

# **CENTRAL WISCONSIN JOINT AIRPORT BOARD MEETING AGENDA**

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

**February 10, 2026 - 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 Vice Chair Morrow at 8:00 a.m.
  - a) Pledge of Allegiance
- 2) Approval of Minutes of the January 13, 2026 Board Meeting
- 3) Public Comment Period: 15-minute time limit
- 4) Informational Presentation Regarding Multi-District PFAS Litigation – Marathon County
- 5) 2026 Marketing Plan Presentation – Advance Aviation
- 6) Review and Possible Action on Legislative Priorities for 2026
- 7) Review and Possible Action on Flightline Drive Design Contract
- 8) Review and Possible Action on ARFF/SRE Project Resolution
- 9) 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 Airport Projects
- 10) Ovation
  - a) Fixed Base Operator Report
- 11) Next Scheduled Meeting Date: March 10, 2026 at 8:00 a.m.
- 12) 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](mailto: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

January 13, 2026 - 8:00 a.m.

Airport Board:	Chris Dickinson, Chair Dave Ladick – Excused Rick Rettler – Excused Nicholas Endres	Julie Morrow, Vice Chair – via Teams Kurt Kluck – via Teams Thomas Seubert – Excused
Staff:	Brian Grefe, Airport Director – Excused Dave Drozd, Finance Director	Mark Cihlar, Assistant Airport Director Julie Ulrick, Badging Coordinator
Visitors:	Karl Kemper, Becher Hoppe Collin Eiden, Ovation	Josh Harris, Ovation Marco Espinoza, GFO Aviation

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

**Approval of Minutes:** *Motion by Endres, second by Dickinson to approve the minutes of the December 9, 2025 board meeting. Motion carried unanimously.*

**Public Comment Period:** None.

### **Review and Possible Action on On-Call Airport Engineering Services Consultant Selection:**

The current On-Call Airport Engineering Services Consultant contract, executed in 2020, expired on August 31, 2025. The FAA has clear guidance on the process for competitive selection of consultant services, which requires consultants be selected based on qualifications to ensure the best qualified consultant is selected. Price cannot be considered when selecting the most qualified firm. After the most qualified firm is selected, a detailed design contract scope of work is finalized and a fee for the work is negotiated. If the airport and consultant cannot agree on an acceptable scope or fee, the airport then has the option to suspend negotiations and begin negotiations with the next most qualified firm. CWA staff have completed the selection process that began with a request for qualifications, followed by forming a Selection Committee. Two qualified applicants submitted qualifications that were scored on specific evaluation criteria. Becher Hoppe Associates ranked highest and the Selection Committee recommends approval and selection of Becher Hoppe Associates. ***Motion by Endres, second by Kluck to approve the shortlisted respondents in the Record of Selection and the selection of Becher Hoppe Associates for On-Call Airport Engineering Services and contract negotiations for upcoming projects at the Central Wisconsin Airport. Motion carried unanimously.***

### **Staff Reports:**

#### **Director Report – Mark Cihlar:**

**Air Service Update –** A media event was held yesterday for the return of United Airlines service beginning May 21, 2026. The event was well attended and local leadership from both Marathon and Portage Counties stressed the importance of their return. On a national level, recently announced was Allegiant’s acquisition of Sun Country Airlines. The news is significant considering CWA has been working with Sun Country to obtain air service.

**Statistical Report –** The December statistical report shows total commercial operations up 21.6% on the month, down 1.9% on the year. Total ATCT operations ended the month up 37.7%, down 11.1% on the year. Enplanements ended December with an increase of 26.4% on the month and a 2.9% decrease on the year. Cancellations saw an increase over last year due to several significant weather events. Load factors ended at 66.0% for American and 77.8% for Delta.

Flight Schedule – The flight schedule for January is at four daily flights. American’s third flight is scheduled to return mid-February.

Legislative Update – No updates.

**Financial Reports – Dave Drozd:**

Revenues and Expenses – December revenues end the month at 86.14% of budget, with expenses at 90.33%. 2025 revenues and expenses will be entered through January. Debt service and insurance will be charged back this week and capital outlay has all been entered for the year.

Budget Comparison – The budget summary shows depreciation for 2024, but it is a non-cash expense and is recorded on annual financial statements.

PFC Update – No updates.

**Operations & Project Reports – Mark Cihlar:**

Update on Airport Operations – Recent weather events have been challenging and maintenance staff have done an excellent job of making themselves available and keeping the airfield free of ice and snow. Deicing costs may see an increase due to repeated icing events.

Update on Airport Projects – The GA apron project is close to being bid out and the GA access road should be ready for bid this spring. The new ARFF truck is in the production phase and will soon be ready for a pre-delivery inspection, with delivery likely in February.

**Ovation – Fixed Base Operator Report:**

Ovation saw a large December increase in business and thanked the airport for maintaining runways and taxiways. Fuel sales were up 34% month over month. American’s deicing truck is down and Ovation has been servicing their operation. There are A&P mechanic phone interviews coming up and they are hiring for a few lineman positions.

**Next Scheduled Meeting Date:** February 10, 2026 at 8:00 a.m.

**Adjournment:** *8:36 a.m. Motion by Endres, second by Kluck to adjourn. Motion carried unanimously.*

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Julie Ulrick, Recording Secretary



## Agenda Item Summary

**Airport Board Meeting Date:** February 10, 2026

**Agenda Item Title:** 6) Review and Possible Action on Legislative Priorities for 2026

**Staff Responsible:** Brian Grefe, Airport Director

**Background:**

In collaboration with the Wisconsin Airport Management Association and its Legislative Committee, airport staff have identified and recommend that the Central Wisconsin Joint Airport Board support the following 2026 legislative priorities:

**1. Enhance Communication with Federal and State Legislators**

- Strengthen relationships with legislators to promote Wisconsin aviation and address regulatory challenges faced by airports across the state.

**2. Increase Resources for Wisconsin Airports**

- Advocate for additional resources to help Wisconsin airports grow and increase awareness of aviation's benefits within the state.
- Collaborate with the State of Wisconsin (e.g., Travel Wisconsin) to develop and implement a destination marketing program that promotes travel from key fly-to markets such as Orlando, Phoenix, Las Vegas, and Denver.
- Partner with the Wisconsin Economic Development Corporation (WEDC) to create a statewide Air Service Development Program, enabling Wisconsin to better compete for limited airline resources.

**3. Facilitate Project Development for Wisconsin Airports**

- Work with the Wisconsin DOT Bureau of Aeronautics (BOA) and the Federal Aviation Administration (FAA) to streamline procurement and construction processes.
- Advocate for the adoption of alternative project delivery methods, such as Construction Manager at Risk (CMAR), for Wisconsin airport projects.

These initiatives were developed in response to the identified needs of airports throughout Wisconsin. If successful, they would directly benefit the Central Wisconsin Airport (CWA) and improve overall aviation infrastructure and services in the state.

**Timeline:** While these initiatives were initially identified as multi-year efforts beginning in 2025, they remain active and relevant priorities for 2026. Notable progress has been made on advancing alternative project delivery methods, including Construction Manager at Risk (CMAR), with continued coordination occurring at the state level. Progress on the remaining initiatives - particularly those related to statewide air service development and destination marketing—has been incremental but meaningful. Given the complexity of legislative action and the need for sustained coordination among airports, state agencies, and elected officials, it is anticipated that these efforts will continue over several legislative cycles. Airport staff recommend maintaining these priorities through 2026, recognizing that progress will depend on staff capacity (both locally and at the state level) as well as legislative support.

