19.8% |
| UNITED | 2,107 | 3,474 | 64.9% | 16,324 | 22,770 | 39.5% |
| DELTA | 6,221 | 6,140 | -1.3% | 41,997 | 43,094 | 2.6% |
| CHARTERS | 567 | 248 | -56.3% | 2,307 | 2,211 | -4.2% |
| TOTAL ENPLANED PASSENGERS | 12,215 | 13,552 | 10.9% | 81,686 | 93,294 | 14.2% |
| DEPLANED PASSENGERS | | | | | | |
| AMERICAN | 2,945 | 3,276 | 11.2% | 19,627 | 23,176 | 18.1% |
| UNITED | 2,253 | 3,332 | 47.9% | 16,823 | 22,476 | 33.6% |
| DELTA | 6,047 | 6,121 | 1.2% | 41,256 | 43,070 | 4.4% |
| CHARTERS | 567 | 248 | -56.3% | 2,307 | 2,211 | -4.2% |
| TOTAL DEPLANED PASSENGERS | 11,812 | 12,977 | 9.9% | 80,013 | 90,933 | 13.6% |
| AIR FREIGHT - AMERICAN | 0 | 826 | 826.0% | 103 | 2,717 | 2537.9% |
| AIR FREIGHT - UNITED | 0 | 0 | 0.0% | 0 | 0 | 0.0% |
| AIR FREIGHT - DELTA | 2,902 | 2,785 | -4.0% | 19,815 | 20,561 | 3.8% |
| TOTAL AIRFREIGHT - AIRLINES | 2,902 | 3,611 | 24.4% | 19,918 | 23,278 | 16.9% |
| TOTAL AIRFREIGHT -G.AVIATION | 168,209 | 154,167 | -8.3% | 1,245,322 | 1,126,838 | -9.5% |
| AIRLINES & GEN AVIATION-A.FRGH.T. | 171,111 | 157,778 | -7.8% | 1,265,240 | 1,150,116 | -9.1% |
| LOAD FACTOR-CURRENT MONTH | SEATS | PAX | FACTOR | | | |
| AMERICAN | 4,250 | 3,690 | 86.8% | | | |
| UNITED | 4,300 | 3,474 | 80.8% | | | |
| DELTA | 7,526 | 6,140 | 81.6% | | | |

Central Wisconsin Airport – Flight Schedule September 20, 2019



| <u>Arrivals – Delta</u> | | | | <u>Departures – Delta</u> | | | |
|-------------------------|-------|----------|-----|---------------------------|-------|--------|-----|
| 5211 | 11:23 | from MSP | CRJ | 3491 | 06:30 | to MSP | CRJ |
| 5193 | 12:43 | from DTW | CRJ | 5292 | 06:50 | to DTW | CRJ |
| 5343 | 15:19 | from MSP | CRJ | 5211 | 12:10 | to MSP | CRJ |
| 3496 | 20:57 | from DTW | CRJ | 5193 | 13:10 | to DTW | CRJ |
| 3433 | 21:20 | from MSP | CRJ | 5343 | 15:50 | to MSP | CRJ |



| <u>Arrivals – United Airlines</u> | | | | <u>Departures – United Airlines</u> | | | |
|-----------------------------------|-------|----------|-----|-------------------------------------|-------|--------|-----|
| 3890 | 11:19 | from ORD | CRJ | 4817 | 05:45 | to ORD | CRJ |
| 3810 | 14:46 | from ORD | CRJ | 3901 | 11:50 | to ORD | CRJ |
| 4870 | 21:02 | from ORD | CRJ | 4848 | 15:20 | to ORD | CRJ |



| <u>Arrivals – American Eagle</u> | | | | <u>Departures – American Eagle</u> | | | |
|----------------------------------|-------|----------|-----|------------------------------------|-------|--------|-----|
| 3387 | 09:25 | from ORD | ERJ | 3788 | 06:10 | to ORD | ERJ |
| 3406 | 15:58 | from ORD | ERJ | 3387 | 09:50 | to ORD | ERJ |
| 3541 | 23:15 | from ORD | ERJ | 3406 | 16:26 | to ORD | ERJ |

Upcoming Charter Schedule

Sep. 2 – Honor Flight
 Sep. 6 – Sun Country to Laughlin
 Oct. 8 – Swift Air to Wendover
 Oct. 17 – Sun Country to Omaha (WOJO)
 Oct. 21 – Honor Flight

MSP = Minneapolis
 ORD = Chicago O’Hare
 DTW = Detroit

Total CWA Flights Daily = 11

CWA Legislative Update – September 2019

FY 2020 Appropriations Proceed as Lawmakers Prepare Spending Stopgap (Source: Airport Legislative Affairs, AAAE) September 13, 2019

Lawmakers will remain focused on government funding matters next week, with the Senate Appropriations Committee marking up a FY 2020 DOT/FAA spending bill and the House considering a stopgap appropriations measure to avoid a government shutdown on October 1.

