



ROCK COUNTY DEPARTMENT OF PUBLIC WORKS

Airport - Highways - Parks

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Ad Hoc Committee on Airport Future Minutes
Monday, February 26, 2018– 11:30 a.m.
Southern Wisconsin Regional Airport Conference Room
1716 W. Airport Rd.
Janesville, WI

Call to Order. Chair Fox called the Ad Hoc Committee to order at 11:30 a.m.

Committee Members Present. Chair Fox, James Otterstein, Ryan McCue, Larry Squire, Aimee Thurner, Evan Redders, Mark Gun, Bonnie Cooksey, Larry Barton

Committee Members Absent. James Freeman, Sherri Stumpf

Ex Officio Members Present. Greg Cullen, Duane Jorgenson, Mark Graczykowski

Others Present:

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|----------------|---------------------------------------|
| Randy Terronez | Assistant to the County Administrator |
| Russ Podzilni | County Board Chair |
| Cynthia Hevel | Airport Specialist |

Approval of Agenda. James Otterstein and Mark Gunn moved the Agenda. MOTION CARRIED.

Member Introduction. Chair Fox asked all of the members at the table to introduce themselves.

Citizen Participation, Communications and Announcements. None.

Meeting Schedule. A brief discussion on future meetings took place. Decision to be made at the end of the meeting.

Review of Resolution Creating Ad Hoc Committee. Chair Fox went over the Resolution that formed the Committee and discussed the scope of the Committee and its purposes; to go over the Airport's Part 139 certificate, why it's important and the impact of keeping it or letting it go; Economic development opportunities; and the administrative make-up of the airport.

Discussion on Attributes of a Successful Airport. Discussion on the airports history and the jurisdiction change took place.

Review of Background Information. Chair Fox asked Mr. Terronez to give some background information on the airport and Mr. Terronez turned it over to Interim Airport Manager Greg Cullen. Mr. Cullen gave some background information on the airport and explained its runways, taxiways and ramps. He also pointed out the various businesses on the airport and gave a little

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information about each. The airport has 1400 acres of land and the terminal building is three years old. We have one FBO on the field. Discussion on the various businesses and how many aircraft they have took place. The tower is an FAA Contract tower operated by Midwest Air Traffic Controllers. Chair Fox asked if the tower building is owned by the airport, the answer is that it is not. Mr. Cullen also mentioned that the airport is maintained by four full time maintenance personnel and one part time person that helps out during snow removal operations.

Mr. Barton asked if privately owned buildings located on the airport are restricted to aviation uses and Mr. Cullen replied that they are. As there were no further questions Mr. Cullen turned the discussion back over to Mr. Terronez.

Mr. Terronez stated that the one of the items the Committee will be reviewing is the Airport's Part 139 Certificate but at this time they have no information to give to the Committee. Mr. Otterstein asked to have "Part 139" explained for those that may not know. Mr. Cullen explained that all airports must follow Federal Aviation Regulations (FAR). Airports that have commercial service must follow FAR Part 139 to receive an operating certificate. Southern Wisconsin Regional Airport has not had commercial service since the late 1980's, but has maintained its certificate since it ended. This means that the airport undergoes periodic inspections from the FAA where they deep dive airport records, check into regulation compliance and inspect the airfield itself to ensure we are maintaining the facility to Part 139 standards. It also means that we must maintain an Airport Rescue and Firefighting (ARFF) facility for emergency response if needed. Mr. Cullen stated that he has reached out to the Airport's FAA 139 Inspector and is going to try and have him attend one of the upcoming committee meetings. Discussion regarding emergency landings, airport first responders and ARFF training took place.

SWRA Capital & Financial Information. Chair Fox asked Mr. Terronez to talk about airport capital improvements. Mr. Terronez talked about the Airport's Master Plan Update in the binders provided to Committee members. This plan is from 2000 and is not current. He included the document for historical purposes. He called attention to the Resolution drafted in 2016 by the former Airport Director Ron Burdick. This relates to the Airport Improvement Program (AIP) and lists projects that the airport wants to put on the front burner and get funded. The Resolution brings these projects to the attention of the state and federal governments. Mr. Terronez asked Mr. Cullen to go over some of the projects listed in the 2016 Six Year Statement of Project Intentions.