**Financial Impact:** The direct financial impact of these initiatives remains uncertain at this time. However, successful implementation could result in increased investment in Wisconsin airports, improved project delivery efficiencies, and

enhanced air service opportunities, all of which could provide long-term financial and economic benefits to the Central Wisconsin Airport and the region.

**Contributions to Airport Goals:** If successful, these legislative initiatives directly support multiple 2026 Central Wisconsin Airport goals, including: Goal #1: Expand Air Service by supporting statewide air service development efforts, increasing access to airline resources, and enhancing destination marketing partnerships that help attract and retain service. Goal #4: Develop a Plan for Future Growth by advancing project delivery efficiencies, supporting infrastructure planning, and improving coordination with state and federal partners to position Wisconsin airports for timely capital investment.

**Recommended Action:** Airport staff recommend that the Central Wisconsin Joint Airport Board approve the proposed 2026 legislative priorities and direct staff to continue pursuing these initiatives as resources, time, and legislative opportunities allow.



## Agenda Item Summary

CENTRAL WISCONSIN AIRPORT

**Airport Board Meeting Date:** February 10, 2026

**Agenda Item Title:** #7) Review and Possible Action on Flightline Drive Design Contract

**Staff Responsible:** Mark Cihlar, Assistant Airport Director

**Background:** Flightline Drive is the access road that serves the fuel farm, the GFO Hangar facility, and remaining GA development sites along Taxilane E. (See attached exhibit on the next page of this AIS.) The existing access road has degraded severely over the years and has reached the end of useful life. It is also located in a position that limits the development opportunity west of the fuel farm. This was studied during the 2023 Terminal Area Master Plan (TAMP), and a project was identified to relocate this road to the north in order to maximize the development opportunity for this site. In May of 2025, the Central Wisconsin Joint Airport Board approved this project by resolution, contingent on state and local funding.

In a planning meeting with the Wisconsin DOT Bureau of Aeronautics (BOA) in October 2025, the BOA indicated that 80/20 State Aid funds were available for this project based on a budgetary project cost estimate of \$550,000, and recommended CWA proceed with designing and bidding out the project in the spring of 2026. Becher Hoppe Associates was recently selected by the Joint Airport Board for airport engineering services, and this project was specifically included in the RFP for that selection.

The recommended 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.

**Timeline:** If approved by the board, the design work will be completed as quickly as possible in order to have the project out to bid by April. The BOA has indicated the goal to have construction contracts awarded by June of 2026 for this project.

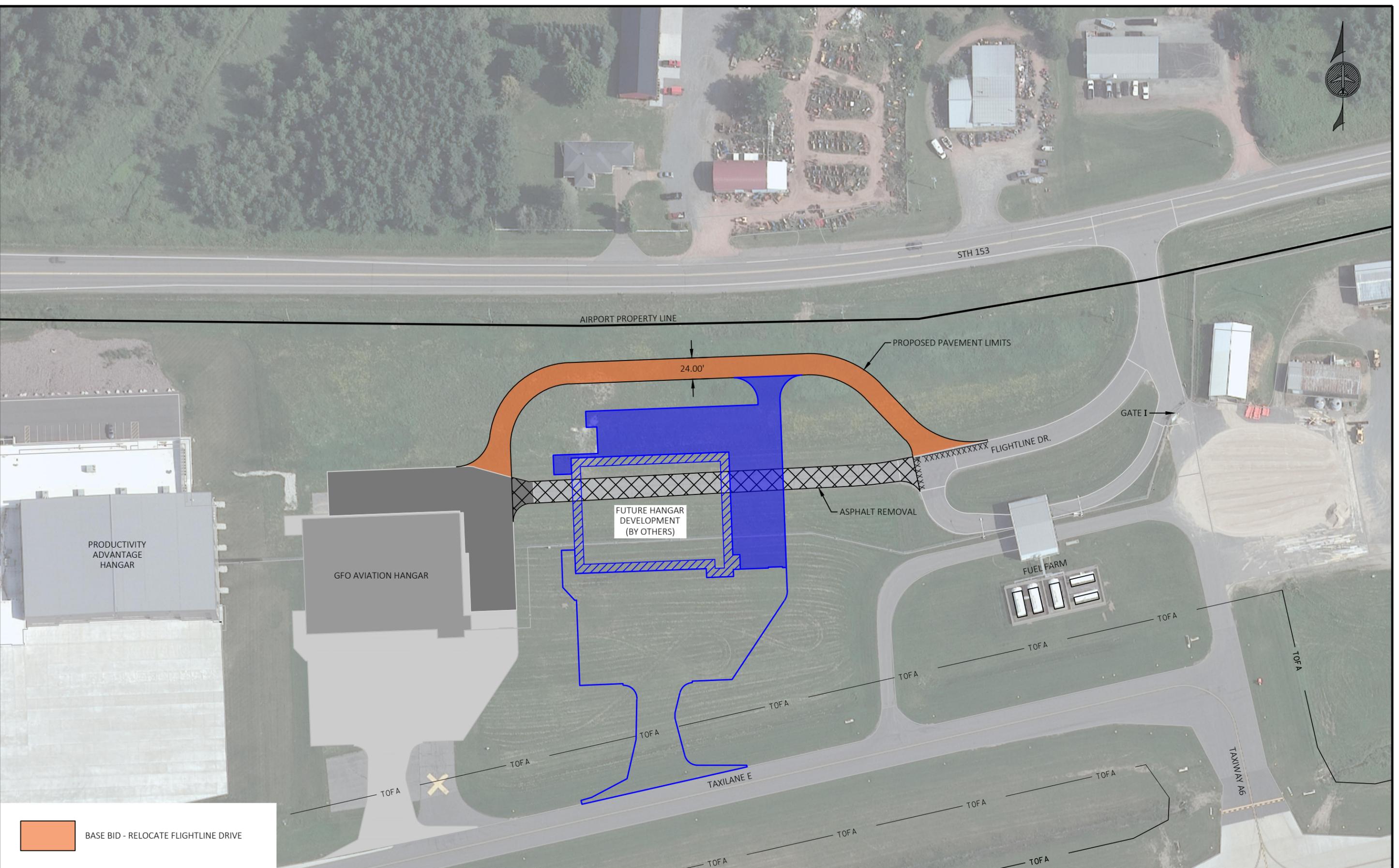
**Financial Impact:** The proposed design contract has a total cost of \$65,783.43. In order to meet the project timeline, staff recommend the airport commit sponsor only funding to the BOA in order to expedite the award of this contract. This amount will be paid by CWA out of the airport's 2026 operating budget but will be included in the total project cost for credit towards the 20% local match of the project. The total local match of the project is anticipated to be under \$110,000.

**Contributions to Airport Goals:** This final design contract supports the 2026 Airport Goals to Develop Plan for Future Growth, and continues to advance the 2023 Terminal Area Master Plan.

**Recommended Action:** Airport staff recommend approval of the design contract with Becher-Hoppe Associates, and authorize the airport director to commit sponsor only funding to the BOA for this design effort.

