

CENTRAL WISCONSIN JOINT AIRPORT BOARD MEETING AGENDA

Conference Room B – East Terminal Upper Level, Mosinee, Wisconsin

May 13, 2025 - 8:00 a.m.

2024-2026 Board Members: Chair Chris Dickinson - Marathon County, Vice Chair Julie Morrow - Portage County, Dave Ladick - Portage County, Tom Seubert - Marathon County, Kurt Kluck - Marathon County, Rick Rettler - Portage County, Nicholas Endres - Marathon County

Mission Statement: *Provide premier access to the world through aviation and be a catalyst for economic growth in our communities.* **Vision Statement:** *To be the airport of choice for central and northern Wisconsin.*

The monthly meeting of the Central Wisconsin Joint Airport Board will have the option for members and the public to call-in via telephone conference. Airport Board members and the public may join the meeting by calling 1-469-480-4192 and enter Conference ID 586 086 871#. The conference line will be open to calls five (5) minutes prior to the meeting start time listed above.

- 1) Call to Order by Chair Dickinson at 8:00 a.m.
 - a) Pledge of Allegiance
- 2) Approval of Minutes of the April 8, 2025 Board Meeting
- 3) Public Comment Period: 15-minute time limit
- 4) Review and Possible Action on Resolution R-02-25 Supporting a Regional Aviation Development Fund
- 5) Review of GA Terminal Project Costs and Funding Plan
- 6) Review and Possible Action on 2026 AIP and State Aid Project Resolution R-03-25
- 7) Review and Possible Action on GA Apron Project Preliminary Design Contract
- 8) Staff Reports
 - a) Director Report
 - i) Air Service Update
 - ii) Statistical Report
 - iii) Flight Schedule
 - iv) Legislative Update
 - b) Financial Reports
 - i) Revenues and Expenses
 - ii) Budget Comparison
 - iii) PFC Update
 - c) Operations and Project Reports
 - i) Update on Airport Operations
 - ii) Update on Transient Hangar Project
- 9) Ovation
 - a) Fixed Base Operator Report
- 10) Next Scheduled Meeting Date: June 10, 2025 at 8:00 a.m.
- 11) Adjournment

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 countyclerk@co.marathon.wi.us one business day before the meeting.

CENTRAL WISCONSIN JOINT AIRPORT BOARD MEETING MINUTES

CENTRAL WISCONSIN AIRPORT TERMINAL

Conference Room B – East Terminal Upper Level, Mosinee, Wisconsin

April 8, 2025 - 8:00 a.m.

Airport Board:	Chris Dickinson, Chair Dave Ladick Rick Rettler – Excused Nicholas Endres	Julie Morrow, Vice Chair Kurt Kluck Thomas Seubert
Staff:	Brian Grefe, Airport Director Julie Ulrick, Badging Coordinator	Mark Cihlar, Assistant Airport Director Dave Drozd, Finance Director
Visitors:	Karl Kemper, Becher Hoppe	
Phone Ins:	None	

Call to Order: Meeting called to order by Chair Dickinson at 8:00 a.m.

Approval of Minutes: *Motion by Ladick, second by Morrow to approve the minutes of the March 11, 2025 board meeting. Motion carried unanimously.*

Public Comment Period: None.

Staff Reports:

Director Report – Brian Grefe

Air Service Update – Director Grefe attended a Mead & Hunt Air Service Development Conference last week and was able to schedule meetings with both legacy and low cost carriers. Delta is still considering bringing back the third Minneapolis flight and possibly the Detroit route in the future. Low cost carrier Breeze Airways indicated a preference to year-round service and Sun Country's preference was seasonal service. Airlines are asking for Minimum Revenue Guarantees and staff will be working with the counties to begin discussions.

Statistical Report – Airline statistics were not available.

Flight Schedule – American is up to three daily flights with two of those flights on the larger E170 aircraft. On June 5th, all three flights will be E170s. There is one charter scheduled to Laughlin in June and the first Honor Flight of the year is next week.

Marketing Update – Marketing performance statistics show CWA marketing remaining above aviation industry averages for click-through rates in both the Bleisure and Travel Better digital campaigns. Some of the additional marketing budget has been implemented and some will remain for later in the year to utilize, if needed.

Financial Reports – Dave Drozd:

Revenues and Expenses – The March financial report shows capital outlay at \$237,933 from the GA terminal design carried over from 2024. Revenues end the month at 17.9% of budget and expenses at 21.61%. Not all revenues and expenses are included in the report due to the early monthly meeting date. The 2024 audit is being closed out and the auditors will be onsite in two weeks. The audit should wrap up early June.

Budget Comparison – The budget comparison report shows revenues down 37.4% from 2024 and expenses up 8.09%.

PFC Update – Staff are waiting for an update on the status of PFC Applications 4 and 5.

Operations & Project Reports – Mark Cihlar:

Update on Airport Operations – The last few snow events were challenging, but equipment and maintenance crews handled it well. The wet heavy snow required additional snowblower use to keep runways clear. Summer projects will be starting soon and one area of the ramp will need some concrete work done.

Update on Transient Hangar Project – The transient hangar grant application has been submitted to the FAA and staff are hoping it will be awarded soon. Construction could begin as soon as June of this year.

Update on GA Terminal Project – The GA terminal project is out to bid with a lot of interest from contractors. Currently there are four or five prime bidders. Bids are due this week Thursday. Timing on the grant for this project is unknown at this point. A few minor changes were made to the design, including changing the fireplace to a one-sided unit in the waiting area only and a slight change in window placement in the waiting area.

Ovation – Fixed Base Operator Report:

Ovation staff are attending an FBO conference and not available.

Next Scheduled Meeting Date: May 13, 2025 at 8:00 a.m.

Adjournment: *8:34 a.m. Motion by Kluck, second by Siebert to adjourn. Motion carried unanimously.*

Julie Ulrick, Recording Secretary



Agenda Item Summary

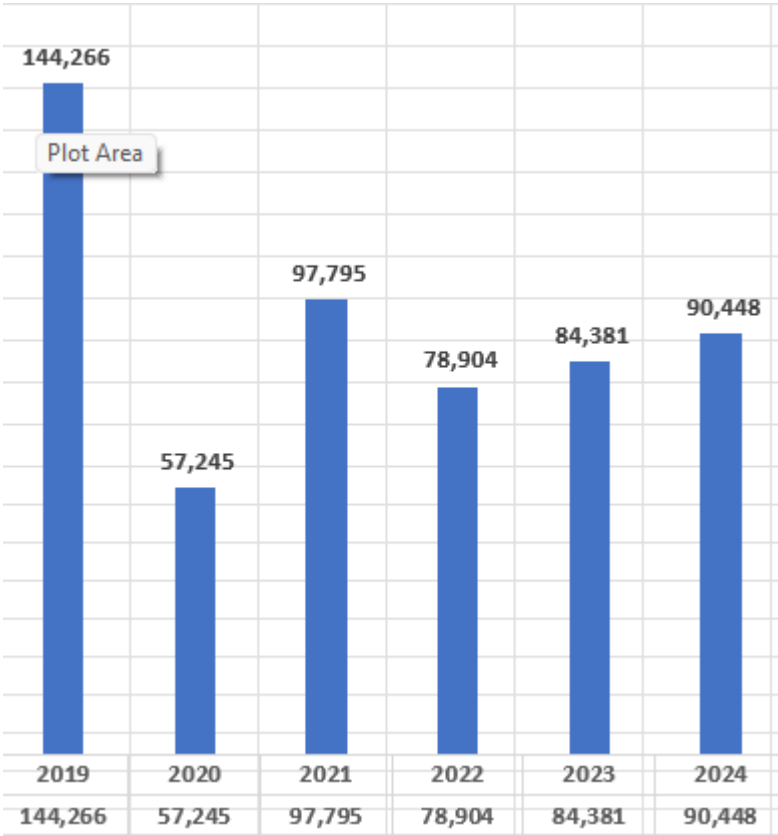
Airport Board Meeting Date: May 13, 2025

Agenda Item Title: # 4) Review and Possible Action on Resolution R-02-25 Supporting a Regional Aviation Development Fund

Staff Responsible: Brian Grefe, Airport Director

Background: Aviation development funds and Airline Minimum Revenue Guarantees (MRGs) are a nationally recognized and proven strategy used to attract new air service and support route expansion, particularly at small and mid-sized regional airports. In today’s environment—where airline fleet sizes and pilot availability are limited—airlines are increasingly selective in where they expand. As a result, they prioritize markets that present the least financial risk. MRGs help mitigate that risk, encouraging airlines to invest in communities that demonstrate both demand and shared financial commitment.

Central Wisconsin Airport (CWA) has consistently demonstrated demand for air travel, but limited airline resources have prevented meaningful expansion. CWA’s recent annual enplanements reflect both the challenges of airline industry constraints and the resiliency of local passenger demand:



Without tools like MRGs and a dedicated regional fund, CWA is at a competitive disadvantage in attracting scarce aircraft and airline investment. A community-supported aviation development fund is needed to help secure new routes, restore previously served destinations, and enhance overall air service to meet the needs of residents, businesses, and travelers across Central Wisconsin.

Timeline:

- Approval of Resolution 02-25 by the Central Wisconsin Joint Airport Board
- Establishment of the Central Wisconsin Regional Aviation Development Fund and designation of a non-airport fiscal agent
- Begin fundraising efforts with local governments, regional development organizations, and private foundations
- Position CWA for participation in airline route planning schedules

Financial Impact: Federal law prohibits direct use of airport funds to support MRGs, as those revenues are derived from airline operations and must be used for airport purposes under FAA regulations. Therefore, this effort will rely on external funding sources such as:

- Contributions from Marathon and Portage Counties
- Regional economic development grants
- Support from area businesses and economic and philanthropic foundations

Contributions to Airport Goals: The creation of the fund directly supports CWA’s 2025 annual goal of “Expand Air Service” by:

- Enhancing regional connectivity for residents and businesses
- Strengthening Central Wisconsin’s competitiveness for airline investment
- Supporting economic development, tourism, workforce mobility, and quality of life
- Improving passenger retention by offering more competitive routes and schedules

Recommended Action: The Central Wisconsin Joint Airport Board recommends the adoption of Resolution 02-25, which:

1. Establishes the Central Wisconsin Regional Aviation Development Fund
2. Designates a third-party fiscal agent and administrator for the Fund
3. Designates the Airport Director as a Subject Matter Expert for air service development
4. Encourages engagement with local municipalities, businesses, and organizations to build financial support for this initiative

Attachment(s) Resolution -02-25, *Strengthening Regional Connectivity: The Case for Community-Based Funding of a Minimum Revenue Guarantee (MRG) at Central Wisconsin Airport (CWA)* a white paper

