



**Alexander Field/South Wood County Airport**  
**Airport Development Funding Request**  
**December 2016**



## **EXECUTIVE SUMMARY**

Alexander Field – South Wood County Airport in Wisconsin Rapids is on the verge of experiencing demand which may be unrivaled in its history. Larger aircraft will be utilizing the Airport with more regularity in the near and foreseeable future. The increased demand will be the result of the development and prosperity of a high end golf destination resort being built within a short drive of the Airport – Sand Valley. Alexander Field is in an opportune location for accommodating the Sand Valley clients choosing private air travel as their means of access to central Wisconsin.

Alexander Field has a long history as a focal point for aviation activity in central Wisconsin. The airfield was developed and owned by Nekoosa-Edwards Paper Company as a base for their corporate flight operations in the 1920's. In the 1960's NEPCO gave the Airport to a consortium of five area municipalities and it has operated under that ownership since. During this time the Airport was home to several aviation businesses, an airline, corporate flight departments, flight schools, and was once a POW camp for WWII POWs.

General aviation activity worldwide has been declining in recent decades and Alexander Field is no exception. What once was a thriving vibrant Airport has seen slow but steady activity for many years. One of the primary contributing factors in this was the decline in the local paper industry and the resulting withdrawal or elimination of their corporate flight departments. In spite of this, the Airport has continued to be an essential feature of the region for tourism, industry, public relations, and economic development. In recognition of this, the community has made substantial investment over the years to support operation, maintenance, and development of the Airport.

As a convenient access point for Sand Valley clientele the Airport is again in a period of growth. Investment in infrastructure, facilities, and equipment will be necessary to accommodate and sustain the inevitable increase in traffic. Currently there are many apparent deficiencies which have been identified time and time again by visiting aircraft pilots. Several strides have been made but there is a long way to go. Current funding levels will not support the unforeseen short term development necessary.

The importance of the aviation industry and its effect on the economy in the State of Wisconsin are well documented. According to the Wisconsin Economic Development Corporation "Wisconsin is a rapidly developing leader in the aviation and aerospace sector". Revitalization

of Alexander Field in Wisconsin Rapids is an ideal opportunity to contribute to the proliferation of aeronautical influence and importance in the region and the State.

Alexander Field is in a serendipitous position to expand its infrastructure and service offerings to showcase what the State of Wisconsin has to offer to the rest of the country and the world. Making a positive and lasting first impression on these visitors will help to ensure they want to continue to visit the area and patronize the regions businesses resulting in a considerable contribution to the regional economy.

Expansion and improvement of infrastructure and service offerings will be costly and time is of the essence. The inevitable increase in traffic and the associated positive effects on the region will be realized in a matter of months. The negative effects of not being prepared for the increase will be realized just as rapidly. Current federal, state, and local funding levels and the timing of that funding will not sustain the magnitude and urgency of the necessary developments of the airport. The Airport Commission, the community, and the region are being forced to adapt to an unforeseen circumstance in order to capitalize upon the inherent opportunity it presents.

## **HISTORY OF ALEXANDER FIELD**

Alexander Field was built as Tri-City Airport owned by Tri-City Aviation Company. This entity was created by John Alexander the owner and president of Nekoosa-Edwards Paper Company. The development of the airport was to support the paper company's corporate flight department. Alexander demonstrated his advocacy for involving the community in aviation by forming the Tri-City Flight School. The first woman in Wisconsin to achieve the transport pilot certification was trained at Tri-City Airport.

For decades Tri-City Airport was arguably the outstanding airport north of Madison and Milwaukee and was claimed to be the largest in the state based on acreage. Several annual airshows, aerial demonstrations, and other public relations events were held at the airport. The aviation community at the airport was very active and vibrant. The Army Air Force used the airport as a training facility and radio base in the early 1940s and permanent barracks were built for the cadets. Those barracks were later utilized when the airport became a WWII POW camp.

In 1961 airport ownership was transferred to what today is known as the Alexander Field South Wood County Airport Commission. This Commission was made up of one delegate from each of the five neighboring communities: City of Nekoosa, Village of Port Edwards, City of Wisconsin Rapids, Village of Biron, and Town of Grand Rapids. The municipalities making up the commission have been the primary source of funding for operations, development, and capital investment since then. Currently the Airport Commission is made up of four municipalities. The Village of Biron has resigned as a member. Efforts are underway to recruit the Village of Biron, Town of Saratoga, and the Town of Rome as contributing and voting members of the Commission.

In 1964 Midstate Airlines was formed and operated many of their flights out of what had been renamed Alexander Field in Wisconsin Rapids. The name change was in honor of the Alexander family whom had founded, created, and ultimately donated the airport. Midstate Airlines operated several flights a week out of the airport and at its peak had a fleet of 27 passenger aircraft and flew to 17 destinations throughout the upper Midwest. Due to the changing environment in commercial aviation and its steadfast desire to remain independent, Midstate Airlines' load factors were declining rapidly in the late 1980's ultimately leading to its sale in 1986 and absorption by larger carriers in 1989.