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

NONE  
NONE



LAYOUT: 1.15  
PLOT TIME: 3/27/2026 10:46 AM  
FILE NAME: P:\2026\2026.004 - BOA - CWA Flightline Dr Relocation\CAD\Plans\26004-1.15-pp.dwg

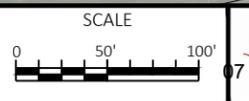
 BASE BID - RELOCATE FLIGHTLINE DRIVE



330 N. 4th STREET  
WAUSAU, WI 54403 • 715.845.8000  
becherhoppe.com

DRAWN BY: KEH  
CHECKED BY: KRK  
DATE: JAN 2026

PROJECT NO: 2026.004  
REV. DATES:



CENTRAL WISCONSIN AIRPORT  
FLIGHTLINE DRIVE RELOCATION  
CWA10##

PROJECT OVERVIEW

SHEET 1.15

# ATTACHMENT A

## SCOPE OF WORK

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

#### Flightline Drive Relocation

CWA 10##

January 29, 2026

#### Project Understanding

The Central Wisconsin Joint Airport Board (Sponsor) and the Wisconsin Department of Transportation, Bureau of Aeronautics (BOA) propose to conduct preliminary and final design for Flightline Drive Relocation at Central Wisconsin Airport (CWA).

The portion of Flightline Drive between the fuel farm and the GFO Aviation hangar has reached the end of its useful life and is in need of reconstruction. CWA's ALP shows relocation of the road to provide clearance for future corporate hangars. It has been determined that the road should be relocated as part of this project. The proposed project funding source is primarily 80/20 State/Sponsor funding. Bidding is anticipated to occur in spring 2026.

**Attachment C** shows the proposed improvements and limits of the investigations to be completed as part of this scope.

The budgetary project cost estimate is \$550,000.

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 and final 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**  
NOT INCLUDED IN SCOPE.

**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 conduct design meetings at the Airport for scoping/preliminary design, 30% design review, and 90% design review. The Consultant will provide written minutes of the design review meetings.

**Item e – Coordination with Utilities**

The Consultant will coordinate with utility companies with facilities within the proposed construction area as necessary to help protect existing utilities or plan for necessary utility installations in relation to the proposed improvements. 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 Cost (OPCs)**

The Consultant will prepare preliminary OPCs for the project. These include a budgetary OPC, which will be provided during the scoping process, and a 30% OPC, which will be provided with 30% design documents. The preliminary OPCs may not be broken down by bid item, and will generally be an order of magnitude estimate.

**Item g – Preliminary Engineer’s Report**  
NOT INCLUDED IN SCOPE.

**Item h – Exhibit “A” Map**  
NOT INCLUDED IN SCOPE.

**Item i – Pavement Design and FAA Forms/Output**  
NOT INCLUDED IN SCOPE.

**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 and submittal to show compliance with construction site standards are anticipated to be necessary because the proposed ground disturbance is greater than 1 acre. Consultant will provide NOI attachments to BOA pertaining to construction site standards. The project is not anticipated to need to comply with DNR post-construction performance standards because the road is being replaced in kind. An actual cost item is included for producing design & documentation that complies with post-construction performance standards.

**Item k – ALP Pen & Ink Update**

Consultant will prepare a pen & ink update to CWA’s airport layout plan (ALP) to show the updated layout of Flightline Drive and future hangar. The ALP sheets to be updated are Sheets 5, 12, and 13.

**2. Phase II – Final Design**

**Item a - Final Engineer’s Report**

NOT INCLUDED IN SCOPE.

**Item b – Technical Design and Development of Construction Plans**

The Consultant will complete technical design for the proposed improvements. During design, the Consultant will prepare and submit 30% and 90%, and draft final plan sets for review and comment by the Sponsor and BOA.

The Consultant will prepare final plans for BOA approval to bid.

Plan sheets will be 11” X 17” (B) size sheets.

Design efforts and resulting plan sheets anticipated to be included are as follows:

<b>Plan Sheets</b>	<b>Design Effort/Information Shown</b>	<b>Estimated No. of Sheets</b>
Title sheet	Index of drawings, project number, project location, location maps, project description, bid alternate descriptions, record drawing block, stamp block, BOA review block, title block, revision block.	1
Estimated quantities	Table showing item numbers, item descriptions, estimated quantities, and units of measure.	1
Project overview	Plan view of the project showing high level overview of the project, broken down by bid alternates.	1
Legend, abbreviations, contact info, and general notes	Topographic symbol legend, linetype legend, erosion control legend, abbreviations, project contacts, general notes.	1

Plan Sheets	Design Effort/Information Shown	Estimated No. of Sheets
Typical sections	<ul style="list-style-type: none"> <li>• Existing Typical Sections <ul style="list-style-type: none"> <li>○ Flightline Drive</li> <li>○ GFO Aviation Hangar Parking Lot</li> </ul> </li> <li>• Proposed Typical Sections <ul style="list-style-type: none"> <li>○ Flightline Drive</li> </ul> </li> </ul>	2
Construction safety phasing plan, phasing overview	<ul style="list-style-type: none"> <li>• Aerial background</li> <li>• Road, taxiway, runway, building, etc. labels</li> <li>• Alignments</li> <li>• Work areas by phase</li> <li>• Reference to traffic control sheet for each phase</li> <li>• Description of work within each work area</li> <li>• FAA AC 150/5300-13B design surfaces as necessary to delineate phase boundaries</li> </ul>	1
Construction safety phasing plan, points of interest and traffic control (3 phases anticipated)	<ul style="list-style-type: none"> <li>• Aerial background</li> <li>• Road, taxiway, runway, building, etc. labels</li> <li>• Alignments</li> <li>• FAA AC 150/5300-13B design surfaces</li> <li>• Traffic control layout</li> </ul>	3
Construction safety phasing plan, summary of construction	<ul style="list-style-type: none"> <li>• Description of construction within each phase</li> <li>• Description of AOAs affected by each phase</li> <li>• Description of work hours for each phase</li> <li>• Description of required safety measures and responsibilities by contractor, airport, airlines for each phase</li> <li>• Description of contract time requirements for each phase</li> </ul>	1
Construction safety phasing plan, construction operations and safety notes	<p>Describe all general requirements contained in AC 150/5370-2G. Sections will include:</p> <ul style="list-style-type: none"> <li>• Construction operations narrative</li> <li>• Construction phasing general description</li> <li>• Construction operations notes <ul style="list-style-type: none"> <li>○ Areas and operations affected by construction</li> <li>○ Protection of NAVAIDS</li> <li>○ Contractor access and site management</li> <li>○ Wildlife management</li> <li>○ Foreign object debris management</li> <li>○ Hazardous materials management</li> <li>○ Notification of construction activities</li> <li>○ Inspection requirements</li> <li>○ Underground utilities</li> <li>○ Penalties</li> <li>○ Special conditions</li> <li>○ Runway and taxiway visual aids</li> <li>○ Hazard marking and lighting</li> <li>○ Protection of runway and taxiway safety areas</li> <li>○ Limitations on construction activities</li> </ul> </li> <li>• FAA airspace review comments</li> </ul>	2

<b>Plan Sheets</b>	<b>Design Effort/Information Shown</b>	<b>Estimated No. of Sheets</b>
Standard construction details	<ul style="list-style-type: none"> <li>• Silt fence</li> <li>• Inlet protection</li> <li>• Temporary ditch checks</li> </ul>	3
Special construction details	<ul style="list-style-type: none"> <li>• Traffic control</li> </ul>	1
Existing conditions and removals	Plan view sheets along proposed paving areas showing: <ul style="list-style-type: none"> <li>• Existing topographic data including contours, pavement edges, utilities, culverts, nav aids, visual aids, etc.</li> <li>• Road, taxiway, runway, building, etc. labels</li> <li>• Alignments</li> <li>• Proposed removals</li> <li>• Important features to protect</li> <li>• Slope intercepts</li> </ul>	1
Grading, drainage, and erosion control	Plan view sheets along proposed paving areas showing: <ul style="list-style-type: none"> <li>• Existing topographic data including contours, pavement edges, utilities, culverts, nav aids, visual aids, etc.</li> <li>• Road, taxiway, runway, building, etc. labels</li> <li>• Alignments</li> <li>• Proposed pavement edges</li> <li>• Proposed contours</li> <li>• Slope intercepts</li> <li>• Proposed erosion control measures</li> <li>• Proposed restoration measures</li> </ul>	1
Estimated Earthwork Volumes	<ul style="list-style-type: none"> <li>• Table(s) showing detailed volumetric earthwork calculations and data of interest to contractors.</li> </ul>	1

AGIS work is not included in this scope.