R-02-25
RESOLUTION

A RESOLUTION OF THE CENTRAL WISCONSIN JOINT AIRPORT BOARD SUPPORTING THE ESTABLISHMENT OF A REGIONAL AVIATION DEVELOPMENT FUND TO ADVANCE COMMERCIAL AIR SERVICE AT CENTRAL WISCONSIN AIRPORT

WHEREAS, Central Wisconsin Airport (CWA) is a critical transportation asset and the commercial service airport serving the Central Wisconsin region, providing essential connectivity for residents, visitors, and businesses; and

WHEREAS, the availability of commercial air service is vital to the economic development, quality of life, and global competitiveness of Central Wisconsin, and is identified in the Marathon County Strategic Plan as such; and

WHEREAS, the commercial airline industry has become increasingly selective and competitive in its decisions to launch new routes or expand existing service, with airlines seeking to mitigate financial risk through mechanisms such as Minimum Revenue Guarantees (MRGs); and

WHEREAS, airports and regions that are able to offer MRGs and demonstrate a low-risk, high-reward environment are significantly more likely to attract and retain enhanced commercial air service; and

WHEREAS, the Central Wisconsin region urgently requires additional air service capacity and route options to meet the historical and growing demands of its citizens and commercial stakeholders; and

WHEREAS, it is in the interest of the Central Wisconsin Joint Airport Board to proactively support air service expansion by fostering a collaborative, community-based approach to aviation development; and

WHEREAS, federal regulations prohibit the direct use of airport revenues or resources for MRGs or similar airline incentive funding, thereby necessitating the creation of an independent, community-supported funding mechanism; and

WHEREAS, the Central Wisconsin Joint Airport Board seeks to establish a Central Wisconsin Regional Aviation Development Fund to serve as a dedicated, community-supported resource for advancing commercial air service in the region; and

WHEREAS, the Fund will be administered and fiscally managed by an independent agent or organization motivated to support regional prosperity and economic development. Airport staff are ineligible to serve in this role under federal law; however, the Airport Director shall serve as a designated Subject Matter Expert to provide strategic guidance and technical expertise.

NOW, THEREFORE, BE IT RESOLVED that the Central Wisconsin Joint Airport Board hereby:

1. Supports and encourages the creation of the Central Wisconsin Regional Aviation Development Fund as a strategic initiative to attract, and expand commercial air service at CWA;
2. Recommends the identification and designation of a qualified, independent fiscal agent and administrator to manage the Fund in accordance with applicable laws, regulations, and best practices;

3. Designates the Airport Director as the Subject Matter Expert to provide professional guidance and technical input in support of the Fund and its mission;
4. Encourages funding contributions from regional partners, including but not limited to Marathon County, Portage County, and community-focused philanthropic and economic foundations;
5. Directs Airport staff to collaborate with regional stakeholders to develop a governance and operational framework for the Fund, with periodic updates to be provided to the Airport Board.

Adopted this 13th day of May 2025.

CENTRAL WISCONSIN JOINT AIRPORT BOARD

Christopher C. Dickinson
Central Wisconsin Joint Airport Board Chair

Strengthening Regional Connectivity: The Case for Community-Based Funding of a Minimum Revenue Guarantee (MRG) at Central Wisconsin Airport (CWA)

April 16, 2025

Executive Summary

Central Wisconsin Airport (CWA) is a critical transportation asset for the region, supporting economic development, tourism, and quality of life. However, attracting and retaining commercial air service in today's airline market is increasingly difficult for small airports. Airlines face razor-thin margins and favor routes with guaranteed performance.

A proven strategy for attracting an airline is the Minimum Revenue Guarantee (MRG) — a financial safety net that reduces risk for airlines launching new or restored service. To maximize its effectiveness, community participation and local revenue generation are key.

This white paper highlights the importance of creating a community-driven fund to support an MRG at CWA and outlines practical strategies for mobilizing local support to expand air service in Central Wisconsin.

1. CWA's Role in Regional Growth

CWA connects Central and Northern Wisconsin — including Wausau, Stevens Point, Marshfield, and Wisconsin Rapids — to the national air transportation system. It plays a vital role in:

- Supporting regional businesses and workforce mobility
- Attracting investment and talent to local industries
- Enhancing tourism and visitor spending
- Providing critical connections for medical, manufacturing, and governmental travel

Maintaining and growing air service is essential to keeping Central and Northern Wisconsin competitive and connected.

2. The MRG: An Investment in Air Service

An MRG guarantees a certain level of revenue to an airline during the early months of a new or expanded route. If the route doesn't meet revenue targets, the MRG covers the shortfall — offering a temporary cushion while the market builds.

For communities like Central Wisconsin, an MRG offers:

- A low-risk way to attract service to new destinations (e.g. Dallas, Ft. Myers, Orlando)
- A negotiation tool that puts CWA on equal footing with competing airports
- A shared investment approach that fosters local ownership in air service success

3. Why Community-Generated Funds Matter

A Strong Signal to Airlines

When communities contribute funding to support MRGs, it sends a clear signal that local stakeholders are aligned and committed to success — a key consideration in airline decision-making.

Quicker, More Flexible Deployment

Locally controlled funds give CWA the ability to act swiftly when an airline shows interest, without waiting on lengthy grant processes.

Enhanced ROI

Investments in air service generate significant returns. Studies show that improved air access increases GDP, supports job creation, and boosts local business productivity. At CWA, even a single new route could generate millions in regional economic benefit.

4. Proven Strategy: The Avelo Airlines Example at CWA

In 2023, Avelo Airlines launched nonstop service between Central Wisconsin Airport and Orlando with the support of a Minimum Revenue Guarantee. While the airline ultimately discontinued the route in less than a year due to internal strategic realignment, the experience demonstrated the power and potential of an MRG.

Key Takeaways from the Avelo Experience:

- **It Works:** The MRG served its purpose — attracting a new carrier to CWA that otherwise may not have considered the market.
- **Market Demand is Real:** Despite the short timeframe, the route performed well, with strong passenger loads and positive community reception.
- **Valuable Data:** The service period gave CWA and regional stakeholders access to real-world performance data that shows clear demand for leisure service to Orlando, greater Florida and similar destinations.
- **Stronger Case for Future Service:** This data strengthens future negotiations with other airlines and demonstrates that the Central Wisconsin region can sustain successful air service.

This case illustrates that an MRG is not a guarantee of permanence, but a strategic lever to open doors, test markets, and build a foundation for long-term success. The next step is to leverage these insights — backed by local investment — to attract new carriers and establish sustainable routes.

5. Funding Strategies for Central Wisconsin

To build a strong, sustainable MRG fund, CWA and regional partners can draw on multiple sources:

- **Local Government Contributions** - Local governments can allocate economic development funds toward air service guarantees.

- Chambers of Commerce and EDCs - These organizations can convene regional coalitions and coordinate business support.
- Business and Industry Support - Major employers benefit directly from improved air access and are natural partners in funding efforts.
- Tourism and Hospitality Sector Investment - Hotels, and DMOs understand that more flights mean more visitors — and more revenue.
- Support from Area Foundations – There are established foundations whose mission is to make Central Wisconsin a better place to live
- Public Campaigns - A “Fly Local, Grow Local” initiative can educate the public on the importance of supporting local air travel and even solicit grassroots contributions.
- Leverage Federal Programs - Community-raised funds can be used to strengthen applications to programs like the Small Community Air Service Development Program (SCASDP), which often require local matches.

6. The Time to Act is Now

CWA is poised for growth, but without competitive air service, the region risks falling behind. Airline consolidation, pilot shortages, and rising costs mean smaller communities must be proactive.

Establishing a community-based MRG fund is not just about air service — it’s about Central Wisconsin’s long-term vitality, connectivity, and prosperity.

7. CWA’s Commitment and Limitations

Central Wisconsin Airport is fully committed to supporting expanded air service and has taken proactive steps to make new routes more attractive to airlines. CWA offers a robust Air Carrier Incentive Program that includes waivers on landing fees and certain terminal rents — significantly reducing an airline’s operating costs during the critical launch phase. These incentives reflect the airport’s strategic investment in route development and demonstrate its dedication to growing service.

However, federal regulations limit how airport funds can be used. The Federal Aviation Administration (FAA) prohibits the direct use of airport revenues to subsidize air carriers through Minimum Revenue Guarantees (MRGs). Moreover, the funds generated by CWA come largely from fees paid by existing airlines — creating a legal constraint on using those revenues to support new entrants.

This means that while CWA can provide essential support through fee waivers and operational incentives, external community funding is necessary to establish an MRG. Local investment is not only a regulatory requirement — it’s a strategic advantage. By combining

the airport's existing incentives with community-driven funding, CWA can present a compelling, legally compliant package to prospective airlines.

Conclusion: Let's Build the Future, Together

A strong regional airport like CWA doesn't just move people — it drives business, supports families, and strengthens the community. By investing locally in a Minimum Revenue Guarantee fund, Central Wisconsin can shape its own destiny and unlock new opportunities for the entire region. Now is the time for public and private stakeholders to come together, pool resources, and position our airport for sustainable growth.



Agenda Item Summary

CENTRAL WISCONSIN AIRPORT

Airport Board Meeting Date: May 13, 2025

Agenda Item Title: #5) Review of GA Terminal Project Costs and Funding Plan

Staff Responsible: Mark Cihlar, Assistant Airport Director

Summary of Total Project Cost: The Wisconsin DOT Bureau of Aeronautics (BOA) opened bids for CWA's GA Terminal project on April 10th, 2025. The low bidder was 8-Pine Construction, with a Base Bid price of \$4,997,167.31 for the GA Terminal Building and an Alternate 1 price of \$194,960.72 for the parking lot, making the total construction cost for the project \$5,192,128.03.

The Construction Administration Contract with Woolpert was negotiated in good faith in accordance with FAA Advisory Circular 150/5100-14E, and has a total cost of \$766,176.81. The following table provides a summary of total project costs:

GA Terminal Project		
Percent of Total	GA Terminal Actual Cost	
2%	\$ 118,700.91	Preliminary Design (Paid by CWA in 2024)
7%	\$ 456,403.22	Design (Paid by CWA in 2025)
12%	\$ 766,176.81	Construction Administration
79%	\$ 5,192,128.03	Bid Price
<1%	\$ 24,591.03	State Administrative
100%	\$6,558,000.00	Total Project Cost

Summary of Project Eligibility: As detailed in the attached CWA GA Terminal Building Eligibility and Funding Plan, federal funding regulations require the total project costs to be broken out into three different types of funding eligibility based on the intended use of the areas included in the project. Generally speaking, areas that are available for public use and areas that are non-revenue generating but operationally necessary are eligible for traditional Airport Improvement Program (AIP) funding and Infrastructure Investment and Jobs Act (IIJA) funding. 59.6% of the total project costs fit in this category. Areas that are revenue generating aeronautical support facilities (i.e. FBO leased spaces) are eligible for IIJA funding, but not AIP funding. 34.2% of the total project cost fits in this category. And areas that the FAA cannot fund, including non-aeronautical revenue generating facilities, are not eligible for federal funding and must be paid for by the airport (may be shared 50/50 with the state if state funds are available). 6.2% of the total project costs fit in this category.

