

	UNAPPROVED MINUTES IOWA COUNTY AIRPORT COMMISSION MEETING HELD 1/27/21 – 5:00pm Health and Human Services Center 303 W. Chapel St Dodgeville, WI	Iowa County Wisconsin
1	Meeting called to order by Deal at 6pm	
2	Roll Call – Benish, Christen, Storti, Masters, Meives, Meek, Deal. Also Present Highway Commissioner Hardy, Airport Manager Langbecker, County Administrator Larry Bierke, Joe Klocke, Ryan Johnson, JJohnson, Jack Delany, Supervisor 14 (Zoom), Richard (Zoom), Greg Jones, Klocke (Joe’s Step Father)	
3	Approve the meeting agenda for 3/24/21. Motion by Benish, second by Meek. Passes unanimously	
4	Approve the minutes of the 1/27/21 meeting. Motion by Meek noting a correction for the spelling of his last name “Meek” not “Meeks”, second by Benish. Passes unanimously	
5	Report from committee members and an opportunity for members of the audience to address the committee. No action will be taken Joe Klocke – South Elgin, IL, Hangar O Joe came to speak in regards to agenda item 7(e). Joe asks to remind the commission that lot B was designated by the commission for commercial purposes and that he was denied in 2010. He indicates he was respectful of the decision and supports lot B remaining set aside for commercial purposes until another septic system can be accessed by other lots. Joe indicates he is for growth at the airport and would not want to see future development restricted due to lack of access to a septic system. Ryan Johnson – Dodgeville, WI Ryan indicates he was under the understanding that based on the decision outlined in the 4/13/09 meeting minutes that Lot B required a SASO agreement and a commercial building. Ryan asks in regards to the statement from 4/13/09 “If the Special Operator terminates operation the commercial lease will terminate also and the building will have to be sold or removed.” Still applies. Chairman Deal indicates this is not a question and answer segment but asks that the minutes from 4/13/09 be noted. Benish inquires to Johnson and Klocke whether they are opposed to development in lot B. Johnson clarifies it was a question about commercial use based on past denials. Klocke indicates he is not against development but wants Lot B protected for commercial development. Mel Masters – Inquires if answers to questions cannot be attained at this meeting if they can become agenda items for the next meeting. Deal indicates yes. Masters also notes that Charles Rule (Lot 8) has indicated he has moisture problems in his hangar and he was hoping to address them in the near future Jack Delany – Hangar 7 Delaney indicates he also has drainage issues and mentions that with the rehab of the lower apron it seems like an ideal time to address those issues.	
6	Review Airport Capital Improvement Plan 2022-2026. Hardy reviews capital improvement plan. Hardy notes mowing equipment in 2021 and runway rehab in 2022. Hardy explains that with new federal relief funds there is a possibility that the runway project may be covered 100% by federal funds. Hardy notes 2023 illustrates new snow removal equipment and plans for hangars, 2024 hangar construction, and 2025 sees repayment of entitlement funds for other projects. Hardy reviews the fund balance and notes that end of year 2020 the cap improvement fund stood at \$135,986. Hardy reviews the operating fund balance and notes an end of year balance of \$62,531. Benish notes he is pleased with the fiscal status of	