Since then the Alexander field has supported the recreational and corporate aviation needs of the community and region. Activity steadily declined as the local paper industry declined throughout the late 1990s and 2000s. Corporate and charter air travel to and from the area supporting the paper mills nearly disappeared. Today the Airport accommodates a small but

steady flow of aviation traffic. Most of the operations at the airport are flight training offered by the two active flight instruction entities at the field. Occasional large aircraft visit the airport to pick up or drop passengers for personal or business purposes.

Local investment in the operation, maintenance, and development of the airport has been substantial over the years. The four municipalities currently making up the Airport Commission have increased their annual contributions from a total of \$110,601 in 2012 to \$142,725 in 2017. This increased investment is evidence that the municipalities strongly support the operation of the Airport. These increases in some cases came as a result of re-prioritizing the expenditures of these municipalities in what were already very tight budgets. Total investment during those years in support of the airport was nearly \$750,000. The overall budget for the Airport during those same years rose from \$139,704 in 2012 to \$196,425 in 2017. Again these figures reflect increasing importance placed upon airport spending. During this time total budgetary spending was \$1,011,783.

Another form of airport investment is in development, maintenance, and large equipment purchases. Funding for these comes primarily from the FAA through the Airport Improvement Program. This funding comes in the form of entitlement dollars, apportionment dollars, and discretionary dollars based on the federal eligibility of the projects. These grants are expected to be met by a percentage of state and local dollars. Since 2007 there was a total of \$1,325,085 spent on development, maintenance, and equipment purchases at Alexander Field through the Airport Improvement Program. Pavement preservation, snow removal equipment, planning and design for runway reconstruction, and NAVAID relocation and upgrades were some of the projects which were completed during that time.

Combining these two figures shows total of over \$2.3M has been invested in the airport in recent years for the operation and development of the Airport. Along with this, the Airport Commission has recently committed to spending \$65,000 local dollars on procurement of a jet refueler truck. These figures further demonstrate the importance of the airport through the willingness of local, state, and federal sources to provide economic support for the airport.

### **AIRPORT ROLE IN TOURISM AND ECONOMIC DEVELOPMENT**

In 2011 an Economic Impact Study (EIS) was done by the Wisconsin Bureau of Aeronautics on behalf of Alexander Field. This study emphasized the importance of the local general aviation airports in the statewide transportation network and the critical role they play in fostering business growth and economic development. Some of the ways airports such as Alexander

Field support this economic development include ability to quickly move goods and key personnel. Also noted in the study were several other important community services including medical flights, aerial patrol of infrastructure, agricultural spraying, and pilot training.

The methodology used by the Wisconsin Bureau of Aeronautics in development of the Alexander Field EIS was the WisDOT Airport Benefit-Cost (ABC) system. This methodology considers direct, indirect, and multiplier impacts of airport generated activity both locally and statewide. The results of the EIS show a total contribution to the local and state economy of 20 FTE jobs and \$2,588,637 in economic output and sales. An updated EIS is being planned which will take into consideration the increased activity at the airport after a year of data has been collected.

The airport supports several industries and economic sectors which are valuable to the community. These include:

- 1) Health care related visits including medevac and transportation for key personnel to area medical and assisted living facilities.
- 2) Retail and service sector personnel transportation.
- 3) Paper industry personnel transportation.
- 4) Cranberry and other agricultural personnel transportation.

The airport is also a valuable asset in the support of tourism and its importance as a component of the State and regional economy. Several tourism opportunities exist in the region and Alexander Field is a convenient access point for aircraft operators. Some of the activities which the airport supports are:

- 1) Fall cranberry harvest and other nature related fall activities such as fall color tours.
- 2) State, national, and most recently international waterskiing competitions on nearby lakes and waterways.
- 3) Access to recreational properties in the nearby "Lakes Area".
- 4) EAA Airventure in Oshkosh.

## **CURRENT STATUS AND INVENTORY**

Historically the existing infrastructure and aircraft support amenities were adequate to support the type and volume of traffic which typically use the airport. There is however documented evidence that the size and volume of traffic is on the verge of increasing due to an unforeseen circumstance. Sand Valley opened their first course to public preview play in late summer of

2016. The resulting spike in aircraft activity and fuel sales revealed some inadequacies which will desperately need immediate attention.