Summary of Available Funding: The airport has two non-competitive federal funding sources available for this project, traditional AIP Entitlement Funding, and Infrastructure Investment and Jobs Act (IIJA) Airport Infrastructure Grants (AIG) funding. In total, CWA has an estimated \$5,707,602 in available federal funding. All federal grants received by the airport require a 5% local match, which is split 50/50 between the BOA and the Airport. The attached CWA GA Terminal Building Eligibility and Funding Plan provides details on how these funds will be applied to the project.

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Agenda Item Summary

CENTRAL WISCONSIN AIRPORT

Timeline: Draft grant applications have been submitted to the FAA. Formal signed applications should be submitted by the BOA by the end of May. Grants could be awarded by the FAA as soon as June, but FY2025 grant timelines are unknown. CWA will be committing sponsor only funding to the BOA in 2025 for an amount of \$1,343,314.87. Of this, \$1,300,000 will be reimbursed with CWA's anticipated 2026 IJIA-AIG Funding. The 2026 IJIA-AIG Grant could be issued as early as December 2025.

Total Financial Impact: The total amount that CWA will have to invest in the project is \$703,833.62. This amount may be less if additional state funding is available. To date, CWA has spent \$575,104.13 on the project for the design.

Details and final budgetary adjustments for 2025/2026 will be prepared and presented for approval by the Board and the Joint Finance Committee meeting this year.

This facility should increase revenues to the airport through new leases and through increased General Aviation Activity.

No Board Action Required: This Agenda Item is provided as a financial update for the project and no formal board action is required at this time.

Attachment: GA Terminal Building Eligibility and Funding Plan



CENTRAL WISCONSIN AIRPORT

CWA GA Terminal Building Eligibility and Funding Plan - Revised

Date: 4/24/2025

CWA's GA Terminal Building is planned to be funded with a combination of AIP Entitlements, IIJA-AIG funds, State and Local Matches for federal grants, Local only funding for project costs that exceed available federal funding, and Local only funding for ineligible areas. The following explains how the different types of funding will be applied to the project as detailed in the first attachment to this document.

GA Terminal Project Eligibility

The eligibility of the project is determined in three ways: 1 - Public Spaces that are eligible for AIP funding as described in the AIP Handbook; 2 - Revenue Generating Aeronautical Support Facilities that are eligible for IIJA-AIG funding; and 3 – Areas and elements of the project that are non-eligible for either AIP or IIJA funding. The following is a summary of how all project costs are broken out in these three ways.

GA Terminal Building Eligibility (Base Bid): The attached exhibit shows the eligibility calculations for CWA's GA Terminal Building. Detailed calculations as depicted on the attached eligibility exhibit result in the following building eligibility as a percentage rounded to the nearest 100th of a percent: 62.00% Traditional AIP eligible, 35.80% AIG-Only eligible, and 2.20% non-eligible. To ensure federal funds are not used for ineligible expenses, the airport is rounding the AIG-Only eligibility down to 35.5% and the non-eligibility is being rounded up to 2.5% for the remaining eligibility calculations for the overall project.

Parking Lot Eligibility (Alternate 1): Construction costs for parking lot pavement and sub-base materials were determined separately from the building as Bid Alternate 1 and shown on the third exhibit to this document. The airport will be using the parking lot as a Revenue Generating facility, which the Chicago ADO has deemed a non-eligible area. Therefore, Bid Alternate 1 is 100% non-eligible.

Engineering/Administrative Cost Eligibility: The design, construction engineering, and administrative costs (soft costs) of the project are broken out in the three ways using construction costs of the AIP Eligible, AIG Eligible, and Non-Eligible elements of the project as percentages. The soft cost eligibility calculates out to be 59.67% AIP Eligible, 34.17% AIG Eligible, and 6.16% Non-Eligible. To ensure federal funds are not used for ineligible expenses, the airport is rounding the AIP eligibility down to 59.6% and the AIG-eligibility up to 34.2% and the non-eligibility is being rounded up to 6.2% for the remaining eligibility calculations for the overall project.

Total Project Cost Eligibility: When the three above areas are combined, the total project cost eligibility ends up being 59.7% AIP Eligible, 34.2% AIG Eligible, and 6.2% Non-Eligible. The following table shows this breakdown applied to the total project cost:

Total Project Costs by Eligibility		
AIP	59.6%	\$3,912,303.43
AIG	34.2%	\$2,241,122.61
Non-Eligible	6.2%	\$404,573.96
Total	100%	\$6,558,000.00

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CENTRAL WISCONSIN AIRPORT

Funding Plan: Grant Amounts and Descriptions of Usable Units of Work

Using the above calculated eligible costs of the overall project, the following usable units of work are calculated based on known and estimated available non-competitive funding sources:

2025 AIG Grant (amount including State/Sponsor Match) - \$2,796,320

This amount will be applied towards the following Usable Units of Work:

100% of the AIG Only Area

14% of the AIP Eligible Area

2025 AIP Grant (amount including State/Sponsor Match) - \$1,843,261

This amount will be applied towards the following Usable Units of Work:

47% of the AIP Eligible Area

2025 Local Funding (amount in addition to above Sponsor Matches) - \$1,918,419

This Amount will be applied towards the following Usable Units of Work:

100% of the Non-Eligible Area

39% of the AIP Eligible Area *2026 AIG or AIG Recovery Funds*

2026 AIG Reimbursement Grant (estimated \$1.3M plus State/Sponsor Match) - \$1,368,421

This Amount will be applied towards the following Usable Unit of Work:

35% of the AIP Eligible Area

The remaining 4% of the AIP Eligible Area will not be reimbursed, having already been paid for by the sponsor with 2025 local funding.

Available Funding				
FY22	\$ 1,605,349			
FY23	\$ 1,604,254			
FY24	\$ 1,567,153		Available AIG Funding in FY25	
FY25	\$ 1,351,048		\$ 6,127,804	
FY26	\$ 1,300,000			
Total AIG	\$ 7,427,804			
Entitlement Carryover	\$ 451,098			
2025 Entitlement	\$ 1,300,000			
Total Entitlements	\$ 1,751,098			
Total Available Federal Funding	\$ 9,178,902			

Transient Hangar Project				
			Hangar actual Cost	
			\$ 344,922.21	Design
			\$ 423,296.28	CA
Hangar Total Cost	\$ 3,654,000		\$ 2,859,966.77	Bids
Hangar Cost Fed Share (AIG)	\$ 3,471,300		\$ 25,814.74	State Admin
Local Match	\$ 182,700.00		\$ 3,654,000.00	Total

GA Terminal Project				
Percent of Total	GA Terminal Actual Cost			
2%	\$ 118,700.91	Preliminary Design		
7%	\$ 456,403.22	Design		
12%	\$ 766,176.81	Construction Administration		
79%	\$5,192,128.03	Bid Price		
0%	\$ 24,591.03	State Administrative		
100%	\$6,558,000.00	Total Project Cost		

GA Terminal Grants Overview				
GA Terminal Total Cost	\$ 6,558,000			
2025 AIP Amount	\$ 1,751,098			
2025 AIG Amount	\$ 2,656,504			
2025 State Aid Amount	\$ 115,989.53			
2025 Sponsor Match	\$ 115,989.53			
2025 Sponsor Only	\$ 1,918,419			

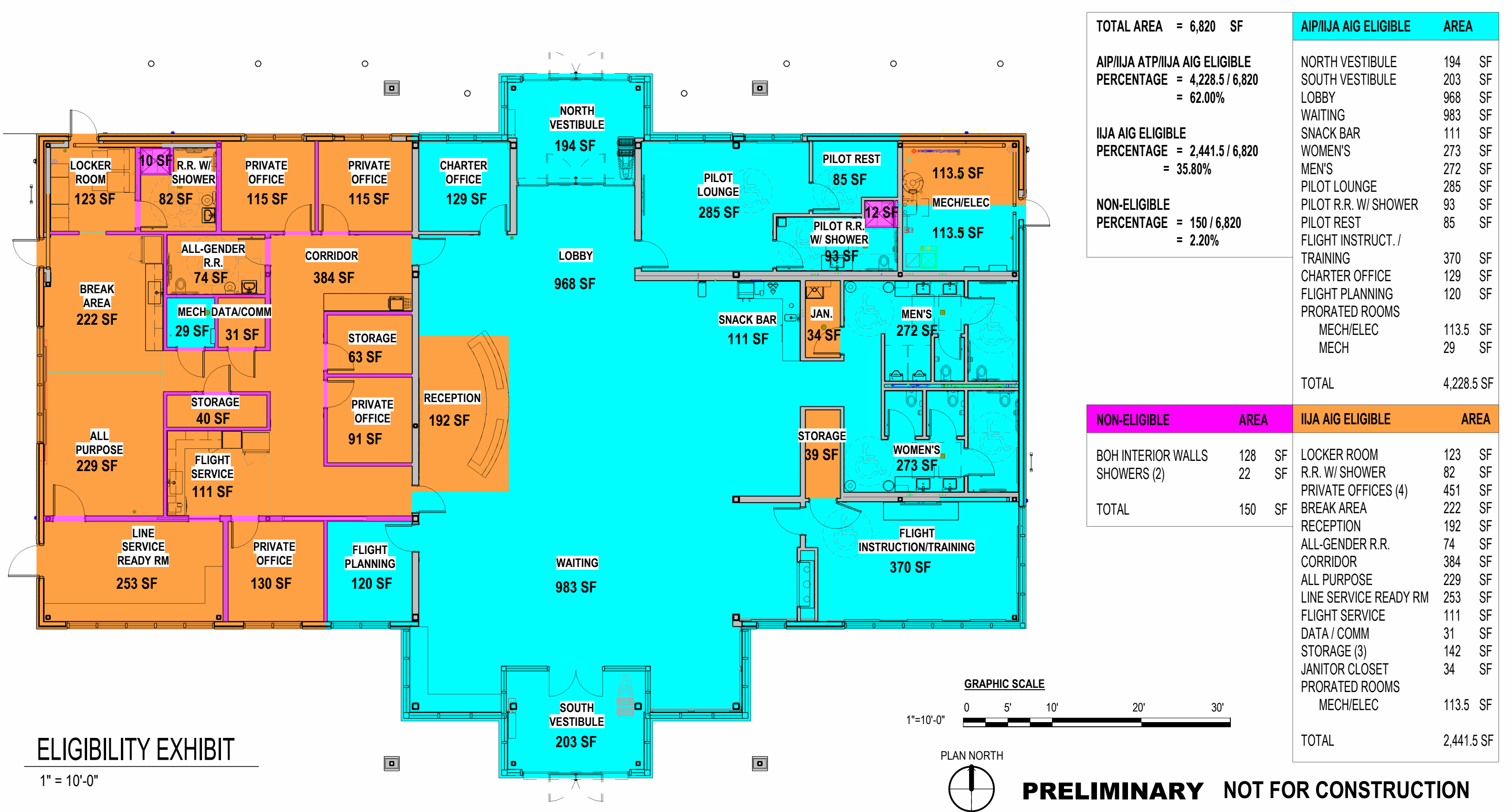
Potential Recovery Funds Grant	\$1,438,152.73			
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GA Terminal Project Eligibility				
			Base Bid	
GA Terminal Eligibility (Base Bid)			\$ 4,997,167.31	
AIP Eligible	62%		\$ 3,098,243.73	
AIG Eligible	35.5%	*Rounded Down	\$ 1,773,994.40	
Non-Eligible	2.5%	*Rounded Up	\$ 124,929.18	
			Alt 1	
Parking Eligibility (Alternate 1)			\$ 194,960.72	
AIP Eligible	0%		\$ -	
AIG Eligible	0%		\$ -	
Non-Eligible	100%		\$ 194,960.72	
			Soft Cost	
Engineering/Admin Eligibility	100.0%		\$ 1,365,871.97	
AIP	59.6%	*Rounded Down	\$ 814,059.69	
AIG	34.2%	*Rounded up	\$ 467,128.21	
Non-Eligible	6.2%	*Rounded up	\$ 84,684.06	