The Senate Transportation Appropriations Subcommittee is scheduled to consider a DOT/FAA spending bill on Tuesday, with the full committee taking it up on Thursday. As a reminder, the House-passed version of the DOT/FAA appropriations bill proposes an additional \$500 million for airport infrastructure projects on top of \$3.35 billion in regular AIP funding. We are working diligently to gain similar support for regular and supplemental AIP funding in the Senate.

The Senate Appropriations Committee could consider the DHS/TSA/CBP funding measure later in the month, but continued partisan tensions over the country's border security and immigration policy mean that measure remains extremely controversial. The House has yet to consider its FY 2020 DHS funding bill amid the political firestorm surrounding the measure.

Although the two-year budget deal reached in late July opened the door for the Senate Appropriations Committee to begin considering FY 2020 funding bills, there are only two weeks remaining until the start of the new fiscal year. With that deadline fast approaching, lawmakers are preparing a continuing resolution that would extend government funding beyond September 30. The House is expected to take up the CR next week, with Senate consideration before the end of the fiscal year.

Although the spending stopgap has not been finalized, it will reportedly extend government funding until sometime just before Thanksgiving. That would give lawmakers approximately eight weeks to finalize and pass FY 2020 appropriations bills or yet another CR. Additional temporary funding bills beyond that point are likely if not certain.

Call to Action: Troubling PFAS Proposal in Defense Bill (Source: Airport Legislative Affairs, AAAE) September 13, 2019

As we outlined in an Action Alert earlier this week, House and Senate lawmakers over the coming weeks will try to finalize a defense authorization bill and consider a House-passed proposal that would require the EPA to designate PFAS as a hazardous substance under the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). If enacted into law, the proposal could lead to extensive and costly litigation and clean-up efforts at airports that are required by federal regulation to use firefighting foam that contains PFAS and have no approved alternatives.

AAAE President and CEO Todd Hauptli this week sent a letter to Senate and House leaders highlighting airport concerns about the House language and asking for a liability exemption for airports. He indicated that airports are eager to use PFAS-free alternatives but pointed out that they have no choice but to comply with federal regulations.

Please urge members of your Congressional delegation to address airport concerns about the House-passed PFAS proposal and to include liability protection for airports in the final version of the bill, especially if they serve on the House or Senate Armed Services Committee.

**Cogswell Testifies at TSA Oversight Hearing (Source: Airport Legislative Affairs, AAAE)
September 13, 2019**

Acting Deputy TSA Administrator Patty Cogswell testified at a Senate Commerce Committee oversight hearing on the 18th anniversary of the September 11 attacks.

Several senators at the hearing inquired about the administration's move to shift approximately \$230 million from the TSA to fund operations on the Southern border. Sen. Jon Tester (D-MT) noted that money should not be transferred away from TSA at the same time the administration continues to propose eliminating funding for agency staffing of airport exit lanes.

Sen. John Thune (R-SD) offered a vocal endorsement of the TSA law enforcement officer (LEO) reimbursement program in his remarks, saying it "greatly benefitted" airport security in South Dakota where financial resources can be constrained. Cogswell discussed benefits of the program and said that TSA is extremely fortunate to have good relationships with state and local law enforcement divisions.

Senators and Cogswell also discussed a wide array of additional aviation security topics, including computed tomography (CT) technology, the reassignment of TSA officers to the Southern border, the upcoming REAL ID deadline in October 2020 and the use of biometrics. Our Hearing Report has more details.

**Additional Updates (Source: Airport Legislative Affairs, AAAE)
September 13, 2019**

The Senate this week passed the TSA Credential and Endorsement Harmonization Act (S. 2035), a bill that would call for a strategic plan to expand PreCheck eligibility to individuals with Transportation Worker Identification Credentials (TWIC) or Hazardous Materials Endorsements. The Senate Commerce Committee approved the bill in July.