Alexander Field has two runways, an apron area, terminal building, fuel facilities, a small hangar, and GPS runway approaches. There have been no significant investments in pavement construction in decades. The longest runway (5,500') can support operations of most of the largest privately utilized jet aircraft. Due to being landlocked by natural features and residential development, lengthening the runway is not an option in the future. Maximizing the utility of the existing runway is however a significant priority. The only option for maximizing the utility of the runway is development of a parallel taxiway system. Aircraft that have landed and coasted to a stop at Alexander Field are forced to turn 180 degrees on the runway in order to "back-taxi" to the apron and terminal area. This operation is increasingly difficult as the length and wingspan of the aircraft increase. Furthermore, there are several large aircraft which wouldn't be able to turn and back-taxi on the existing runways and won't use the airport as a result. Development of parallel taxiways allow for large aircraft to easily exit the runway in a safe manner less likely to cause damage to the aircraft or runways and allows for full visibility of the arc of the turn. Another benefit of parallel taxiways is to improve aircraft circulation during busy times resulting in reduced ground delays and confusion among multiple aircraft moving on the runway at the same time.

The aircraft parking capacity of the existing apron is based on the size of the aircraft. Several smaller aircraft can be parked safely on the apron allowing for other aircraft to move into position for fueling at the stationary fuel island. As the size of the aircraft increases capacity obviously decreases. Many of the transient aircraft which utilized the airport during the fall months could be considered larger private jets. In one instance the apron was occupied by three larger aircraft and was for the most part at capacity. If another large aircraft had arrived, moving it safely between the fueling area and parking area while staying clear of the parked aircraft would have been a challenge. The apron area currently has only one access and exit taxiway. A larger apron could be built in such a way to provide an access taxiway and exit taxiway which will eliminate congestion during busy times. Development of a larger apron area will be essential for accommodation of the increasing number and size of aircraft expected to visit Alexander Field.

The Airport Commission currently owns only one hangar. This hangar was built long ago when the airport was in its infancy. It is inadequate for storage of any of the larger aircraft which have been visiting the airport more frequently. The door height is 14 feet, not nearly high enough to fit even the smallest jets or turboprop aircraft. Furthermore the hangar is nearing

the end of its useful life if not completely refurbished and modernized. Most of the hangar and the space connected to it are in disrepair. Electrical systems are long outdated and the bathrooms and other office space are un-useable. The hangar also lacks insulation and heat so it is merely cold storage for aircraft and equipment which are kept within it. Refurbishment has been considered however even if refurbished it is still too small to store any aircraft with a tail height of 14 feet or more. Hangars for transient aircraft storage are a vital amenity which the airport is currently lacking.

Alexander Field jet fuel storage is comprised of a single 10,000 gallon underground tank. This has been more than adequate for supporting historical activity levels. As larger aircraft arrive more frequently the ability to fuel them efficiently may be limited. Increased fuel storage capacity is another necessary future development.

### **FUTURE EXPECTATIONS AND JUSTIFICATION**

Increasing traffic from Sand Valley Golf Resort clientele will require Alexander Field to focus additional resources to accommodate the needs of their aircraft. Several stakeholders including Sand Valley officials, their clients, local businesses, municipalities, Heart of Wisconsin Chamber of Commerce, the Regional Economic Growth Initiative, and a comparable airport have indicated that increases in airport traffic are inevitable. The increased traffic and our future ability to support that traffic may result in an ancillary benefit - an opportunity to showcase regional resources including shovel ready business parks in the neighboring communities of Nekoosa, Port Edwards, Wisconsin Rapids, Biron, and Rome along with an available work force in desperate need of employment opportunities.

The developers of Sand Valley Golf Resort, Keiser Development, have built several similar resorts around the world. The only other in the United States is Bandon Dunes near North Bend, Oregon. Southwest Oregon Regional Airport is the nearest airport to Bandon Dunes capable of supporting the size and frequency of private air travel which this type of development attracts. During conversations with Airport Management and Fixed Base Operator Management it was made apparent that central Wisconsin is fortunate to have a Keiser Development.

In the discussion with the Management of the Fixed Base Operator, Coos Aviation, several shortcomings and opportunities were revealed. Coos Aviation is an independent business, separate from airport management, providing aircraft services at the airport. During the 15 years Bandon Dunes has been in operation, Coos Aviation went from employing only a few full



time employees to currently employing 14 FTE. They currently have jet fuel storage capacity of 36,000 gallons and three jet refuelers. There is an existing 15,000 square foot hangar and another 15,000 square foot hangar is planned for construction. Their apron area is able to accommodate more than 12 large aircraft at a time. They also offer a full range of airport ground services including power units, lavatory service, concierge service, aircraft marshalling, tugs and towbars, rental cars, and pilot amenities. In general they commented that they have flourished since the development of Bandon Dunes. They also warned the South Wood County Airport Commission that “we are not prepared for the magnitude and pace of change we are about to experience”.