Total Project Costs by Eligibility			FAA	State	CWA
AIP	59.657%	\$3,912,303.43	\$3,716,688.26	\$97,807.59	\$97,807.59
AIG	34.174%	\$2,241,122.61	\$2,129,066.48	\$56,028.07	\$56,028.07
Non-Eligible	6.169%	\$404,573.96	\$0.00	\$0.00	\$404,573.96
Total	100%	\$6,558,000.00	\$5,845,754.73	\$153,835.65	\$558,409.62

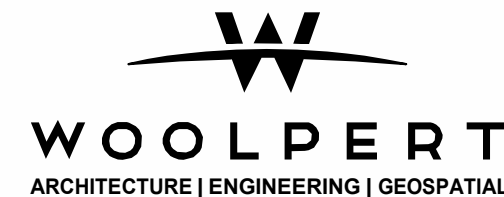
2025 Usable Units of Work Breakdown	
2025 AIG Grant with match	2,796,320
AIG Only Area	100%
AIP Eligible Area	14%
2025 AIP Grant with match	1,843,261
AIP Eligible Area	47%
2025 Local Funding (in additional to matches)	
AIP Eligible Area	39% 1,513,845
Ineligible Area	100% 404,574

2026 Usable Units of Work Breakdown	
26 AIG Grant with match	1,368,421
AIP Eligible Area	35%
Non-Reimbursed 2025 Local Funding	
	145,424
AIP Eligible Area	4%



ELIGIBILITY EXHIBIT

CWA GA PASSENGER TERMINAL
200 AVIATION WAY,¹⁷MOSINEE, WI 54455





Agenda Item Summary

CENTRAL WISCONSIN AIRPORT

Airport Board Meeting Date: May 13, 2025

Agenda Item Title: #6) Review and Possible Action on 2026 AIP and State Aid Project Resolution R-03-25

Staff Responsible: Mark Cihlar, Assistant Airport Director

Background: Annually, the Board approves by resolution the projects that the airport will pursue state and federal funding for. Historically, these project resolutions have been adopted in the same fiscal year as the grants funding the projects. Recent planning efforts of the FAA and Wisconsin DOT Bureau of Aeronautics (BOA) now require project formulation for each project to begin the year before the anticipated grant year. For this reason, it is necessary for CWA to start working towards its 2026 funded projects in 2025.

Airport Staff have worked closely with the FAA and the BOA to prepare and maintain a Capital Improvement Plan (CIP) for CWA. See attached. The CIP includes projects that were studied in the recent Terminal Area Master Plan. There are two projects included in the 2026 CIP that have not yet been presented to the Joint Airport Board but are ready to proceed. The two projects include the reconstruction and rehabilitation of approximately half of the General Aviation Apron, and the construction of a new General Aviation Access Road.

General Aviation (GA) Apron Reconstruction and Rehabilitation

With the new GA Terminal Building being centrally located on the ramp, where and how GA aircraft park on the ramp is going to change. Most impactfully, large GA aircraft with high weight bearing characteristics will regularly be parking directly south of the new GA Terminal. This area has pavement that is at the end of life and is in need of reconstruction; and, the existing pavement was not designed with the load bearing capacity for the larger aircraft that are about to start using this area. This area was closely studied and planned for in the 2023 Terminal Area Master Plan. By pursuing a project in FY 2026 for the GA Apron, it is likely the apron area south of the GA Terminal can be reconstructed before this new facility opens and will be a benefit for GA users.

General Aviation Access Road Reconstruction

The roadway named Flightline Drive which provides access from State Highway 153 to the fuel farm, the GFO Hangar, and the last remaining development site between the GFO Hangar and the fuel farm has reached end of life and is in need of reconstruction. Additionally the 2023 Terminal Area Master Plan identified a need to move a portion of this access road north to maximize the development opportunity in this area. There has been significant demand for large corporate hangars at CWA for the past 5 years. With the new private hangar under construction and near completion, CWA currently has no shovel-ready hangar sites available for additional large corporate hangars. With the changes identified in the 2023 Terminal Area Master Plan, CWA could establish one more shovel-ready site for a large corporate hangar with minimal required infrastructure investment by the airport. This is a project the airport has had on its Capital Improvement Plan for several years. Recent discussions with the BOA indicate state funds may be available as soon as July of 2025, the start of the state's fiscal year, for an 80/20 State Aid project for this project.



Agenda Item Summary

CENTRAL WISCONSIN AIRPORT

Timeline: If approved by the board, the General Aviation Apron project could begin project formulation through a preliminary design contract expeditiously, pending approval of this resolution and the next Agenda Item for a Preliminary Design Contract for this project.

The General Aviation Access Road realignment could begin preliminary design as soon as July or August of 2025. Both projects, if approved, would be constructed in 2026.

Financial Impact: The project resolution has no immediate financial commitment for the Airport. This resolution is intended to provide transparency to the public and provide formal direction to staff.

Contributions to Airport Goals: This action will directly advance the 2025 Annual Airport Goal to Enhance General Aviation.

Recommended Action: Staff recommend approval of the 2026 AIP and State Aid Project Resolution R-03-25.

Attachment: CWA 2026 CIP, Resolution R-03-25

CENTRAL WISCONSIN AIRPORT SIX YEAR CIP

FY 2025			FAA	BOA	CWA*	PFC Only	Local	Total
	IIJA-AIG	GA Transient Hangar (Design and Construct) (1 AIG Grant)	3,471,300	0	182,700	0		3,654,000
	IIJA-AIG	Design and Construct General Aviation Terminal Building *See Note*	2,656,504	69,908	69,908	0		2,796,320
	AIP-Entitlement	Design and Construct General Aviation Terminal Building	1,751,098	46,082	46,082		1,514,377	3,357,638
	Ineligible	Design and Construct General Aviation Terminal Building	0	0	0	0	404,042	404,042
			7,878,902	115,990	298,690	0	1,918,419	10,212,000
FY 2026			FAA	BOA	CWA*	PFC Only	Local	Total
	IIJA-AIG	GA Terminal Building (Reimbursement AIP Eligible Remain.) (1 AIG Grant)	1,300,000	34,211	34,211	0	145,956	1,514,377
	AIP-Entitlement	General Aviation Transient Apron: Phase 1 (Design and Construct)	1,300,000	34,211	34,211	0		1,368,421
	PFC	SRE Loader	0	0	0	400,000		400,000
	SAP	GA Access Road	0	400,000	100,000	0		500,000
			2,600,000	468,421	168,421	400,000		3,782,798
FY 2027			FAA	BOA	CWA*	PFC Only	Local	Total
	AIP-Entitlement	General Aviation Transient Apron: Phase 2 (Construct)	1,300,000	68,421	68,421	0		1,368,421
			0	0	0			0
			1,300,000	68,421	68,421	0		1,368,421
FY 2028			FAA	BOA	CWA*	PFC Only	Local	Total
	AIP -Discretionary	ARFF/SRE/Ops Facility (Design and Construct)	18,000,000	1,000,000	1,000,000	0		20,000,000
			18,000,000	1,000,000	1,000,000	0		20,000,000
FY 2029			FAA	BOA	CWA*	PFC Only	Local	Total
	AIP -Discretionary	Commercial Apron Re-construction and Reconfiguration with Deicing Area	6,300,000	350,000	350,000	0		7,000,000
			6,300,000	350,000	350,000	0	0	7,000,000
FY 2030			FAA	BOA	CWA*	PFC Only	Local	Total
	AIP-Discretionary	Design and Construct Airport Wildlife Fence	8,100,000	450,000	450,000	0		9,000,000
			8,100,000	450,000	450,000	0		9,000,000
FY 2031			FAA	BOA	CWA*	PFC Only	Local	Total
	AIP-Discretionary	GA Apron Asphalt Reconstruction and Taxiway shift	5,400,000	300,000	300,000	0		6,000,000
			0	0	0	0		0
			5,400,000	300,000	300,000	0		6,000,000

RESOLUTION No. R-03-25
APPROVING PROJECTS UNDER THE
AIRPORT IMPROVEMENT PROGRAM and
STATE AID PROGRAM
BY

Central Wisconsin Joint Airport Board

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, the Joint Airport Board approved the petition for state and federal funds for the following airport projects in 2023, and

WHEREAS, the State of Wisconsin Bureau of Aeronautics determined the following projects eligible for state and/or federal funds, and

WHEREAS, the following projects are necessary to meet the existing and future needs of the airport, and

WHEREAS, the following projects will be procured by airport staff in accordance with the procurement code of Marathon County, and

THEREFORE, BE IT RESOLVED, by the Joint Airport Board that the following projects are hereby approved contingent on local, state, and/or federal funding:

1. General Aviation Apron Reconstruction and Rehabilitation
 - a. Includes all necessary work to design and construct all GA Apron areas east of the air traffic control tower.
 - b. Anticipated 2026 and 2027 AIP Entitlement Grants
2. General Aviation Access Road Reconstruction
 - a. Includes design and construction of a new access road to replace a portion of the existing road known as Flightline Drive that serves the fuel farm and two General Aviation development sites.
 - b. Anticipated FY26 State Aid Project

DATED this 13th day of May, 2025

Christopher C. Dickinson
Airport Board Chair



Agenda Item Summary

CENTRAL WISCONSIN AIRPORT

Airport Board Meeting Date: May 13, 2025

Agenda Item Title: #7) Review and Possible Action on Preliminary Design Contract

Staff Responsible: Mark Cihlar, Assistant Airport Director

Background: The asphalt pavement that serves as the General Aviation (GA) Apron is at the end of life and is in need of improvement through reconstruction or major rehabilitation. Airport staff have worked with the FAA and the BOA to develop a Capital Improvement Plan that includes work to improve approximately half of the GA Apron, the area east of the air traffic control tower, by using two years' worth of AIP Entitlement funding. This area is important to improve because of the planned use in this area with the new GA Terminal and GA Transient Hangar.