**Item c - Bid Proposal Documents and Technical Specifications**

The Consultant will prepare the bid proposal packet in accordance with BOA standards for a state-aid funded project.

The following information will be included in the bid proposal packet:

- Segment I
  - Proposal for airport work
  - Advertisement for bids
  - Advisory notice to bidders
  - Bidder request to bid/current workload form
  - Erosion control implementation plan worksheets
  - Safety plan compliance document worksheets
  - Bid sticker
  - Table of contents
  - Proposal requirements and conditions
  - Bid bond forms

- Certificate of annual bond form
- List of subcontractors form
- State requirements
- Segment II
  - Special provisions
- Segment III
  - Supplemental Specifications – N/A
- Segment IV:
  - Wage rate determination – N/A
- Segment V:
  - Schedule of prices
- Addendums

BOA Specifications for Airport Construction, 2021 edition, are anticipated to be used for general provisions. WisDOT Highway Specifications are anticipated to be used for typical construction work. Special provisions are planned to be used to specify non-typical work.

**Item d - Pre-Bid Meeting**

The Consultant will administer a pre-bid meeting at the Airport to explain the project requirements to prospective contractors. The Consultant will prepare exhibits, charts, and other information as necessary to clearly present project information. The Consultant will answer questions regarding the project, receive comments, and record the minutes of the meeting. The meeting will include a tour of the site.

**Item e – Opinion of Probable Construction Cost**

The Consultant will develop and transmit opinions of probable construction cost (OPC). The OPCs will be detailed as per the bid items chosen and the associated quantities of work to be accomplished for the project. OPCs will be submitted with 90% and final bid document submittals.

**Item f - Construction Safety and Phasing Plan Submittal to OEAAA**

Consultant will submit the CSPP to FAA Obstruction Evaluation/Airport Airspace Analysis (OEAAA) system.

**Item g - Furnishing of Plans and Specifications**

The Consultant will submit and distribute up to three sets of the 30% and 90% plans, special provisions, and OPC to the BOA and Sponsor for review/comment prior to the design review meetings. The schedule of prices (Segment V) will not be included with 30% or 90% submittals.

The Consultant will review all comments received from the BOA and Sponsor from 30% and 90% design submittal reviews and incorporate applicable comments into plans, specifications, and OPC.

The Consultant will distribute up to three sets of draft final plans, specifications, and OPC for approval to bid to the BOA and Sponsor.

The Consultant will prepare and distribute up to 10 sets of “B” size bidding documents to the Sponsor, BOA, and other typical recipients.

**Item h - Assistance in Securing Bids**

The Consultant will assist BOA in securing responsive bids for the project. This includes responding to bidder questions and coordination with the bidders prior to the bid date.

### 3. Actual Cost Items

**Item a – Additional Meetings**  
NOT INCLUDED IN SCOPE.

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

**Item c – DNR Post Construction Performance Standards Design and Documentation**  
If necessary, consultant will prepare the design to comply with DNR post construction performance standards and provide the associated necessary documentation with the NOI submittal.

The DBE goal for this project is N/A.

Construction services will be provided under a separate scope.

### **END OF PROJECT SCOPE**

P:\2026\2026.004 - BOA - CWA Flightline Dr Relocation\Admin\Contracts - Working\Design\CWA Flightline Drive\_Design\_Attach A\_Scope.docx

WisBOA/FAA Funded Projects

AIRPORT : Central Wisconsin Airport

PREPARED BY: KRK

2026 Wage Rates

PROJECT NUMBER : CWA10## (SAP-##)

CHECKED BY:

2024 DOT O/H Rates

PROJECT DESCRIPTION: Flightline Drive Relocation

APPROVED BY:

DATE: 2/3/2026

No.	STAFF CLASSIFICATION & WAGE RATES =====>	ESTIMATED HOURS							LABOR, OVERHEAD & MATERIALS			TRAVEL, EQUIPMENT AND PER DIEM						PROFIT ON ITEMS 1 & 2 11.00%	SUM OF ALL COST ITEMS 1-6				
		Project Engr. III (Karl)	Project Engr. II (Jed)	Project Engr. I (Kevin)	Resource Manager (Matt)	Survey Supv (Jed)	Survey Tech (Tyler)	Tech Assist (Jodi)	TOTAL HOURS	Direct Labor Costs	Direct + G&A Overhead 179.14%	Mat'l's & Supplies	Drone (hr)	Truck (mi)	Robot (hr)	GPS (hr)	Lodging			Meals	Total Travel & Per Diem	CONSULTANT COSTS	
		1	2	3	4	5	6	7	1	2	3	4a	4b	4c	4d	4e	4f			4	5	6	
1.	<b>PHASE I - PRELIMINARY DESIGN</b>																						
1.a.	<b>PHASE I</b>																						
1.a.	<b>DESIGN SURVEYS</b>																						
	Field survey work & data process	1		1		18	18	38 hr.	\$ 1,650.99	\$ 2,957.58			120	8	2		\$ 76.00	\$ 563.00		\$ 506.94	\$ 5,678.51		
	Overall Project Setup, CADD Base Maps			4				4 hr.	\$ 195.72	\$ 350.61							\$ -	\$ -		\$ 60.10	\$ 606.43		
	Topographic Survey Base Maps			1		4		5 hr.	\$ 251.57	\$ 450.66							\$ -	\$ -		\$ 77.25	\$ 779.48		
	Soil Boring Layout							0 hr.	\$ -	\$ -							\$ -	\$ -		\$ -	\$ -		
	<b>Design Surveys Subtotal</b>	1.0	-	6.0	-	22.0	18.0	47 hr.	\$ 2,098.28	\$ 3,758.85	\$ -	0 mi.	120 mi.	8 hr.	2 hr.	\$ -	\$ 76.00	\$ 563.00	\$ -	\$ 644.28	\$ 7,064.42		
1.b.	<b>GEOTECH INVEST. &amp; REPORT</b>							0 hr.	\$ -	\$ -							\$ -	\$ -		\$ -	\$ -		
	<b>Geotech Subtotal</b>	-	-	-	-	-	-	0 hr.	\$ -	\$ -	\$ -	0 mi.	0 mi.	0 hr.	0 hr.	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
1.c.	<b>OBSTRUCTION SURVEYS AND ANALYSES</b>							0 hr.	\$ -	\$ -							\$ -	\$ -		\$ -	\$ -		
1.d.	<b>MEETINGS (3) &amp; SCOPING</b>	30		12		1		45 hr.	\$ 2,735.22	\$ 4,899.87			120			\$ 76.00	\$ 163.00		\$ 839.86	\$ 8,637.95			
1.e.	<b>COORDINATION WITH UTILITIES</b>	1		4				5 hr.	\$ 263.10	\$ 471.32							\$ -	\$ -		\$ 80.79	\$ 815.21		
1.f.	<b>PRELIMINARY OPCs</b>	2		8				10 hr.	\$ 526.20	\$ 942.63							\$ -	\$ -		\$ 161.57	\$ 1,630.40		
1.g.	<b>PRELIMINARY ENGINEER'S REPORT</b>							0 hr.	\$ -	\$ -							\$ -	\$ -		\$ -	\$ -		
1.h.	<b>EXHIBIT "A" MAP</b>							0 hr.	\$ -	\$ -							\$ -	\$ -		\$ -	\$ -		
1.i.	<b>PAVEMENT DESIGN &amp; FAA FORMS</b>							0 hr.	\$ -	\$ -							\$ -	\$ -		\$ -	\$ -		
1.j.	<b>CATEX</b>	4		40				44 hr.	\$ 2,226.72	\$ 3,988.95							\$ -	\$ -		\$ 683.72	\$ 6,899.39		
1.k.	<b>ALP PEN &amp; INK SHEETS</b>	3		15				18 hr.	\$ 936.09	\$ 1,676.91							\$ -	\$ -		\$ 287.43	\$ 2,900.43		
	<b>Phase I Total</b>	41.0	-	85.0	-	23.0	18.0	2.0	169 hr.	\$ 8,785.61	\$ 15,738.53	\$ -	0 mi.	240 mi.	8 hr.	2 hr.	\$ -	\$ 152.00	\$ 726.00	\$ -	\$ 2,697.66	\$ 27,947.80	<b>Phase I</b>
2.	<b>PHASE II - FINAL DESIGN</b>																						
2.a.	<b>FINAL ENGINEER'S REPORT</b>							0 hr.	\$ -	\$ -							\$ -	\$ -		\$ -	\$ -		
2.b.	<b>TECHNICAL DESIGN &amp; CONSTRUCTION PLANS:</b>																						
	Title Sheet			3				3 hr.	\$ 146.79	\$ 262.96							\$ -	\$ -		\$ 45.07	\$ 454.82		
	Estimated Quantities	1		16				17 hr.	\$ 850.26	\$ 1,523.16							\$ -	\$ -		\$ 261.08	\$ 2,634.50		
	Project Overview Plan	1		6				7 hr.	\$ 360.96	\$ 646.62							\$ -	\$ -		\$ 110.83	\$ 1,118.41		
	Legend, abbreviations, contact info, general notes			2				2 hr.	\$ 97.86	\$ 175.31							\$ -	\$ -		\$ 30.05	\$ 303.22		
	Typical Sections			4				4 hr.	\$ 195.72	\$ 350.61							\$ -	\$ -		\$ 60.10	\$ 606.43		
	CSPP Phasing Overview			4				4 hr.	\$ 195.72	\$ 350.61							\$ -	\$ -		\$ 60.10	\$ 606.43		
	CSPP POI & TC (3 phases anticipated)			12				12 hr.	\$ 587.16	\$ 1,051.84							\$ -	\$ -		\$ 180.29	\$ 1,819.29		
	CSPP Summary of Construction			2				2 hr.	\$ 97.86	\$ 175.31							\$ -	\$ -		\$ 30.05	\$ 303.22		
	CSPP Operations & Safety Notes			2				2 hr.	\$ 97.86	\$ 175.31							\$ -	\$ -		\$ 30.05	\$ 303.22		
	Standard Construction Details			2				2 hr.	\$ 97.86	\$ 175.31							\$ -	\$ -		\$ 30.05	\$ 303.22		
	Special Construction Details			2				2 hr.	\$ 97.86	\$ 175.31							\$ -	\$ -		\$ 30.05	\$ 303.22		
	<b>Guidance-Sign Legend</b>							0 hr.	\$ -	\$ -							\$ -	\$ -		\$ -	\$ -		
	Existing Conditions and Removals			6				6 hr.	\$ 293.58	\$ 525.92							\$ -	\$ -		\$ 90.15	\$ 909.65		
	Grading, Drainage, and Erosion Control	4		40				44 hr.	\$ 2,226.72	\$ 3,988.95							\$ -	\$ -		\$ 683.72	\$ 6,899.39		
	Plan and Profile							0 hr.	\$ -	\$ -							\$ -	\$ -		\$ -	\$ -		