Mr. Cullen explained that the Six-year plan gets updated every other year on the even years. Mr. Cullen went down the list of projects and gave a synopsis of each project. Some have been completed such as the land reimbursement and a new piece of snow removal equipment. Some are currently in process, i.e. new airfield lighting and the new ARFF truck. Some are slated to be worked into this year, for instance runway safety areas survey and clearing, updating the Airport Layout Plan, some updates for the airport's snow removal equipment building, updating the airport's wildlife hazard plan and reconstruction of the asphalt apron over by Janesville Jet.

Mr. Terronez then explained that the County's capital improvement plan and explained that this document also provides planning but does not always follow the six-year plan. Mr. Terronez explained that because airport projects are capital intensive sometimes they qualify for funding at

various levels. For federally approved projects, funding is usually 90% Federal, 5% State and 5% Local. State projects are usually 80% State funding and 20% Local, and some projects are funded 100% locally.

Mr. Graczykowski explained how the different funding sources work between Federal apportioned and discretionary funding and how much time airports have to use the funding once it has become available. An airport petition is good for six years.

Some discussion over land and building ownership took place.

Mr. Terronez then went over some historical financial information and explained that the airport used to be classified as an Enterprise fund but as of 2013 for accounting purposes, it is now classified as a Special Revenue fund. He explained that almost all county programs require a tax levy and then briefly went over the Airport's 2018 budget and some of the key items that are driving the increase in our tax levy, among them, is the storm water runoff charge paid to the City of Janesville. An increase in the storm water costs last year created a substantial increase in the airport's budget even though the City worked with the County to try and minimize the expense.

Mr. Squire asked for a breakdown of capital improvement history and Mr. Terronez replied that we would have one at a later meeting. At this time, local funding for the airport's improvements has been coming primarily from sales tax revenue.

Comparable Airport Information. Mr. Graczykowski explained that he had been asked to provide some airport comparison information for this Committee. He went over the six airports that were used and why they were included in this comparison. Of the six, four are other large general aviation airports and two are small commercial service airports. Southern Wisconsin Regional Airport is classified as a large general aviation airport and it is the only Part 139 airport in the state without commercial service. Mr. Graczykowski went over the comparison information provided in the binders relating to aircraft operations, funding, pavement condition and airport report cards. Overall, Southern Wisconsin Regional Airport has received a lot of state aid over the last 20 years. Mr. Gunn asked who puts in the request for funding and the answer is the airport does. Mr. Graczykowski explained pavement condition index and went over the comparables. With an index of 81, Southern Wisconsin Regional is in relatively good shape. Also important is runway length. In general, the longer the runway, the bigger the plane that can use it. Southern Wisconsin Regional Airport has a runway of 7,300. The standard runway length for jet traffic is 5,000 ft.

Mr. Graczykowski also went over the state's airport report cards with the Committee. The report cards set out a list of expectations the state has for each specific airport. A deficiency is something to work towards correcting in the future. Two deficiencies for Southern Wisconsin Regional Airport are that we could use more tie-downs and a storm-water management plan.

Mr. Graczykowski mentioned to the committee that the Bureau of Aeronautics can do an economic impact study for the airport. The one in the binder was done in 2014 for Chippewa Valley Regional Airport. The Bureau can complete one for Southern Wisconsin Regional Airport and have it done in about two months. Chair Fox felt that, that would be valuable and Mr. Cullen said that he would put in the request to the Bureau.

Some discussion on the number of operations at the airport took place.

Mr. Terronez stated that an observation he made from the report card information was that SWRA ranks not at the bottom of, or even at the top of the other comparable airports but rather somewhere in the middle. He feels that the airport and the county board has done a good job of maintaining the funding for the airport. He also discussed the survey that was done by Southern Wisconsin Regional Airport in 2014, this is old information but gives a basis of information. We will be providing an updated survey at the next meeting.

Pending Information: Survey of Comparable Airport Rates-Fees; Runway Protection Zone Maps, Part 139 Certification Advantages – Disadvantages. Chair Fox stated that at future meetings we will be digging more into the topics listed in the Resolution and anything else that anyone would like to add.

Discussion on the possibility of the airport/Rock County working with the City of Janesville to construct and operate a fire station on airport property took place. Mr. McCue stated that they are underserved on this end of the City but would not be able to fund the staff to man another fire station at this time.

Next Meeting Date. The next meeting date will be the last week of March at 7:30 in the morning, actual date to be determined and members to be notified.

Adjournment. Members Gunn and Squire moved to adjourn at 1:00 p.m. MOTION CARRIED.

Respectfully Submitted,

Cynthia Hevel
Airport Specialist