This project will be designed as one project, but will likely have to be bid out in two separate fiscal years because of limited available funding. The contract being recommended to the board is a preliminary design contract to formally start the project formulation coordination with the Wisconsin DOT Bureau of Aeronautics (BOA) and the FAA. Project formulation will establish the FAA's Airport Layout Plan approval authority and environmental review/approval and other reviews prior to the FAA's October 1, 2025 deadline for FY26 projects. The full design effort will be completed under a separate contract that will follow this work.

The contract with Becher-Hoppe Associates has been negotiated in good faith in accordance with FAA AC 150/5100-14E. The record of negotiations for this contract is attached to this Agenda Item Summary. Staff are recommending the airport board approve this contract as a task order under the current 2020 Master Engineering Agreement between CWA and Becher Hoppe today so that work can begin immediately. This Preliminary Design contract will be eligible for reimbursement under the AIP Grants.

Timeline: If approved by the board, work will begin right away and be completed by the end of summer 2025. Full design will be completed in late 2025 with the first portion of the project bid out by February 2026 for a 2026 Entitlement Grant and 2026 summer construction.

Financial Impact: The preliminary design contract has a total cost of \$58,996.85. This amount will be fully funded by CWA in 2025 out of the airport's operating budget, but will be included in the total project cost and will count towards the local match of the project.

Contributions to Airport Goals: This preliminary design contract supports the 2025 Airport Goals to Enhance General Aviation and Improve and Maintain Facilities.

Recommended Action: Airport staff recommends approval of Task Order No. 1 for preliminary design services with Becher-Hoppe Associates.

Attachments: Scope of Work, Project Exhibit, Fee Proposal, and Record of Negotiations

Serving Wausau, Stevens Point and the Central Wisconsin Region

ATTACHMENT A

SCOPE OF WORK

Preliminary Design Services for Central Wisconsin Airport (CWA) Mosinee, Wisconsin

GA Apron Reconstruction

CWA####

May 5, 2025

Project Understanding

The Central Wisconsin Joint Airport Board (Sponsor) and the Wisconsin Department of Transportation, Bureau of Aeronautics (BOA) propose to conduct preliminary design for improvements to the general aviation (GA) apron at Central Wisconsin Airport (CWA).

The GA apron was last reconstructed in 2002 and has reached the end of its useful life. In addition, a new GA terminal will be constructed in 2025-2026, which will be located between Taxiway 3 and the Endeavor maintenance-based operator hangar. There will be increased use of the GA apron in front of the GA terminal by large corporate jets, so concrete pavement is being proposed here. The apron/taxiway pavement in front of and to the east of the Endeavor hangar is proposed to be asphalt.

Attachment C shows the proposed project improvements. Due to grant funding amount limitations, the project is anticipated to be separated into two construction contracts over consecutive years. This will require two sets of construction documents and bid processes. Preparation of construction documents and bidding services will be included under future design contract(s).

The budgetary project cost estimate is \$3 million.

Becher Hoppe Associates, Inc. (Consultant) proposes to provide the services required to meet the project expectations. The tasks included in this scope of work are as follows:

PART I. PAYMENT/SCOPE OF SERVICES (Consistent with the CONTRACT FOR CONSULTANT SERVICES)

Section B. Scope of Services

1. Phase I - Preliminary Design

Item a - Design Surveys

The Consultant will conduct topographic surveys in the proposed project areas, which will be used for preliminary design and design tasks. Surveys will collect topographic data including; elevations,

pavement edges, utilities, and miscellaneous objects that will be used for design and need to be accounted for during construction.

Item b - Geotechnical Layout, Investigation and Report

American Engineering Testing, Inc. (AET) will be utilized as a subconsultant and will complete the geotechnical investigation and report as described in **Attachment D**.

Item c - Obstruction Surveys

NOT INCLUDED IN SCOPE

Item d – Meetings & Scoping

The consultant formulated a scope for this contract and an associated fee proposal. The Consultant will make modifications to the scope and fee as necessary for these contract documents to be acceptable to all stakeholders. The Consultant will prepare the related services contract for approval, and will perform administrative tasks related to the services contract while it is in effect.

The Consultant will conduct a meeting at the Airport for preliminary design review. The Consultant will provide written minutes of the design review meeting.

Item e – Coordination with Utilities

The Consultant will coordinate with utility companies with facilities within the proposed construction area and invite them to participate in the review of the project concept. Input will be gathered from the utility companies regarding possible relocation and/or improvement of their infrastructure during the project.

Item f – Preliminary Opinions of Probable Construction Costs (OPCs)

The Consultant will prepare two budgetary OPCs during project scoping, with Sponsor collaboration prior to each revision. Consultant will also prepare a preliminary OPC for the project near the end of this preliminary design effort. The OPCs may not be broken down by bid item, and will generally be order of magnitude estimates.

Item g – Preliminary Engineer’s Report

The Consultant will incorporate findings from the preliminary design into the engineer’s report document.

Item h – Exhibit “A” Map

NOT INCLUDED IN SCOPE

Item i – Pavement Design and FAA Forms/Output

The Consultant will determine standard pavement design in accordance with AC 150/5320-6G based on the fleet mix data from the master plan. The pavement design will include basis for recommended pavement type, and a cost effectiveness analysis for the recommended pavement type vs. its counterpart (i.e., flexible vs. rigid pavement). The cost effectiveness analysis will include a life-cycle cost analysis for the two alternatives.

Item j – Prepare CATEX Request

Consultant will complete Documented CATEX form contained in ARP SOP No. 5.2, Appendix A in accordance with Order 1050.1F.

The BOA will complete DNR concurrence requests, streamlined Section 106 submittals, and tribal notifications.

Wetland delineation/determination services are not included in this scope because there are not any mapped wetlands or wetland indicators in the project vicinity on DNR's surface water data viewer system.

Section 106 investigations are not included in this scope because the project area was previously disturbed.

DNR notice of intent (NOI) attachments to show compliance with construction site standards are not included in this scope, and will be included with the final design contract.

Item k – Crushed Aggregate Subbase Course and CTPB Modification of Standards Request

Based on the previous successful pavement sections used at CWA, it is anticipated that a modification of standards (MOS) will be necessary for the new pavements. The Consultant will provide information to CWA necessary for a MOS requests for the use of crushed aggregate subbase material, as well as for substitution of Portland cement concrete (PCC) for cement treated permeable base course (CTPB). The Consultant will also assist CWA with submitting the information in FAA Airport Information Data Portal (ADIP). Information from Item 1.i will be included in the MOS deliverables.

Coordination with the FAA will be necessary for this work, which is included under Item 3.c.

2. Phase II – Final Design

Item a - Final Engineer's Report

NOT INCLUDED IN SCOPE

Item b – Technical Design and Development of Construction Plans

NOT INCLUDED IN SCOPE

Item c - Bid Proposal Documents and Technical Specifications

NOT INCLUDED IN SCOPE

Item d - Pre-Bid Meeting

NOT INCLUDED IN SCOPE

Item e – Opinion of Probable Construction Cost

NOT INCLUDED IN SCOPE

Item f - Construction Safety and Phasing Plan

NOT INCLUDED IN SCOPE

Item g - Furnishing of Plans and Specifications

NOT INCLUDED IN SCOPE

Item h - Assistance in Securing Bids

NOT INCLUDED IN SCOPE

3. Actual Cost Items

Item a – Additional Meetings

This Item will be for additional meetings as approved by the Bureau or the Sponsor. The Consultant will provide written minutes of each meeting and distribute to all attendees within five working days of the meeting. The Airport's authorized representative(s) will provide any additional written comments to the Consultant within two weeks of the meeting.

Item b - Supplemental Bidding Documents as Requested by Owner
NOT INCLUDED IN SCOPE.

Item c – Coordination with FAA

This Item will be for coordination with the FAA and post-submittal revisions requested by them throughout the design. This effort is anticipated to be needed for pavement design, MOS request, CATEx, eligibility, justification, etc.

The DBE goal for this project is N/A.

Final design, bidding, and construction services will be provided under a separate scope.

END OF PROJECT SCOPE

P:\2024\2024.035 - BOA - CWA GA Apron\Admin\Contracts - Working\Design\CWA GA Apron_Attach A_Scope.docx



1.10

LAYOUT: 9/23/2024 2:06 PM

PLOT TIME: P:\2024\2024.035 - BOA - CWA GA Apron\CAD\Exhibits\24035 - Scoping Exhibit.dwg

FILE NAME:

Copyright 2023, Becher-Hoppe Assoc. Inc.