	the airport.
7	Highway Commission's report- A. Award of bids for mowing equipment status. Hardy notes that a bid notice was put out in February asking for bids to be returned by March 8th. Hardy indicates bids were opened at the specified date and time and the award was given to Farmer's Implement. Further review revealed two bids that had been submitted prior to the entry date but did not trigger software being used to accept those bids. The subsequent bids were opened and the awarding of the bid was not changed based on those bids. Software for accepting bids at the county level has been updated. B. EOY 2020 Operations and Capital Projects Revenue and Expense Report. Hardy gives an overview of the fund balances. C. Highway Local Force Account Quote for Lower Taxiway Paving Project. Hardy notes that the lower apron project has been separated from the runway rehab project. The BOA asked the highway department to give an estimate for work and gave the possibility of doing the work on a force account. Hardy notes that a final decision should be made by the end of April. The project would be anticipated to take place in august. Benish asks if Hardy is aware of the drainage issue with hangar 8. Hardy indicates he would speak with Josh Holbrook (BOA) about funding for correction of drainage. Delany indicates that if given permission he would be willing to put 4" pvc under the taxiway to assist with drainage. D. 2020-21 CARES Act Funding for General Airport update. Hardy indicates that the latest federal stimulus has made MRJ eligible for an additional \$18,000 in 2021. Details have yet to be determined but this package may pay 100% federal funds for the runway rehab project and may make MRJ eligible for an additional \$30,000 next year. E. Request to build new private hangar on Lot B and provide/make sanitary hookup. Hardy indicates a request has been received from Frank Hallada and Greg Jones to build a 65x80 commercial hangar and connect to the septic and water on Lot B. At this time, Hardy notes he is unsure of its intended use for commercial operations; however, the building will be built to the commercial standard allowing for an opportunity to do so in the future. Hardy notes the issues at hand with this request: 1. There currently are two operators at the airport with commercial hangars (Pat Ripp and Ward Hendrickson / UWHealth-Medflight operation). Hardy has checked the files and apparently Ripp does not have a SASO agreement on record, UWHealth-MedFlight does have a SASO agreement on file. 2. There are different leases and lease rates for commercial buildings and private buildings. 3. There are three different septic systems on the airfield with varying uses and agreements. The septic system under review for this request currently serves Hangars A and C. Hangar A does not have an existing septic field agreement and Hangar C is owned by the County. The design capacity of this system is 450 gallons. Currently Hangar A is permitted at 70 gallons, C at 220 gallons. One additional septic bed is connected to the Main Office and Pilot's Lounge. One additional septic bed was installed by UWHealth and is connected to Lot 18 Hangar.

4. There are two wells located on the airport. There are currently no agreements in place for water usage, although there are at least 9 locations pulling water.
5. A 65x80 building is being requested; however, the meeting minutes from 2009 indicate a maximum width of 57' for a building on Lot B. Hardy stated he followed up with the source of the concern being Mead and Hunt the airfield engineer; and Greg Stern from their office indicated there was no record from them in regards to this drainage issue. He commented the main concern is hangars A and C are built with a 1 foot building elevation difference, and a new hangar proposal should address drainage between hangars to avoid any conflicts or problems in the future.

Deal asks if there is capacity left in the septic system to allow a hookup? Hardy indicates per the design; about 170 gallons but the hangar developer will be required to verify its' capacity when applying for a permit.

Benish asks if there are restrictions allowing commercial development only in the lots in question. Hardy indicates there are not. Hardy hands out a sketch from Mead and Hunt from the ALP update indicating possible future development. Hardy notes that grey buildings exist currently, blue is future development. The lots have been reserved for larger hangars, along with lots D-G mostly due to the location of the existing septic bed.

Deal asks Jones if the building is for commercial use or just built to commercial standards. Jones indicates the building will be built to commercial standards and house his aircraft which will be used for his personal business. Deal asks for a basic idea of what they are looking to build. Jones indicates mostly hangar space with a bathroom and sink. Deal questions if the system could handle other future hangar connections if this site was upgraded to accommodate a full commercial operation. Hardy believes the septic system would need a capacity upgrade or build a new septic bed. Hardy notes that lots B, D, E, F could be hooked into the system if capacity allows. Christian notes that A and C are probably not using anywhere near their permitted capacity.