No.	STAFF CLASSIFICATION & WAGE RATES =====>	ESTIMATED HOURS							LABOR, OVERHEAD & MATERIALS			TRAVEL, EQUIPMENT AND PER DIEM						PROFIT ON ITEMS 1 & 2 11.00%	SUM OF ALL COST ITEMS 1-6				
		Project Engr. III (Karl)	Project Engr. II (Jed)	Project Engr. I (Kevin)	Resource Manager (Matt)	Survey Supv (Jed)	Survey Tech (Tyler)	Tech Assist (Jodi)	TOTAL HOURS	Direct Labor Costs	Direct + G&A Overhead 179.14%	Mat'l's & Supplies	Drone (hr) \$ 100.00	Truck (mi) 0.725	Robot (hr) \$ 40.00	GPS (hr) \$ 40.00	Lodging			Meals	Total Travel & Per Diem	CONSULTANT COSTS	
		1	2	3	4	5	6	7	1	2	3	4a	4b	4c	4d	4e	4f			4	5	6	
	Cross Sections							0 hr.	\$ -	\$ -							\$ -		\$ -	\$ -			
	Estimated Earthwork Volumes	1		12				13 hr.	\$ 654.54	\$ 1,172.54							\$ -		\$ 200.98	\$ 2,028.06			
	Electrical Design and Vault Plans							0 hr.	\$ -	\$ -							\$ -		\$ -	\$ -			
	<b>Construction Plans Subtotal</b>	7.0	-	113	-	-	-	120 hr.	\$ 6,000.75	\$ 10,749.76	\$ -	0 mi.	0 mi.	0 hr.	0 hr.	\$ -	\$ -	\$ -	\$ -	\$ 1,842.56	\$ 18,593.08		
2.c.	<b>BID PROPOSAL PACKET</b>																						
	Segment I - Proposal Documents	1		8				9 hr.	\$ 458.82	\$ 821.93							\$ -		\$ 140.88	\$ 1,421.63			
	Segment II - Special Provisions	2		8				10 hr.	\$ 526.20	\$ 942.63							\$ -		\$ 161.57	\$ 1,630.40			
	Segment III - Supplemental Specs							0 hr.	\$ -	\$ -							\$ -		\$ -	\$ -			
	Segment IV - Wage Rates							0 hr.	\$ -	\$ -							\$ -		\$ -	\$ -			
	Segment V - Schedule of Prices			4				4 hr.	\$ 195.72	\$ 350.61							\$ -		\$ 60.10	\$ 606.43			
	Addendum(s)	4		6				10 hr.	\$ 563.10	\$ 1,008.74							\$ -		\$ 172.90	\$ 1,744.74			
	<b>Bid Proposal Packet Subtotal</b>	7.0	-	26.0	-	-	-	33 hr.	\$ 1,743.84	\$ 3,123.91	\$ -	0 mi.	0 mi.	0 hr.	0 hr.	\$ -	\$ -	\$ -	\$ -	\$ 535.45	\$ 5,403.20		
2.d.	PRE-BID MEETING AT AIRPORT	6		6				12 hr.	\$ 697.86	\$ 1,250.15			40				\$ 38.00	\$ 67.00	\$ 214.28	\$ 2,229.29			
2.e.	OPC (90%, & FINAL)	2		10				12 hr.	\$ 624.06	\$ 1,117.94							\$ -		\$ 191.62	\$ 1,933.62			
2.f.	CONSTRUCTION SAFETY & PHASING PLAN			6				6 hr.	\$ 293.58	\$ 525.92							\$ -		\$ 90.15	\$ 909.65			
2.g.	FURNISHING PLANS/SPECS																						
	(2) Sets Prel. Review Plans At 30%, 90%			4				4	8 hr.	\$ 347.72	\$ 622.91	\$ 120.00						\$ -		\$ 106.77	\$ 1,197.40		
	(3) Sets Draft Final P/S			2				2	4 hr.	\$ 173.86	\$ 311.45	\$ 90.00						\$ -		\$ 53.38	\$ 628.69		
	(6) Sets Final P/S			2				2	4 hr.	\$ 173.86	\$ 311.45	\$ 180.00						\$ -		\$ 53.38	\$ 718.69		
	(10) Sets P/S for Bidding			2				2	4 hr.	\$ 173.86	\$ 311.45	\$ 300.00						\$ -		\$ 53.38	\$ 838.69		
	<b>Furnishing P/S Subtotal</b>	-	-	10.00	-	-	-	10.00	20 hr.	\$ 869.30	\$ 1,557.26	\$ 690.00	0 mi.	0 mi.	0 hr.	0 hr.	\$ -	\$ -	\$ -	\$ -	\$ 266.92	\$ 3,383.47	
2.h.	ASSISTANCE IN SECURING BIDS	4		6				10 hr.	\$ 563.10	\$ 1,008.74							\$ -		\$ 172.90	\$ 1,744.74			
	<b>PHASE II Total</b>	26 hr.	0 hr.	177 hr.	0 hr.	0 hr.	0 hr.	10 hr.	213 hr.	\$ 10,792.49	\$ 19,333.68	\$ 690.00	0 mi.	40 mi.	0 hr.	0 hr.	\$ -	\$ 38.00	\$ 67.00	\$ -	\$ 3,313.88	\$ 34,197.05	Phase II
	<b>TOTAL LUMP SUM AMOUNT</b>	67 hr.	0 hr.	262 hr.	0 hr.	23 hr.	18 hr.	12 hr.	382 hr.	\$ 19,578.10	\$ 35,072.21	\$ 690.00	0 mi.	280 mi.	8 hr.	2 hr.	\$ -	\$ 190.00	\$ 793.00	\$ -	\$ 6,011.54	\$ 62,144.85	
	<b>% OF TOTAL HOURS</b>	17.5%	0.0%	68.6%	0.0%	6.0%	4.7%	3.1%	100.0%												\$ 62,144.85		
3	<b>ACTUAL COST ITEMS</b>																						
3.a.	ADDITIONAL MEETINGS							0 hr.	\$ -	\$ -								\$ -		\$ -	\$ -		
3.b.	SUPPLEMENTAL BIDDING DOCS (10 SETS)							0 hr.	\$ -	\$ -								\$ -		\$ -	\$ -		
3.c.	DNR POST CONSTRUCTION PERFORMANCE DESIGN			24				24 hr.	\$ 1,174.32	\$ 2,103.68								\$ -		\$ 360.58	\$ 3,638.58		
	<b>ACTUAL COST TOTAL</b>	-	-	24.0	-	-	-	24 hr.	\$ 1,174.32	\$ 2,103.68	\$ -	0 mi.	0 mi.	0 hr.	0 hr.	\$ -	\$ -	\$ -	\$ -	\$ 360.58	\$ 3,638.58	A/Cs	

FOR INFORMATION PURPOSES ONLY

Actual Cost Multiplier 3.0985

LUMP SUM AMOUNT = \$ 62,144.85  
 ACTUAL COST AMOUNT = \$ 3,278.00  
 FIXED FEE AMOUNT = \$ 360.58  
 MAXIMUM COMBINED SUM = \$ 65,783.43



CENTRAL WISCONSIN AIRPORT

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

## **Record of Negotiations: Central Wisconsin Airport Design Engineering Services**

**Date:** February 4, 2026

**Contract Title:** Design Engineering Services – Flightline Drive Design Contract

**Location:** Central Wisconsin Airport

**Anticipated AIP Grant:** None – State Aid Only

1. In January of 2026, the Central Wisconsin Airport (CWA) completed 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 January 12, 2031.
2. On January 14, 2026, CWA requested a detailed scope of work from Becher Hoppe for the design of the Flightline Drive Project. Becher Hoppe provided a draft scope of work to CWA on January 19, 2026.
3. On January 26, 2026, before the scope of work was finalized, the FAA indicated that the project was going to require an ALP Pen and Ink update. This effort was added to the scope of work. CWA and Becher Hoppe agreed the scope of work was reasonable and acceptable for the project at hand.
4. On January 29, 2026, Becher Hoppe provided CWA an updated scope of work and a blank fee spreadsheet to use for preparing an Independent Fee Estimate (IFE) for the scope of work.
5. On February 3, 2026, CWA staff with experience estimating and negotiating projects of similar scope prepared an IFE for this scope of work. The IFE for the project estimated the total effort required to complete the scope of work would be 600hrs with a total cost of \$97,339.64. In accordance with FAA AC 150/5100-14E, a fee proposal would be expected to be within 10% of this range, or between \$87,605.68 and \$107,073.60.
6. On February 3, 2026, 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 382 hours, and a cost of \$65,783.43 This amount was 33% lower than the IFE. CWA reviewed the fee proposal, and noted the effort for the technical design and development of construction plans, as well as the effort preparing the proposal documents were significantly less than expected based on the IFE. Specifically, minimal effort was included for the Project Engineer III role for oversight of the plans and specs, and the total Project Engineer I effort was about 100 hours less than estimated. Although the lower cost of the proposal is in the airport's favor, CWA wanted to ensure Becher Hoppe had included enough effort to successfully complete the project. Later that same day, CWA discussed the proposal with Becher Hoppe. CWA questioned why the technical design effort was so low, and Becher Hoppe explained that because this project does not have

*Serving Wausau, Stevens Point and the Central Wisconsin Region*



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federal funding, they will be able to use Wisconsin DOT State specs instead of FAA specs on this project, and that the state spec is much simpler to integrate into a project than the FAA spec is. Becher Hoppe was confident they had enough effort in their proposal to successfully complete the project.

7. On February 3, 2026, CWA informed Becher Hoppe that the fee was acceptable, and asked Becher Hoppe to prepare the BOA contract for consideration by the Central Wisconsin Joint Airport Board.
8. On February 10, 2026, CWA will recommend approval of the design contract with Becher Hoppe, negotiated in good faith, to the Central Wisconsin Joint Airport Board

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

Mark Cihlar, AAE  
Assistant Airport Director



## Agenda Item Summary

*CENTRAL WISCONSIN AIRPORT*

**Airport Board Meeting Date:** February 10, 2026

**Agenda Item Title:** #8) Review and Possible Action on 2028 AIP Project Resolution R-01-26

**Staff Responsible:** Mark Cihlar, Assistant Airport Director

**Background:** Annually, the Board approves by resolution the projects that airport staff will pursue state and federal funding for. Rigorous planning efforts with the FAA and Wisconsin DOT Bureau of Aeronautics (BOA) require project formulation efforts for projects to begin at least the year before the anticipated grant year. The larger the project, the earlier the coordination needs to begin.