AIRPORT : Central Wisconsin Airport
PROJECT NUMBER : CWA10## (AIP-##)
PROJECT DESCRIPTION: GA Apron Reconstruction/Rehabilitation
DATE: 5/7/25

ATTACHMENT B
DESIGN ENGINEERING SERVICES

PREPARED BY: KRK

CHECKED BY:

APPROVED BY:

STAFF CLASSIFICATION & WAGE RATES =====>		ESTIMATED HOURS							LABOR, OVERHEAD & MATERIALS			TRAVEL, EQUIPMENT AND PER DIEM							PROFIT	SUM OF ALL COST ITEMS 1-6	
		Project	Project	Staff	Survey	Survey	Tech	TOTAL HOURS	Direct	Direct +	Mat'ls	Truck	Robot	GPS			Total	CONSULTANT	ON ITEMS		
		Engr. III (Karl)	Engr. I (Kevin)	Engr.	Chief (Jed)	Tech (Tyler)	Assist (Jodi)		Labor Costs	G&A Overhead 163.99%	& Supplies	(mi) 0.700	(hr) \$ 40.00	(hr) \$ 40.00	Lodging	Meals	& Per Diem	COSTS	1 & 2 11.00%		
No.	WORK ELEMENT								1	2	3	4b	4c	4d	4e	4f	4	5	6		
1.	PHASE I - PRELIMINARY DESIGN																				
1.	PHASE I																				
1.a.	DESIGN SURVEYS & RECORDS REVIEW							0 hr.	\$ -	\$ -							\$ -		\$ -	\$ -	
	Field survey work & data process	1			26	26		53 hr.	\$ 2,444.07	\$ 4,008.03		80	12	2		\$ 76.00	\$ 692.00		\$ 709.73	\$ 7,853.83	
	Overall Project Setup, CADD Base Maps	1	6					7 hr.	\$ 330.27	\$ 541.61							\$ -		\$ 95.91	\$ 967.79	
	Topographic Survey Base Maps		1		6			7 hr.	\$ 368.29	\$ 603.96							\$ -		\$ 106.95	\$ 1,079.20	
	Design Surveys Subtotal	2.0	7.0	-	32.0	26.0	-	67 hr.	\$ 3,142.63	\$ 5,153.60	\$ -	80 mi.	12 hr.	2 hr.	\$ -	\$ 76.00	\$ 692.00	\$ -	\$ 912.59	\$ 9,900.82	
1.b.	GEOTECH INVEST. & REPORT	1	6		3		2	12 hr.	\$ 567.62	\$ 930.84		40		1			\$ 68.00	\$ 6,750.00	\$ 164.83	\$ 8,481.29	
	Geotech Subtotal	1.0	6.0	-	3.0	-	2.0	12 hr.	\$ 567.62	\$ 930.84	\$ -	40 mi.	0 hr.	1 hr.	\$ -	\$ -	\$ 68.00	\$ 6,750.00	\$ 164.83	\$ 8,481.29	
1.c.	OBSTRUCTION SURVEYS							0 hr.	\$ -	\$ -							\$ -		\$ -	\$ -	
1.d.	MEETINGS (3) & SCOPING	39	12				6	57 hr.	\$ 3,552.03	\$ 5,824.97		40					\$ 28.00		\$ 1,031.47	\$ 10,436.47	
1.e.	COORDINATION WITH UTILITIES	1	2					3 hr.	\$ 158.15	\$ 259.35							\$ -		\$ 45.93	\$ 463.43	
1.f.	PRELIMINARY OPCs (3)	6	24					30 hr.	\$ 1,465.26	\$ 2,402.88							\$ -		\$ 425.50	\$ 4,293.64	
1.g.	PRELIMINARY ENGINEER'S REPORT	2	24					26 hr.	\$ 1,176.90	\$ 1,930.00							\$ -		\$ 341.76	\$ 3,448.66	
1.h.	EXHIBIT "A" MAP							0 hr.	\$ -	\$ -							\$ -		\$ -	\$ -	
1.i.	PAVEMENT DESIGN	2	8					10 hr.	\$ 488.42	\$ 800.96							\$ -		\$ 141.83	\$ 1,431.21	
1.j.	CATEX	4	60					64 hr.	\$ 2,870.16	\$ 4,706.78							\$ -		\$ 833.46	\$ 8,410.40	
1.k.	MOS REQUESTS	8	40					48 hr.	\$ 2,297.92	\$ 3,768.36							\$ -		\$ 667.29	\$ 6,733.57	
	PHASE I TOTAL	65.0	183.0	-	35.0	26.0	8.0	317 hr.	\$ 15,719.09	\$ 25,777.74	\$ -	160 mi.	12 hr.	3 hr.	\$ -	\$ 76.00	\$ 788.00	\$ 6,750.00	\$ 4,564.65	\$ 53,599.49	Phase I

STAFF CLASSIFICATION & WAGE RATES =====>		ESTIMATED HOURS							LABOR, OVERHEAD & MATERIALS			TRAVEL, EQUIPMENT AND PER DIEM							PROFIT	SUM OF ALL COST ITEMS 1-6	
		Project Engr. III (Karl)	Project Engr. I (Kevin)	Staff Engr.	Survey Chief (Jed)	Survey Tech (Tyler)	Tech Assist (Jodi)	TOTAL HOURS	Direct Labor Costs	Direct + G&A Overhead 163.99%	Mat'ls & Supplies	Truck (mi) 0.700	Robot (hr) \$ 40.00	GPS (hr) \$ 40.00			Total Travel & Per Diem	CONSULTANT COSTS	ON ITEMS 1 & 2 11.00%		
															Lodging	Meals					
No.	WORK ELEMENT							1	2	3	4b	4c	4d	4e	4f	4	5	6			
2.	PHASE II - FINAL DESIGN																				
2.a.	FINAL ENGINEER'S REPORT							0 hr.	\$ -	\$ -						\$ -		\$ -	\$ -		
2.b.	TECHNICAL DESIGN & CONSTRUCTION PLANS:																				
	Construction Plans Subtotal	-	-	-	-	-	-	0 hr.	\$ -	\$ -	\$ -	0 mi.	0 hr.	0 hr.	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
2.c.	BID PROPOSAL PACKET																				
	Bid Proposal Packet Subtotal	-	-	-	-	-	-	0 hr.	\$ -	\$ -	\$ -	0 mi.	0 hr.	0 hr.	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
2.d.	PRE-BID MEETING AT AIRPORT							0 hr.	\$ -	\$ -						\$ -		\$ -	\$ -		
2.e.	OPC (90% & FINAL)							0 hr.	\$ -	\$ -						\$ -		\$ -	\$ -		
2.f.	CONSTRUCTION SAFETY & PHASING PLAN							0 hr.	\$ -	\$ -						\$ -		\$ -	\$ -		
2.g.	FURNISHING PLANS/SPECS																				
	Furnishing P/S Subtotal	-	-	-	-	-	-	0 hr.	\$ -	\$ -	\$ -	0 mi.	0 hr.	0 hr.	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
2.h.	ASSISTANCE IN SECURING BIDS							0 hr.	\$ -	\$ -						\$ -		\$ -	\$ -		
	PHASE II Total	0 hr.	0 hr.	0 hr.	0 hr.	0 hr.	0 hr.	0 hr.	\$ -	\$ -	\$ -	0 mi.	0 hr.	0 hr.	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	TOTAL LUMP SUM AMOUNT	65 hr.	183 hr.	0 hr.	35 hr.	26 hr.	8 hr.	317 hr.	\$ 15,719.09	\$ 25,777.74	\$ -	160 mi.	12 hr.	3 hr.	\$ -	\$ 76.00	\$ 788.00	\$ 6,750.00	\$ 4,564.65	\$ 53,599.49	
	% OF TOTAL HOURS	20.5%	57.7%	0.0%	11.0%	8.2%	2.5%	100.0%												\$ 53,599.49	
3	ACTUAL COST ITEMS																				
3.a.	ADDITIONAL MEETINGS							0 hr.	\$ -	\$ -						\$ -		\$ -	\$ -		
3.b.	SUPPLEMNTAL BIDDING DOCS (10 SETS)							0 hr.	\$ -	\$ -						\$ -		\$ -	\$ -		
3.c.	COORDINATION WITH FAA	16	16					32 hr.	\$ 1,841.92	\$ 3,020.56						\$ -		\$ 534.87	\$ 5,397.36		
	ACTUAL COST TOTAL	16.0	16.0	-	-	-	-	32 hr.	\$ 1,841.92	\$ 3,020.56	\$ -	0 mi.	0 hr.	0 hr.	\$ -	\$ -	\$ -	\$ -	\$ 534.87	\$ 5,397.36	A/Cs

FOR INFORMATION PURPOSES ONLY

Actual Cost Multiplier 2.9303

LUMP SUM AMOUNT =	\$ 53,599.49
ACTUAL COST AMOUNT =	\$ 4,862.49
FIXED FEE AMOUNT =	\$ 534.87
MAXIMUM COMBINED SUM =	\$ 58,996.85



CENTRAL WISCONSIN AIRPORT

Mailing Address:
100 CWA Drive, Suite 227
Mosinee, WI 54455
Phone: 715-693-2147
Visit us at www.fly-cwa.org

Record of Negotiations: Central Wisconsin Airport Preliminary Design Engineering Services

Date: May 8, 2025

Contract Title: Preliminary Design Engineering Services – GA Apron
Reconstruction/Rehabilitation

Location: Central Wisconsin Airport

Anticipated AIP Grant: TBD

1. In 2020, the Central Wisconsin Airport (CWA) conducted a competitive solicitation for Airport Engineering Services through a Request for Qualifications (RFQ) in accordance with FAA Advisory Circular 150/5100-14E. This solicitation resulted in a five-year on-call engineering agreement with Becher Hoppe Associates, inc., for projects beginning prior to August 31, 2025.
2. On April 15, 2025, CWA met with the Wisconsin DOT Bureau of Aeronautics (BOA) and the FAA for a sponsor workshop to discuss the airport's capital improvement program and upcoming projects. Both the BOA and the FAA emphasized the importance to start Project Formulation efforts on CWA's FY26 projects the summer of 2025 in order to meet FAA project approval deadlines. Later that day, CWA had a call with Becher Hoppe and requested them to develop a detailed scope of work for preliminary design engineering services for the GA Apron project. This work was included in the solicitation scope of the original RFQ.
3. After the original scoping discussion, CWA and Becher Hoppe had a meeting to discuss the project limits and scale of the reconstruction effort. Becher Hoppe had prepared a preliminary cost estimate for a full depth reconstruct the eastern have of the existing asphalt apron, which was over \$6M. CWA explained that the airport was not in a position for that large of a discretionary ask in 2026, and that the airport needed to improve this entire area with a budget of under \$3M, which is approximately two years' worth of AIP-Entitlement Funding. CWA and Becher Hoppe further refined the scope of the project to only do the full-depth reconstruction of the area directly south of the new GA Terminal building, and the remaining areas would be rehabilitated with a pulverize and relay asphalt. With these changes, the revised budgetary cost estimate was \$2.9M.
4. On May 1, 2025, Becher Hoppe provided CWA the detailed scope of work required for the preliminary design effort of the project. CWA reviewed the scope of work and agreed that it covered all of the necessary elements to meet the BOA's project formulation requirements. CWA did request an addition to the scope description explaining how this effort will include the preliminary design effort (project formulation) for the entire project area, even though the work will likely be bid out over two separate grant years. The scope was revised and the final scope was agreed upon on May 5, 2025.