PFAS, AIRPORTS, and FEDERAL RESPONSIBILITY

U.S. airports are committed to being responsible partners with their communities by operating their facilities in safe, secure and environmentally responsible ways. However, in exercising its mandate to ensure the safety of the traveling public, the Federal Aviation Administration (FAA) requires airports to provide aircraft rescue and firefighting services using aqueous film forming foam (AFFF) that contain PFAS (per- and polyfluoroalkyl substances) compounds. While current formulations use different PFAS compounds, AFFF used at airports in the past contained Perfluorooctanoic Acid (PFOA) and Perfluorooctane Sulfonate (PFOS) – two of the substances being reviewed by EPA for hazardous designation. **Because the federal government has mandated that airports use AFFF (which by definition contains PFAS), we urge you to ensure that any legislation moving forward includes federal financial and legal responsibility for actions resulting from that use.** Additionally, ACI-NA requests that Congress include the following provisions in legislation:

- (1) **Require federal government responsibility for PFAS-related remediation and disposal of PFAS-contaminated materials** – Because the federal government mandated that certificated airports use fire-fighting foam containing PFAS, the federal government must be financially responsible for any clean-up activities at airports.
- (2) **Provide funding for takeback of PFAS products and PFAS-contaminated airport equipment as well as for replacement of AFFF**—The federal government should develop a plan to accept and properly dispose of the fluorinated AFFF inventories that airports and their lessees/contractors will need to discard when a Fluorine-Free Fire-fighting alternative is approved by FAA. This is critical as remediation and disposal will become more difficult as waste facilities refuse to accept PFAS-containing materials. It is also important that the federal government assist with the acquisition of new aircraft rescue and firefighting (ARFF) equipment if existing equipment cannot be properly decontaminated for use with an a fluorine-free alternative. Additionally, the federal government should provide airports financial assistance in procuring fluorine-free fire-fighting alternatives when they are approved.
- (3) **Direct and fund research for attribution of PFAS contamination** – Given that PFAS has been used in numerous manufacturing processes and can be found from many sources, it is critical to determine the correct origination of any PFAS contamination before assessing responsibility. ACI-NA encourages Congress to direct and fund Department of Defense (DOD) research on “fingerprinting” PFAS directly resulting from AFFF usage to assist in determining the specific PFAS source responsible for any groundwater contamination.
- (4) **Airports should not be financially liable for PFAS contamination** – Airports should not be liable for the costs of responding to, or damages from, releases to the environment of PFAS compounds resulting from the use of AFFF - whether it is through incident response, training, or testing – as AFFF is required by the FAA to remain in compliance with federal regulations.

Please contact Rachel Tristan (RTTristan@airportscouncil.org) or Melinda Pagliarello (MPagliarello@airportscouncil.org) with any questions.

Airports Council International—North America (ACI-NA) represents local, regional and state governing bodies that own and operate commercial airports in the United States and Canada. ACI-NA’s U.S. members operate more than 300 airports, accounting for over 95 percent of the domestic passenger traffic and virtually all of the international airline passenger and cargo traffic. Collectively, U.S. airports support more than 11.5 million jobs and account for \$1.4 trillion in economic activity – or more than seven percent of the total U.S. gross domestic product (GDP).

From: [Adam Snider](#)
To: [Brian Grefe](#)
Subject: Spam> PRESS RELEASE: Airline Bag Fees Reach Another Record High with \$1.5 Billion Charged in Second Quarter
Date: Monday, September 16, 2019 12:24:26 PM

American Association of Airport Executives

PRESS RELEASE

For Immediate Release

September 16, 2019

**Airline Bag Fees Reach Another Record High
with \$1.5 Billion Charged in Second Quarter
*AAAE Urges Congress to Update PFC Program
to Unlock Airport Infrastructure Investment***

Alexandria, Va. – With airlines collecting more than \$1.5 billion in baggage fees in the second quarter of 2019 – yet another record high – the American Association of Airport Executives (AAAE) called on Congress to update the arbitrary federal cap on local Passenger Facility Charges to spur investment in new terminals, gates, runways and other airport improvements that directly benefit airline passengers.

“Congress needs to address today’s system that puts airline profits in first class but leaves passengers and their needs in the last rows of coach,” said AAAE President and CEO Todd Hauptli upon today’s release of the quarterly bag fee figures.