Storti asks if B is a dedicated commercial lot. Hardy refers to past minutes from 4/09 and 10/10. Hardy notes that due to the size requirements outlined in MRJ commercial standards lots B, D, E, F are the only lots currently capable of handling the building size requirement. Storti inquires why denials happened in the past. Hardy notes according to the minutes from the 8/16/10; Klocke was approved to build a commercial hangar on Lot B, and subsequently chose to build on lot O. Hardy notes Jim Hughes was granted approval for a conditional SASO agreement in the 4/13/09 minutes. Hardy also notes a request for documentation was made from Mike Ramos, but no records of those documents are available. Bierke notes it doesn't sound like anyone was denied. Deal notes Lots D, E, and F are larger lots. Bierke indicates there may be funding available to install more septic systems in the near future. Klocke is recognized and notes that he was denied the lot because it was reserved for commercial operations. Klocke claims all hangars on the airport are built to commercial standards. Delany is recognized. Delany notes that one of the conditions for building for Mike Ramos was an aviation related business plan.

Meek asks for a definition of commercial. Hardy states there are different definitions and it depends on the context. A commercial operator is defined as someone who uses their space for profit or an exchange of services. A commercial building is defined as meeting the State of

	Wisconsin commercial building codes. Hardy notes there are different types of allowed commercial operations on the airfield that are laid out in the Commercial Rules and Regulations of the airport. In general, if a commercial operation is to operate on the grounds; then the hangar they operate out of must meet certain commercial requirements per the ordinance. The hangar proposed by Hallada/Jones would have to meet those requirements. Meek inquires if this is approved is this a variance to the rules and regs. Hardy notes in his interpretation; there are two separate issues being discussed. Requirements for a hangar to be built and considered as commercial and the requirements for operating a commercial operation on the airfield. The commercial operation cannot exist without a commercially compliant hangar to operate out of per the ordinance. But a commercially compliant hangar could exist without a commercial operation in it; the hangar still needs to meet the standard in the ordinance to be considered as such; but maybe that would be a question best interpreted by corp council. Deal clarifies that the proposed hangar will meet commercial code and will be used to store aircraft that will be used for Jones's business. Storti makes a motion to approve the request to build a new private commercial building compliant hangar on Lot B and provide/make sanitary hookup by Hallada/Jones. Second by Mieves. Benish asks if a commercial building needs to be hooked up to sewer. Benish inquires if they are hooking in how long is the run and what are the costs associated. Hardy indicates that it is approximately a 165' run. He notes the cost of hooking in will be covered by the hangar developer. And lastly; the hangar will be required to have a sewer/water hookup in order to be considered as a commercial hangar to be in compliance with the ordinance. Storti calls the question on the motion. Aye's Meives, Storti, Christian, Deal. Nay's Benish, Masters, Meek. Motion passes 4-3. Benish would like it noted that he is not against the building, but had further questions to resolve before being able to make an Aye. Masters concurs. Hardy asks the commission to study the handout of hangar development for the next meeting.
8	Airport Manager's Update- A. Building and Grounds and Equipment Maintenance report. Langbecker notes the grounds and buildings are holding up well over the winter. Langbecker reports minor maintenance and repairs on snow removal equipment including plow edges and broom brushes. B. Fuel Sales Report. Langbecker notes that the year is off to a strong start. Langbecker also notes that UW medflight's fuel caddy is currently under repair and to expect a lower than normal amount of sales in March. C. 65% Runway Plan Review Update. Langbecker notes that the runway and lighting replacement project is moving along. Expected bid date of June 10th and expecting to secure funding in sept 2021. Expect a summer 22 construction project. Langbecker notes that the PAPI system on runway 11 will be relocated to fall within FAA guidance. The project is anticipated to take 50 working days.

	D. AWOS update. Due to issues with broadband internet fiber lines, the contractor and vendor have made a decision to go back to copper wire for the system. Anticipated completion prior to the next meeting.
9	Airport Chair Report – Deal asks for more clarity on the use of the septic systems for future meetings. Deal states he would like to see stimulus money used for the airport if possible. Deal notes he looks forward to more clarity and uniformity when forming future leases.
10	Adjournment. Next meeting to be determined by the chair. Motion by Benish to adjourn at 6:03, second by Storti. Passes unanimously.
Minutes prepared by Adam Langbecker; Gone Flyin Aviation	