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. The next significant project for CWA is a new ARFF/SRE Facility identified in the CIP for a large 2028 Discretionary grant. In order to meet this timeline, project formulation efforts need to begin soon.

### ***ARFF/SRE Facility***

This project will replace the current ARFF/SRE Facility in the existing location and expanding its footprint to the east. The existing ARFF/SRE Facility does not meet the airport's current needs for equipment storage or for maintenance activities. The new facility will increase the equipment storage area and allow the airport to eliminate several remote cold-storage facilities east of the fuel farm. It will also expand on-site maintenance capabilities with the addition of an overhead crane in the maintenance bay. This project was a focus area of the 2023 Terminal Area Master Plan. A One-Page Infographic project summary attached to this AIS.

**Timeline:** If approved by the board, the ARFF/SRE Facility project could begin project formulation through a preliminary design contract 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 2026 Annual Airport Goal to Develop Plan for Future Growth and continue progressing the 2023 Terminal Area Master Plan.

**Recommended Action:** Staff recommend approval of the 2028 AIP Project Resolution R-01-26.

**Attachment:** CWA 2026 CIP, ARFF/SRE Facility Infographic, Resolution R-01-26

**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
		<b>7,878,902</b>	<b>115,990</b>	<b>298,690</b>	<b>0</b>	<b>1,918,419</b>	<b>10,212,000</b>

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 (Multi-year)	General Aviation Apron (Design and Construct)	1,300,000	70,322	70,322	0	1,444,444	2,812,865
PFC	SRE Loader	0	0	0	400,000		400,000
SAP	GA Access Road	0	440,000	110,000	0		550,000
		<b>2,600,000</b>	<b>544,532</b>	<b>214,532</b>	<b>400,000</b>		<b>5,277,242</b>

FY 2027		FAA	BOA	CWA*	PFC Only	Local	Total
AIP-Entitlement	General Aviation Apron (reimbursement)	1,300,000	72,222	72,222	0		1,444,444
		0	0	0			0
		<b>1,300,000</b>	<b>72,222</b>	<b>72,222</b>	<b>0</b>		<b>1,444,444</b>

FY 2028		FAA	BOA	CWA*	PFC Only	Local	Total
AIP -Entitlement	ARFF/SRE Facility (Design Reimbursement)	1,350,000	75,000	75,000	0		1,500,000
AIP -Discretionary	ARFF/SRE Facility (Construct)	20,000,000	1,111,111	1,111,111		2,000,000	24,222,222
		<b>21,350,000</b>	<b>1,186,111</b>	<b>1,186,111</b>	<b>0</b>		<b>25,722,222</b>

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
		<b>6,300,000</b>	<b>350,000</b>	<b>350,000</b>	<b>0</b>	<b>0</b>	<b>7,000,000</b>

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
		<b>8,100,000</b>	<b>450,000</b>	<b>450,000</b>	<b>0</b>		<b>9,000,000</b>

FY 2031		FAA	BOA	CWA*	PFC Only	Local	Total
AIP-Discretionary	GA Apron Asphalt Reconstruction and Taxilane shift	5,400,000	300,000	300,000	0		6,000,000
		0	0	0	0		0
		<b>5,400,000</b>	<b>300,000</b>	<b>300,000</b>	<b>0</b>		<b>6,000,000</b>



# ARFF/SNOW REMOVAL EQUIPMENT FACILITY REPLACEMENT

## Central Wisconsin Airport (CWA), Mosinee WI

### Safety and Winter Operations Investment at Central Wisconsin Airport

The replacement facility will improve operational efficiency, enhance safety, and support future air cargo apron development, while CWA's commitment to locally fund full design ensures a construction-ready, low-risk project. A single-year funding award will minimize costs, avoid escalation and phasing inefficiencies, enable timely construction during optimal seasons, and reduce winter-related operational disruptions, making this project a high-confidence investment aligned with FAA safety, efficiency, and resiliency priorities.



#### FY2028

		FAA	BOA	CWA	Local	Total
<b>AIP-Entitlement</b>	ARFF/SRE Facility (Design Reimbursement)	1,350,000	75,000	75,000		1,500,000
<b>AIP-Discretionary</b>	ARFF/SRE Facility (Construct)	20,000,000	1,111,111	1,111,111	2,000,000	24,222,222
		<b>21,350,000</b>	<b>1,186,111</b>	<b>1,186,111</b>	<b>2,000,000</b>	<b>25,722,222</b>

**Efficiency:** Requesting the full \$20 million in discretionary funding in a single fiscal year avoids cost escalation and phasing inefficiencies, allows work to be scheduled efficiently within the short construction season, minimizes winter impacts, and shortens the overall project delivery timeline by at least one year.

**Safety:** Enhances operational safety by mitigating winter impacts and addressing an end-of-life ARFF/SRE facility with structural deficiencies, inadequate space for modern equipment, and decentralized operations that negatively affect safety critical operations.

#### Readiness:

- ✓ Identified in Terminal Area Master Plan
  - ✓ Included in the Airport Capital Improvement Program (ACIP)
  - ✓ FAA ALP Approval Authority Process Complete
  - ✓ Environmental Coordination Underway
  - ✓ **Ongoing coordination with FAA Chicago ADO**
- \* This is an enabling project for a future air cargo apron development.



**RESOLUTION No. R-01-26**  
**APPROVING PROJECTS UNDER THE**  
**AIRPORT IMPROVEMENT 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 project 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. Construct a new Airport Rescue Fire Fighting / Snow Removal Equipment (ARFF/SRE) Facility
  - a. Includes all necessary work to design and construct a new facility with all associated site work, utilities, and pavements as described in the 2023 Terminal Area Master Plan.
  - b. Anticipated 2028 AIP Discretionary Grant

DATED this 10<sup>th</sup> day of February 2026

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Christopher C. Dickinson  
Airport Board Chair

# Central Wisconsin Airport – Flight Schedule

February 10, 2026



<u>Arrivals – Delta</u>				<u>Departures – Delta</u>			
4982	15:42	from MSP	CRJ-900	5384	07:00	to MSP	CRJ-900
4934	21:14	from MSP	CRJ-900	4982	16:20	to MSP	CRJ-900



<u>Arrivals – American</u>				<u>Departures – American</u>			
3381	16:40	from ORD	E170	3362	06:00	to ORD	E170
3484	22:09	from ORD	E170	3363	17:12	to ORD	E170



<u>Arrivals – United</u>	<u>Departures – United</u>
Coming May 21, 2026	Coming May 21, 2026

**Upcoming Charter Schedule**

Feb. 27<sup>th</sup> – Sun Country to Caesar’s/Laughlin  
 Mar. 20<sup>th</sup> – Sun Country to Riverside/Laughlin  
 Apr. 20<sup>th</sup> – Sun Country to Riverside/Laughlin

MSP = Minneapolis  
 ORD = Chicago O’Hare

Total CWA Flights Daily = 4

## CWA Legislative Update –February 2026

### **Airport Alert House Passes FY26 Funding Bills for DOT/FAA and Other Departments**

**(Source: Airport Alert, AAAE)**

February 3, 2026

After narrowly clearing a procedural hurdle, the House of Representatives on a vote of 217 to 214, has just passed a consolidated appropriations measure that provides funding through September for DOT/FAA as well as the Departments of Defense, State, Labor, Education, Housing, and others covered by five of the final six FY26 funding bills. The measure provides funding for DHS and its component agencies, including TSA and CBP, through February 13.