According to data released today by the Department of Transportation’s Bureau of Transportation Statistics, airlines collected more than \$1.5 billion in [baggage fees](#) during the second quarter this year, breaking the previous record high that was set earlier this year. With more than \$2.8 billion in bag fees collected through the first six months of the year, airlines are on pace to shatter the record-high \$4.9 billion in baggage fees charged last year – a year in which many carriers increased their fees for the first checked bag by \$5. Airlines collected another \$740 million in [reservation change and cancellation fees](#) in the second quarter after raking in \$2.7 billion in ticket fees last year.

Although airlines have increased their bag fees and continue to collect record amounts of ancillary fees from their customers, they continue to oppose adjusting the federal cap on local PFCs, a user fee that must be justified locally, imposed locally and used locally on FAA-approved projects that enhance local airport facilities. The federal cap on the local PFC has not been adjusted since 2000. Due to increased construction costs since then, a \$4.50 PFC is worth just over \$2 today, which hampers infrastructure development opportunities at airports around the country.

Bag and Ticket Fee Facts

- Airlines collected more than \$2.2 billion in baggage and reservation change fees in the second quarter of 2019 – an average of nearly \$25 million in combined ancillary fees every single day.
- Airlines are collecting more revenue from passengers after increasing the fees they charge flyers to check their bags. In September 2018, several airlines raised the fee for the first checked bag from \$25 to \$30 – a 20 percent jump.
- Total airline bag and reservation fee collections have increased every year for more than a decade.
- The record in bag fee collections this quarter follows an astounding \$7.6 billion in bag and ticket fees in 2018.
- Since 2008, airlines have charged flyers more than \$71 billion in bag and ticket change fees. Bag fees have now exceeded \$1 billion every quarter for more than three years.
- Because bag fees are not taxed at the same 7.5 percent excise tax rate applied to base airline tickets, the Airport and Airway Trust Fund lost more than \$210 million in foregone revenue in the first six months of this year. Since 2008, the \$41.3 billion in bag fees that are not taxed have cost the Trust Fund more than \$3 billion in lost revenue. Those are funds that could have otherwise been spent on needed airport and air traffic control upgrades.

PFC Facts

- Airlines raked in \$7.6 billion from bag and ticket fees last year – more than twice the \$3.5 billion than airports collected from the PFC in 2018.
- Airlines charged more bag and ticket fees last year than airports collected via the PFC in 2017 and 2018 combined.
- The federal cap on the PFC has not been adjusted since 2000 – more than 19 years ago. The last time Congress increased the PFC cap, only half of U.S. adults had access to the internet and Apple was a year away from releasing the very first iPod.

###

ABOUT AAAE: Founded in 1928, AAAE is the world's largest professional organization representing the men and women who work at public-use commercial and general aviation airports. AAAE's 6,500-plus members represent some 875 airports and hundreds of companies and organizations that support the airport industry. Headquartered in Alexandria, Va., AAAE serves its membership through results-oriented representation in Washington, D.C., and delivers a wide range of industry services and professional development opportunities, including training, conferences, and a highly respected accreditation program.

CONTACT:

[Adam Snider](#)
 Director, Public Affairs
 703.797.2576

**CENTRAL WISCONSIN AIRPORT
REVENUE 2019**

| | BUDGET 2019 | MONTH OF AUGUST | YEAR TO DATE | % OF BUDGET |
|--------------------------|----------------|--------------------|-----------------|----------------|
| 5409-53 FUEL SALES | 40,000 | 0 | 22,099 | 55.2% |
| 5410-53 FUEL FLOWAGE | 55,000 | 0 | 35,615 | 64.8% |
| 5411-53 LANDING FEES | 360,000 | 35,044 | 261,261 | 72.6% |
| 5418-53 RAMP CHARGES | 62,000 | 5,263 | 40,878 | 65.9% |
| | ----- | ----- | ----- | ----- |
| AIRFIELD | 517,000 | 40,307 | 359,854 | 69.6% |
| 5422-56 UTILITIES | 450 | 0 | 0 | 0.0% |
| | ----- | ----- | ----- | ----- |
| CONTROL TOWER | 450 | 0 | 0 | 0.0% |
| 5412-55 RENT | 110,000 | 7,387 | 66,986 | 60.9% |
| 5422-55 UTILITIES | 10,000 | 0 | 0 | 0.0% |
| | ----- | ----- | ----- | ----- |
| HANGAR | 120,000 | 7,387 | 66,986 | 55.8% |
| 5497-57 LABOR-CWA | 1,073 | 0 | 0 | 0.0% |
| 5498-57 MATERIALS-CWA | 1,000 | 0 | 0 | 0.0% |
| 5499-57 MISC-CWA | 5,000 | 3,000 | 5,717 | 114.3% |
| | ----- | ----- | ----- | ----- |
| MAINTENANCE SHOP | 7,073 | 3,000 | 5,717 | 80.8% |
| 5412-54 RENT | 40,000 | 2,170 | 23,760 | 59.4% |
| 5414-54 FARM LAND RENT | 40,000 | 4,556 | 51,048 | 127.6% |
| 5417-54 HWY BILLBOARDS | 9,000 | 0 | 9,267 | 103.0% |
| 5422-54 UTILITIES | 6,000 | 0 | 632 | 10.5% |
| 5432-54 CORPORATE HANGAR | 76,000 | 9,698 | 53,364 | 70.2% |
| | ----- | ----- | ----- | ----- |
| NET LEASE | 171,000 | 16,424 | 138,072 | 80.7% |
| 5440-51 PARKING | 1,350,000 | 108,035 | 888,508 | 65.8% |
| 5412-52 RENT | 1,210,000 | 90,733 | 738,017 | 61.0% |
| 5416-52 ADVERTISING | 25,000 | 3,025 | 15,200 | 60.8% |
| 5422-52 UTILITIES | 41,550 | 2,946 | 24,683 | 59.4% |
| 5431-52 SECURITY | 5,300 | 0 | 3,511 | 66.2% |
| 5499-52 MISCELLANEOUS | 15,000 | 2,027 | 15,103 | 100.7% |
| | ----- | ----- | ----- | ----- |
| TERMINAL BUILDING | 1,296,850 | 98,731 | 796,514 | 61.4% |
| TOTAL | 3,462,373 | 273,884 | 2,255,650 | 65.1% |
| 1210 SALES TAX DISCOUNT | 0 | 32 | 266 | |
| 8110 INTEREST ON INVEST | 12,000 | 0 | 20,602 | |
| 8310 SALE FIXED ASSETS | 10,000 | 38,110 | 50,440 | |
| 8350 INS RECOV | 0 | 0 | 0 | |
| 8400 OTHER MISC REV | 0 | 0 | 6,578 | |
| 8413 WORKERS COMP REIMB | 0 | 0 | 0 | |
| | ===== | ===== | ===== | |
| GRAND TOTAL | 3,484,373 | 312,026 | 2,333,537 | 67.0% |

| | | | | |
|---------------------------------------|---------|--------|---------|--------|
| 5419-53 PASSENGER FAC. CHGS. | 460,000 | 48,319 | 321,379 | 69.9% |
| 8110 PFC INTEREST | 5,000 | 0 | 13,201 | 264.0% |
| | ----- | ----- | ----- | ----- |
| TOTAL PASSENGER FACILITY CHGS. | 465,000 | 48,319 | 334,580 | 72.0% |
| 5420-52 CFC CAR RENTAL FEES | 215,400 | 7,708 | 162,049 | 75.2% |