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Phone: 715-693-2147
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5. On May 7, 2025, CWA staff compared the scope of work to a similar project in 2021 and estimated the cost of the services would be less than \$100,000. In accordance with FAA AC 150/5100-14E, contracts anticipated to cost less than \$100,000 do not require a formal independent fee estimate, but the effort can be compared to previous contracts of similar value. The 2021 reconstruction of Taxilane E had a total effort of 318 hours and a total cost of \$44,317 for the comparable deliverables identified in this scope of work. The only deliverable not included in the 2021 project that is included in this scope of work is effort developing the environmental documentation required for the FAA's NEPA evaluation. If added to the 2021 project, CWA would expect the effort to increase by about 40 hours, or 358 hours of total effort. A fee proposal would be expected to be within 10% of this range, or between 322 hrs and 394 hrs.
6. On May 7, 2025, CWA requested a fee proposal from Becher Hoppe for the scope of work and received it later that day. CWA reviewed the proposal, which had a total effort of 349 hours, and a cost of \$58,996.85. Based on the detailed cost analysis, this fee proposal seemed reasonable. After informing Becher Hoppe that the fee proposal was acceptable, Becher Hoppe realized that the fee proposal was calculated using inaccurate 2026 wage rates for their employees instead of the current 2025 wages. When correcting this error, the fee increased by \$350, but Becher Hoppe agreed to honor the original fee proposal amount of \$58,996.85. Both CWA and Becher Hoppe agreed the fee is reasonable.
7. On May 13, 2025, CWA will recommend approval of the preliminary design contract, negotiated in good faith, to the Central Wisconsin Joint Airport Board

A handwritten signature in black ink, appearing to read "Mark Cihlar", written over a horizontal line.

Mark Cihlar, AAE
Assistant Airport Director

CENTRAL WISCONSIN AIRPORT STATISTICAL REPORT
SUMMARY - MARCH 2024 - 2025

14-Apr-25

	2024 MONTH	2025 MONTH	% CHGE. 24-25		2024 Y-T-D	2025 Y-T-D	% CHGE. 24-25
ACTUAL LANDINGS							
AMERICAN	91	60	-34.1%		223	186	-16.6%
AVELO	9	0	-100.0%		28	0	-100.0%
DELTA	62	59	-4.8%		181	184	1.7%
CHARTERS	2	2	0.0%		4	5	25.0%
TOTAL OPERATIONS	328	242	-26.2%		872	750	-14.0%
ATCT OPERATIONS	1,013	756	-25.4%		3,001	2,189	-27.1%
AIRLINE CANCELLATIONS							
AMERICAN	0	3	0.0%		3	4	33.3%
AVELO	0	0	0.0%		0	0	0.0%
DELTA	1	3	200.0%		3	3	0.0%
TOTAL CANCELLATIONS	1	6	500.0%		6	7	16.7%
ENPLANED PASSENGERS							
AMERICAN	3,364	2,754	-18.1%		8,517	7,534	-11.5%
AVELO	1,395	0	-100.0%		4,066	0	-100.0%
DELTA	3,544	3,366	-5.0%		10,286	9,969	-3.1%
CHARTERS	236	229	-3.0%		494	568	15.0%
TOTAL ENPLANED PASSENGERS	8,539	6,349	-25.6%		23,363	18,071	-22.7%
DEPLANED PASSENGERS							
AMERICAN	3,652	2,644	-27.6%		8,684	7,053	-18.8%
AVELO	1,473	0	-100.0%		3,964	0	-100.0%
DELTA	3,405	3,301	-3.1%		9,342	9,201	-1.5%
CHARTERS	236	229	-3.0%		494	568	15.0%
TOTAL DEPLANED PASSENGERS	8,766	6,174	-29.6%		22,484	16,822	-25.2%
AIR FREIGHT - AMERICAN	0	5	100.0%		0	5	100.0%
AIR FREIGHT - DELTA	0	0	0.0%		0	0	0.0%
TOTAL AIRFREIGHT - AIRLINES	0	5	100.0%		0	5	100.0%
TOTAL AIRFREIGHT - GENERAL AVIATION	133,631	126,316	-5.5%		365,895	367,972	0.6%
AIRLINES & GEN AVIATION - AIR FREIGHT	133,631	126,321	-5.5%		365,895	367,977	0.6%

LOAD FACTOR-CURRENT MONTH	SEATS	PAX	FACTOR
AMERICAN	3,275	2,754	84.1%
DELTA	4,484	3,366	75.1%

CENTRAL WISCONSIN AIRPORT STATISTICAL REPORT
SUMMARY - APRIL 2024 - 2025

07-May-25

	2024 MONTH	2025 MONTH	% CHGE. 24-25		2024 Y-T-D	2025 Y-T-D	% CHGE. 24-25
ACTUAL LANDINGS							
AMERICAN	90	88	-2.2%		313	274	-12.5%
AVELO	8	0	-100.0%		36	0	-100.0%
DELTA	60	60	0.0%		241	244	1.2%
CHARTERS	2	1	-50.0%		6	6	0.0%
TOTAL OPERATIONS	320	298	-6.9%		1,192	1,048	-12.1%
ATCT OPERATIONS	1,251	897	-28.3%		4,252	3,086	-27.4%
AIRLINE CANCELLATIONS							
AMERICAN	0	2	100.0%		3	6	100.0%
AVELO	0	0	0.0%		0	0	0.0%
DELTA	0	0	0.0%		3	3	0.0%
TOTAL CANCELLATIONS	0	2	100.0%		6	9	50.0%
ENPLANED PASSENGERS							
AMERICAN	3,391	3,206	-5.5%		11,908	10,740	-9.8%
AVELO	1,055	0	-100.0%		5,121	0	-100.0%
DELTA	3,581	3,235	-9.7%		13,867	13,204	-4.8%
CHARTERS	269	186	-30.9%		763	754	-1.2%
TOTAL ENPLANED PASSENGERS	8,296	6,627	-20.1%		31,659	24,698	-22.0%
DEPLANED PASSENGERS							
AMERICAN	3,434	3,350	-2.4%		12,118	10,403	-14.2%
AVELO	1,257	0	-100.0%		5,221	0	-100.0%
DELTA	3,610	3,329	-7.8%		12,952	12,530	-3.3%
CHARTERS	269	186	-30.9%		763	754	-1.2%
TOTAL DEPLANED PASSENGERS	8,570	6,865	-19.9%		31,054	23,687	-23.7%
AIR FREIGHT - AMERICAN	0	100	100.0%		0	105	100.0%
AIR FREIGHT - UNITED	0	0	0.0%		0	0	0.0%
AIR FREIGHT - DELTA	0	0	0.0%		0	0	0.0%
TOTAL AIRFREIGHT - AIRLINES	0	100	100.0%		0	105	100.0%
TOTAL AIRFREIGHT - GEN AVIATION	134,545	119,837	-10.9%		500,440	487,809	-2.5%
AIRLINES & GEN AVIATION-AIR FRGHT	134,545	119,937	-10.9%		500,440	487,914	-2.5%

LOAD FACTOR-CURRENT MONTH	SEATS	PAX	FACTOR
AMERICAN	5,135	3,206	62.4%
DELTA	4,560	3,235	70.9%

Central Wisconsin Airport – Flight Schedule

May 13, 2025



<u>Arrivals – Delta</u>				<u>Departures – Delta</u>			
4982	14:04	from MSP	CRJ	5384	07:05	to MSP	CRJ
4934	21:06	from MSP	CRJ	4982	14:45	to MSP	CRJ



<u>Arrivals – American</u>				<u>Departures – American</u>			
3455	11:01	from ORD	E170	3562	06:02	to ORD	E170
5739	14:29	from ORD	ERJ145	3402	11:32	to ORD	E170
3563	22:06	from ORD	E170	5751	14:57	to ORD	ERJ145

Upcoming Charter Schedule

May 19th – Never Forgotten Honor Flight
 Jun. 7th – Sun Country to Laughlin
 Jul. 31st – Sun Country - Wojo
 Sep. 22nd – Never Forgotten Honor Flight
 Oct. 27th – Never Forgotten Honor Flight

MSP = Minneapolis
 ORD = Chicago O’Hare

Total CWA Flights Daily = 5

CWA Legislative Update – January 2025

FY 2026 Trump Budget Proposes Increased Aviation Spending Amid Deep Cuts Elsewhere

(Source: U.S. Contract Tower Association Alert, AAAE)

May 2, 2025

This morning, the Office of the President sent a letter to House and Senate Appropriations Committee leaders outlining the Trump administration's proposed discretionary spending levels for fiscal year 2026 (FY26). The \$1.45 trillion request calls for a \$163 billion cut to discretionary spending levels (-22.6 percent) while proposing significant increases for defense (+13 percent), homeland security, veterans, and some aviation safety needs.

The letter, totaling 46 pages, provides only a broad glimpse of FY26 funding requests. A more detailed budget submission from each federal agency is expected to be transmitted to Congress later this month. The letter notes that the recommended funding levels are designed to rein in federal spending based on a rigorous line-by-line review of FY25 spending. The letter also states that, in some instances, state or local governments would be better able to provide funding for certain programs or government services.

Notable items include:

- For FAA, the proposal calls for increased funding for Operations by \$359 million to \$13.8 billion, "reflecting the Administration's commitment to safe and efficient air travel." This increase would support a salary increase and a surge in hiring of air traffic controllers, as well as updates to the FAA's outdated telecommunications systems.
- The proposal also calls for a significant increase in funding for FAA facilities and radar upgrades, including a "\$450 million down payment on a multiyear, multi-billion-dollar radar replacement program." The proposal also notes that "a substantial amount will also be requested as mandatory funding through reconciliation." As we reported on Wednesday, the House Transportation and Infrastructure Committee has proposed \$12.5 billion for air traffic control (ATC) upgrades as part of its budget reconciliation package. The Trump Administration has yet to release the full details of its ATC modernization proposal, but is expected to do so soon.
- The Essential Air Service Program is targeted for a reduction of \$308 million. The administration writes that "spending on this program is out of control, more than doubling between 2021 and 2025. The budget reins in EAS subsidies by proposing a mix of reforms to adjust eligibility and subsidy rates to help rural communities' air transportation needs in a more sustainable manner."
- Within TSA, the proposal calls for reducing funding for Transportation Security Officers by \$247 million, "consistent with the President's goal to reduce wasteful government spending and abuse of government programs." The document justifies this reduction based on "TSA's consistent failures in audits, its intrusive screening measures, and the agency allowing illegal migrants to fly into the interior of the United States without proper documents."
- For the Department of Homeland Security overall, the proposal seeks an increase of \$43.8 billion; however, these proposed increases are part of the reconciliation bill currently being considered by Congress. After factoring out this figure, it appears that overall DHS funding levels will be slightly reduced, not increased by 64.9 percent as noted in the letter.

Notable items not mentioned:

- The letter does not mention funding levels for AIP and other airport funding priorities at the DOT and FAA. AAAE is urging Congress to appropriate \$4 billion for traditional AIP funding and \$200 million for supplemental discretionary grants – the same amounts authorized in the FAA Reauthorization Act of 2024.
- It also does not include a specific funding request for the FAA Contract Tower Program. We expect that the FAA will provide \$255 million for the program in FY25 – almost \$50 million above the FY24 enacted level. We are urging Congress to increase funding by an additional \$20 million in FY26, raising contract tower funding to \$275 million.
- Specifics on proposed funding for DHS programs are also limited. As a reminder, we are urging Congress to provide funding for law enforcement officer reimbursement grants, state and local canine teams, TSA exit lane staffing, and advanced TSA checkpoint technology. Obtaining funding for these initiatives will not be an easy task, considering the administration's plan to dramatically cut non-defense discretionary spending.