House passage follows approval by the Senate last week and sends the package to the President for his signature into law. Approval of the measure leaves funding for DHS in question beyond February 13 but ensures the rest of the federal government is funded through the fiscal year that ends on October 1. As we have reported, the DHS spending bill was pulled out of a broader package of final FY26 appropriations measures over concerns about the actions of ICE and CBP. Lawmakers and the White House now have less than two weeks to try and reach some agreement on immigration enforcement tactics and pass either a final FY26 DHS spending bill or a further continuing resolution. Failure could result in another shutdown affecting DHS, TSA, and CBP.

As we have reported, the FY26 DOT/FAA spending bill that was approved by the House today and the Senate last week, as part of the broader package, includes good news on airport priorities. As noted in more detail below, the measure includes \$4 billion for the traditional AIP account and slightly more than \$577.4 million for supplemental AIP funding with \$542.4 million of that amount reserved for earmarks. We appreciate the help of our Federal Affairs members and airports in achieving these positive results. While the path forward on the FY26 DHS spending bill is now unclear, the underlying measure also included good news for airports that are now in jeopardy. As we reported earlier (see [Alert](#) for details), the measure calls for restoring funding for TSA to staff exit lanes, LEO reimbursement grants, and the canine program. It also largely rejected the administration's proposed reductions to TSA screener staffing levels. Enactment of these changes will require Congress to pass the underlying, full-year FY26 DHS spending bill, which seems unlikely at the moment.

### **Key Details of FY26 DOT/FAA Spending Bill**

#### **Funding for FAA Programs**

**FAA:** The final FY26 DOT/FAA funding bill includes \$22.2 billion for the FAA, which is \$1.2 billion above the current level.

**Operations:** It includes \$13.7 billion for FAA operations, an amount that will allow the FAA to "hire 2,500 new air traffic controllers and an additional 54 aviation safety inspectors." As a side note, another \$140 million was proposed in the now stalled DHS spending bill "to provide Air Traffic Controllers with a pay raise to help combat chronic staffing shortages, reduce fatigue-related risks, and ensure the continued safety and efficiency of our national airspace."

**Facilities and Equipment:** The final FY26 DOT/FAA spending bill includes a total of \$4 billion for FAA facilities and equipment, which is \$823.7 million above the current level.

**Research, Engineering, and Development:** The bill includes \$290 million for research, engineering, and development - \$10 million above the current level. Of the total amount, \$40 million is reserved for aviation workforce development programs.

### **Airport Improvement Program**

**Traditional AIP Funding:** The final bill includes the fully authorized \$4 billion for the traditional AIP account in FY26. Of that amount, \$160 million is for administration expenses, \$15 million is for the Airport Cooperative Research Program, and \$15 million is for the Small Community Air Service Development Program. Another \$41.8 million is reserved for Airport Technology Research. Of that amount \$6 million is for the airfield technology program with \$3 million for concrete pavement research and \$3 million for asphalt pavement research.

**Supplemental AIP Funding/Earmarks/Rural Airport Grant Program:** The bill includes an additional \$577.4 million for supplemental AIP grants. Of that amount, \$542.4 million is reserved for earmarks, known as “Community Project Funding” or “Congressionally Directed Spending.” Another \$35 million is for discretionary grants with \$20 million of that amount slated for “a new discretionary rural airport grant program that targets those airports who have typically received a smaller amount of entitlement money based on their annual AIP formula amounts.”

**Funding to Help Airports Transition to Fluorine-Free Firefighting Foam:** Despite our efforts and support in the House, the bill does not include funding to help airports transition to fluorine-free firefighting foam. The FAA bill authorized a total of \$350 million over five years to help airports transition to fluorine-free firefighting foam.

**Continued EDS Prohibition:** The bill continues the prohibition against using AIP funds for “the replacement of baggage conveyor systems, reconfiguration of terminal baggage areas, or other airport improvements that are necessary to install bulk explosive detection systems.”

### **Contract Tower Program**

**Contract Towers:** The bill includes \$279.2 million for the FAA Contract Tower Program – \$23.2 million more than the current level. That proposed increase would fund all 266 contract towers currently in the program and allow the FAA to add other airports to the program during FY26. Funding in the bill represents more than a \$100 million increase for the program since FY22.

**Transition Program:** The bill includes \$6 million to convert high activity contract towers to FAA staffed towers. The agreement also directs the FAA “to commence this program within 180 days of enactment of this act and to prioritize contract towers as required under section 625(a)(2) of the FAA Reauthorization Act of 2024.” The FAA bill included language that directs the FAA to establish a pilot program to convert certain contract towers at airports with high numbers of annual enplanements or operations.

### **Other Small Community Programs**

**Small Community Air Service Development:** As mentioned above, the bill includes \$15 million for the Small Community Air Service Development Program -- \$10 million above the current level and \$15 million more than the administration requested.

**Essential Air Service:** The final bill includes \$513.6 million in discretionary funding for the Essential Air Service Program. Coupled with an estimated \$173.9 million from overflight fees, the overall funding level for EAS would rise to \$687.5 million in FY26.

### **Miscellaneous**

**Cost Free Space:** The final bill includes a AAAE-backed proposal that would continue to prohibit the FAA from requiring airports to provide space free of charge in airport-owned buildings.

***Airport Cooperative Research Program:*** As mentioned above, the final bill includes \$15 million in AIP funding for the Airport Cooperative Research Program.

***Flight 5342:*** The final bill includes \$2 million for an independent study on the airspace in the National Capital Region and the coordination between the FAA and Department of Defense.

***UAS Research:*** The final measure includes \$10 million for UAS research and an additional \$14 million for the UAS Center of Excellence.

### **AB 526 Passed in Committee**

**(Source: Alekzander Timmerman, Office of Rep. Brent Jacobson)**

February 3, 2026

AB 526 relating to certain airport improvement contracts passed out of the Assembly Committee on Transportation with an amendment that will limit the use of CMAR to CWA.

Both the amendment and the bill passed with only one representative dissenting, Rep. Arney (D – Wauwatosa).

From here, this bill will head to the Committee on Rules. Rep. Jacobson will advocate in caucus for this bill to go to the floor for a vote by the whole Assembly. It is our understanding that the Senate will be able to take this bill up on the floor without it going to committee.



## 2025-2026 CWA Budget Summary YTD - January

	<u>January YTD - 2026</u>	<u>January YTD - 2025</u>	<u>% CHANGE</u>
Federal Grants	\$0	\$8,248	
State Grants - Other	\$0	\$0	
Parking Fees	\$72,868	\$60,282	
Airport Fees	\$158,689	\$176,385	
Other Charges for Services	\$12,339	\$12,052	
Other Local Governments	\$2,806	\$0	
Property Sales	\$0	\$0	
Other Miscellaneous Revenues	\$0	\$0	
<b>Total Revenues</b>	<b>\$246,702</b>	<b>\$256,967</b>	<b>-3.99%</b>
Personnel Services	\$100,464	\$96,765	
Contractual Services	\$42,431	\$100,383	
Supplies and Expense	\$91,879	\$57,929	
Building Materials	\$152	\$137	
Fixed Charges-Insurance	\$26,248	\$24,080	
Capital Outlay	\$0	\$0	
<b>Total Expenses</b>	<b>\$261,174</b>	<b>\$279,294</b>	<b>-6.49%</b>
<b>Revenue over Expense</b>	<b>-\$14,472</b>	<b>-\$22,327</b>	