CENTRAL WISCONSIN AIRPORT
Disbursements - August 2019

| | <u>2019</u> <u>BUDGET</u> | <u>THIS</u> <u>MONTH</u> | <u>2019</u> <u>YTD</u> | <u>YTD % of</u> <u>BUDGET</u> |
|--------------------------------|------------------------------|-----------------------------|---------------------------|----------------------------------|
| PERSONAL SERVICES | | | | |
| SALARIES | \$ 376,700 | \$ 32,827 | \$ 277,619 | 73.7% |
| WAGES | \$ 781,026 | \$ 41,467 | \$ 419,550 | 53.7% |
| EMPLOYEE BENEFITS | \$ 18,500 | \$ 74 | \$ 5,748 | 31.1% |
| EMPLOYER CONTRIBUTIONS | \$ 491,582 | \$ 36,785 | \$ 330,109 | 67.2% |
| SUB TOTAL | \$ 1,667,808 | \$ 111,153 | \$ 1,033,026 | 61.9% |
| CONTRACTUAL SERVICES | | | | |
| PROFESSIONAL SERVICES | \$ 204,500 | \$ 1,912 | \$ 76,423 | 37.4% |
| UTILITY SERVICES | \$ 278,000 | \$ 18,194 | \$ 146,445 | 52.7% |
| REPAIR-MAINT/STREETS | \$ 8,000 | \$ 628 | \$ 10,170 | 127.1% |
| REPAIR-MAINT EQUIP/BUILDINGS | \$ 87,000 | \$ 20,322 | \$ 89,950 | 103.4% |
| CONTRACTUAL SERVICES | \$ 107,000 | \$ 2,107 | \$ 60,116 | 56.2% |
| SUB TOTAL | \$ 684,500 | \$ 43,163 | \$ 383,105 | 56.0% |
| SUPPLIES & EXPENSES | | | | |
| OFFICE SUPPLIES | \$ 6,000 | \$ 205 | \$ 4,744 | 79.1% |
| ADVERTISING/MEMBERSHIP/DUES | \$ 82,700 | \$ 4,810 | \$ 67,337 | 81.4% |
| TRAVEL | \$ 21,900 | \$ 707 | \$ 6,851 | 31.3% |
| OPERATING SUPPLIES | \$ 171,000 | \$ 14,891 | \$ 152,104 | 88.9% |
| REPAIR/MAINT SUPPLIES/GASOLINE | \$ 165,500 | \$ 23,924 | \$ 142,831 | 86.3% |
| CONSUMABLE TOOLS/SUPPLIES | \$ 5,000 | \$ 1,605 | \$ 3,830 | 76.6% |
| SUB TOTAL | \$ 452,100 | \$ 46,143 | \$ 377,697 | 83.5% |
| BUILDING MATERIALS | | | | |
| METAL PRODUCTS | \$ 2,500 | \$ 141 | \$ 1,441 | 57.6% |
| WOOD PRODUCTS | \$ 500 | \$ 555 | \$ 555 | 111.0% |
| RAW MATERIALS/RWY PAINT | \$ 30,000 | \$ 33 | \$ 24,043 | 80.1% |
| ELECT FIXTURES/RWY SIGNS | \$ 5,000 | \$ 1,098 | \$ 6,921 | 138.4% |
| ASPHALT/ASPHALT FILLER | \$ 5,000 | \$ - | \$ 6,478 | 129.6% |
| SUB TOTAL | \$ 43,000 | \$ 1,827 | \$ 39,437 | 91.7% |
| FIXED CHARGES | | | | |
| INSURANCE/OTHER LOSSES | \$ 73,000 | \$ 1,247 | \$ 71,151 | 97.5% |
| CAPITAL OUTLAY | | | | |
| CAPITAL EQUIPMENT | \$ 188,000 | \$ 55,108 | \$ 128,596 | 68.4% |
| CAPITAL IMPROVEMENTS | \$ - | \$ - | \$ - | 0.0% |
| SUB TOTAL | \$ 188,000 | \$ 55,108 | \$ 128,596 | 68.4% |
| TOTALS | \$ 3,108,408 | \$ 258,641 | \$ 2,033,012 | 65.4% |

2018-2019 CWA Budget Summary YTD - August

| | <u>August YTD - 2019</u> | <u>August YTD - 2018</u> | <u>% CHANGE</u> |
|-----------------------------|--------------------------|--------------------------|-----------------|
| Airfield | \$359,854 | \$334,030 | |
| Control Tower | \$0 | \$338 | |
| Hangar | \$66,986 | \$68,444 | |
| Maintenance Shop | \$5,717 | \$1,863 | |
| Net Lease | \$138,072 | \$96,315 | |
| Parking | \$888,508 | \$810,294 | |
| Terminal Area | \$796,514 | \$726,738 | |
| Misc. | \$77,886 | \$95,504 | |
| Total Revenues | \$2,333,537 | \$2,133,526 | 9.37% |
| Personal Services | \$1,033,026 | \$981,272 | |
| Contractual Services | \$383,105 | \$337,520 | |
| Supplies and Expense | \$377,697 | \$291,044 | |
| Building Materials | \$39,437 | \$17,018 | |
| Fixed Charges-Insurance | \$71,151 | \$66,933 | |
| Capital Outlay | \$128,596 | \$57,021 | |
| Total Expenses | \$2,033,012 | \$1,750,808 | 16.12% |
| Revenue over Expense | \$300,525 | \$382,718 | |