This year's budget proposal will not be well received by Democratic members of Congress, and unlike the budget reconciliation process, Democratic votes will be required to approve annual appropriations measures. The House and Senate Appropriations Committees will face a very bumpy road over the next few months in drafting and seeking to pass FY26 appropriations bills.

House Transportation Committee Approves Budget Reconciliation Proposal Providing Funding for Contract Towers

(Source: U.S. Contract Tower Association Alert, AAAE)

April 30, 2025

House Transportation Committee Approves Budget Reconciliation Proposal Providing Funding for Contract Towers

Today, the House Transportation Committee advanced their section of the larger reconciliation bill, which includes \$12.5 billion to modernize the nation's air traffic control system in unusual party-line vote of 36-30. This amount was reduced from the original \$15 billion due to the elimination of a national vehicle fee which cut top-line revenue generated in the bill, requiring a reduction in overall spending. Of the \$2.5 billion in cuts to proposed ATC spending, the bill dropped the full \$2b for air route traffic control centers (ARTCC) and reduced funding for ATC tower replacement by \$480m (to \$2.16b overall) but retains the \$240m carve out for Contract Tower Program-operated and sponsor-owned towers.

To offset some of the spending in the package, the committee rescinded funding for programs that were priorities of the previous administration, including the FAA's Alternative Fuel and Low-Emission Aviation Technology Program. This program originally provided \$300m in funds for SAF and other low-emissions technology, though some funds have already been spent. In justifying the move, the committee stated that "the agency's role and purpose is ensuring aviation safety - not developing sustainable fuels."

While Democratic members, including Ranking Member Rick Larsen, stated support for investments in both ATC modernization and Coast Guard funding, all voted in opposition to the final bill. Democrats' unsuccessful efforts to amend the bill included the follow noteworthy aviation-related amendments:

- Rep. Rick Larsen (D-WA) offered an amendment to prohibit any funds in the bill be used to privatize the air traffic control system and another amendment to protect the Aviation Workforce Development grant program.

- Rep. Julia Brownley (D-CA) offered an amendment to prevent the repeal of the unobligated funds for the FAA Alternative Fuel and Low-Emission Aviation Technology Program and proposed \$410m be added to the grant program.
- Rep. Hillary Scholten (D-MI) offered an amendment that would set aside 10% of the ATC tower funds for small hubs that are at least 50 years old.
- Rep. Dina Titus (D-NV) offered an amendment to require FAA to submit a report outlining air traffic controller staffing levels at each tower under the Contract Tower Program and if each tower meets minimum staffing levels.
- Rep. Amelia Sykes (D-OH) offered an amendment that would have extended the current Air Terminal Grant program through 2039 with funding of \$1b per year.
- Rep. Chuy Garcia (D-IL) offered and withdrew amendment similar to his “Good Jobs for Good Airports” bill.

Next Steps

Once other House committees finish their sections of the larger reconciliation legislation, House leadership will combine the committee products into a single bill to be considered on the House floor. Speaker Johnson has indicated he would like to consider the final bill by Memorial Day but the remaining provisions regarding taxes and healthcare are the most controversial. The Senate is expected to start work on the larger bill once the House passes it.

Aviation Coalition supports congressional proposal to modernize air traffic control (Source: Airlines for America SmartBrief)

April 29, 2025

Chairman Sam Graves (R-MO) released the House Transportation and Infrastructure (T&I) Committee's budget reconciliation proposal, which includes critical investments in the U.S. air traffic control system. "President Trump and Secretary Duffy are committed to the long-delayed modernization of our antiquated air traffic control system to strengthen American aviation safety," Graves said. The Modern Skies coalition, which is made up of more than 50 aviation stakeholders, endorsed the committee's proposal saying, "We look forward to working with policymakers to augment this legislation based on a comprehensive proposal from the Department of Transportation to increase investments in these key areas and implement procurement reform that ensures performance and accountability."

House Transportation Committee Proposes \$15 Billion for ATC Modernization Including Funding for Contact Towers

(Source: U.S. Contract Tower Association Alert, AAAE)

April 15, 2025

The House Transportation and Infrastructure Committee will propose \$15 billion to modernize the nation's air traffic control system and no less than \$240 million to upgrade aging contract towers as part of a massive budget reconciliation package. With the ATC reform debate heating up, the U.S. Contract Tower Association has been urging key lawmakers to improve contract towers, provide controllers with better technology, and address controller staffing challenges.

ATC Reform Proposal

Although we have yet to see legislative text, it is our understating that the \$15 billion ATC reform package will include \$2.64 billion to upgrade air traffic control towers, \$1 billion for controller staffing, and \$500 million for runway safety improvements. The House GOP package is expected to include:

- \$2.64b for ATC tower and TRACON replacement including no less than” than \$240m to upgrade contract towers and other sponsor-owned towers;
- \$2b for capital investments in the air route traffic control centers (ARTCC);
- \$3b for radar system replacement;
- \$4.75b for telecom infrastructure replacement;
- \$500m for runway safety and airport surface surveillance systems;
- \$550m for replacement of unstaffed infrastructure and upgrades such as radio towers;
- \$300m for NextGen close-out times such as NOTAM upgrades, DataCom, and PBN;
- \$200m for the Don Young Alaska Safety program; and
- \$1b for controller staffing recruitment, retention, training, and technology to further support the full staffing provisions in the FAA reauthorization bill.

The funds will be required to be obligated within five years of passage and can be spent over 10 years. The ATC proposal, which includes dedicated funding for contract towers, FAA towers, and sponsor-owned towers, would serve as a meaningful investment in modernizing the facilities, staff, and technology of our nation’s aviation system.

Contract Tower Funding

The House ATC reform package is expected to include \$2.64 billion for tower upgrades and TRACON replacement. No less than \$240 million of that amount is reserved for contract towers – both sponsored-owned and FAA-owned towers. We’re told that other sponsor-owned towers operated by the FAA will also be eligible for funding in this set-aside.

As a reminder, the Bipartisan Infrastructure Law (BIL) included at least \$300 million to repair, replace, and relocate contract towers. And more BIL funding may be on the way. Beginning in FY26, contract towers may receive up to \$100 million annually from unobligated Airport Infrastructure Grants that may materialize. Over five years, this could amount to as much as an additional \$500 million for contract tower improvements.

The ATC reform debate gives us another opportunity to make the case for more investment and changes to help contract towers. USCTA earlier this month sent a letter to key lawmakers that urges them to take numerous steps to improve controller staffing at contract towers, upgrade aging towers, and provide controllers with better equipment to enhance aviation safety.

USCTA is recommending several policy proposals to help contract tower airports and service providers alike. However, the budget reconciliation process is limited to items related to changes in spending, revenues, and the debt limit. So, it is not a potential legislative vehicle for some of the policy-related proposals on our list.

We will likely see other ATC reform efforts emerge in the weeks ahead. The Senate Commerce Committee is expected to draft a separate ATC reform package that will likely include policy changes.

The administration is also planning to unveil its own ATC reform package that could overlap with provisions in budget reconciliation package.

What's Next?

The House Transportation and Infrastructure committee is planning to mark up its portion of the budget reconciliation package on Wednesday. We will provide additional details about the \$15 billion ATC reform proposal when the Committee releases its legislative text.

FIN - Budget vs Actual for Organization

Company County of Marathon
Organization Cost Center: 53510 CWA Operations
Period FY2025 - April

Ledger Account	Original Budget	Actuals (Current Period)	Actuals (YTD)	Budget Remaining	Budget Used (%)
Revenues					
Parking Fees	1,200,000	86,433	319,803		
Airport Fees	2,230,000	119,945	755,451		
Advertising	55,000	0	0		
Other Public Charges for Services	0	10,607	25,359		
Local Departments	0	3,309	3,309		
Interest on Investments	24,000	0	0		
Property Sales	0	0	18,872		
Other Miscellaneous Revenues	170,000	0	0		
Transfer In from Other Funds	740,860	0	0		
Gain/Loss Sales of Fixed Assets	65,000	0	0		
Total Revenues	4,484,860	220,294	1,122,794	3,362,066	25.04%
Expenditures					
Personnel	2,115,039	141,961	599,898	1,515,141	28.36%
Salaries and Wages		101,628	436,259		
Employee Benefits		821	4,814		
Employer Contributions		39,512	158,825		
Contractual Services	936,000	36,516	258,375	677,625	27.60%
Professional Services		21,539	92,203		
Utility Services		3,541	85,370		
Repair and Maintenance Services -		5,290	27,960		
Special Services - IT		5,222	48,864		
Other Contractual Services		924	3,978		
Materials and Supplies	533,600	5,531	130,452	403,148	24.45%
Office Supplies		345	997		
Publications, Subscriptions and Dues		1,565	10,308		
Travel		137	3,313		
Operating Supplies		791	10,949		
Repair and Maintenance Supplies		373	57,433		
Other Repairs and Maintenance		2,321	7,446		
Other Supplies and Expense		0	40,007		
Building Materials	73,000	3,796	4,016	68,984	5.50%
Concrete and Clay Products		3,796	3,796		
Metal Products		0	219		
Wood Products		0	0		
Raw Materials		0	0		
Fabricated Materials		0	0		
Fixed Charges	125,000	0	24,080	100,920	19.26%
Insurance		0	24,080		19.26%
Capital Outlay	250,000	118,997	356,930	(106,930)	142.77%
Debt Service	452,221	0	0	452,221	0.00%
Total Expenditures	4,484,860	306,802	1,373,751	3,111,109	30.63%
Net Change		(86,508)	(250,957)		

2024-2025 CWA Budget Summary YTD - April

	<u>April YTD - 2025</u>	<u>April YTD - 2024</u>	<u>% CHANGE</u>
Federal Grants	\$0	\$476,139	
State Grants - Other	\$0	\$0	
Parking Fees	\$319,803	\$405,520	
Airport Fees	\$755,451	\$673,841	
Other Charges for Services	\$25,359	\$22,045	
Other Local Governments	\$3,309	\$1,743	
Property Sales	\$18,872	\$0	
Other Miscellaneous Revenues	\$0	\$0	
Total Revenues	\$1,122,794	\$1,579,288	-28.91%
Personnel Services	\$599,898	\$665,685	
Contractual Services	\$258,375	\$277,773	
Supplies and Expense	\$130,452	\$142,407	
Building Materials	\$4,016	\$4,815	
Fixed Charges-Insurance	\$24,080	\$702	
Capital Outlay	\$356,930	\$84,044	
Total Expenses	\$1,373,751	\$1,175,426	16.87%
Revenue over Expense	-\$250,957	\$403,862	