Similarly the conversation with Airport Management was overwhelming in their enthusiasm surrounding the contribution of Bandon Dunes to their operation. Southwest Oregon Regional Airport is owned and operated by the Coos County Airport District, a department of the County Government. This entity provides administration and management of operations at the airport. They too expressed that a Keiser Development has been a significant factor in attracting private aircraft to their facility. A few of the general statements made were “private aircraft activity and the economic benefit to the airport increase every year” and “most of that activity is directly attributable to Bandon Dunes”.

Airport Management was gracious enough to share some of the recent statistics which demonstrate the activity levels of general aviation aircraft, included as EXHIBIT A. The graphs in EXHIBIT A show that they host between 100 and 250 aircraft per month at their peak which coincides with the golf season. That number equates to a daily average of between three and nine aircraft visits. The current infrastructure and service offerings at Alexander Field cannot accommodate and sustain such a level of activity.

Another source of information that has been utilized is direct conversation with pilots operating aircraft which visited Alexander Field transporting passengers to Sand Valley. Sand Valley opened its door to the public for preview play late in the summer of 2016. During the late part of August, September, and early October Alexander Field hosted 50 large aircraft visits. That was nearly half of all large aircraft activity hosted the entire year. Many of the pilot crews from those aircraft stay at the airport with the plane while the passengers go about their business in the area. This was an opportunity to discuss the type and level of services these pilots experience and utilize at other airports.

During the many discussions several themes became obvious. Aircraft movement and parking was one of the most commonly noted observations. Considering the size of aircraft many of

these pilots flew they noted that our lack of a parallel taxiway was potentially problematic. For the reasons discussed earlier pilots prefer the ease of exiting the runway onto a taxiway rather than back-taxiing. The lack of sufficient apron area was frequently noted as well. Many of the pilots that flew their passengers in to golf at Sand Valley have flown their passengers to the Keiser development in Oregon. In many cases these pilots noted that they had seen more aircraft at that location than Alexander Field apron space could accommodate. When asked if this would be a future concern some pilots acknowledged that they would more than likely call around to find other places to land if the Alexander Field apron was full. Sand Valley Management has also expressed a concern regarding lack of parking capacity. The resort will host multiple events annually which will attract large numbers of investors and clientele very likely to utilize the airport.

Hangars were another service which many pilots agreed was a significant factor in their decision to visit an airport. Many operators of large aircraft would prefer to hangar their aircraft if the option is available. Some flight departments even have policies stating that the aircraft shall be kept in a hangar whenever possible. Hangars become significantly more important in bad weather. Large aircraft operators will choose airports with hangar availability in the occurrence of inclement weather. Some will go so far as to reposition their aircraft at another airport with hangar space available in order to protect it from hail, wind, snow, or ice. Choosing airports further from the passenger's destination and repositioning aircraft are operations which are costly and inconvenient. Lack of hangar space was another shortcoming noted by Sand Valley Management. Concern was raised whether the airport would have adequate hangar space to accommodate even a few of their clientele.

Another frequently mentioned observation was the availability of convenient refueling. Alexander Field has an outdated stationary fuel island and aircraft must taxi into position to take fuel. This is in some cases difficult and inconvenient for large aircraft. In many cases pilots chose not to fuel at Alexander Field and either took more fuel at their previous destination or at the next destination. Discussions with these pilots revealed they would likely have taken fuel if it would have been delivered in a fuel truck. The Airport Commission has committed to purchasing a refueler truck funded exclusively with local dollars hoping that more of these aircraft will buy their fuel here. The existing fuel system will still be utilized for storage and transferring the fuel to the truck, along with the continued refueling of small aircraft and the occasional larger aircraft. If fuel sales increase to expected levels, the capacity of underground storage will most likely be inadequate. Along with that the outdated system doesn't meet current fuel transfer standards. The system lacks a mechanism for filtration between the

offloading delivery truck and the storage tank. In the future this may need to be addressed both for legal reasons and for the peace of mind of the customer purchasing the fuel.

Aircraft ground services is a category of services frequently offered at airports considered full service. These services include ground power (GPU), lavatory service, potable water service, aircraft towing capabilities (tugs and towbars), and deicing. Pilots admitted that these services are not utilized frequently however the availability of these services provides peace of mind and may be a factor in choosing a destination. Tugs and towbars for parking and repositioning aircraft are the most common and most utilized. The next most important to pilots was the availability of ground power which allows the pilots to power up the plane and preserve the onboard batteries. In order to best serve the aircraft while it is parked, these services must be available.

### **CAPITAL IMPROVEMENT PLAN**

The South Wood County Airport Commission is thoroughly aware of the necessity to prepare Alexander Field for the imminent challenge. Preparation for future activity levels has been underway and there is still a long way to go. The most important part of preparation is having a Capital Improvement Plan (CIP) in place. This section will highlight the CIP currently in place for Alexander Field.

Funding for the airport historically has come through local tax levy and through state and federal airport improvement funds. Local money primarily covers costs of operation, maintenance, and small ticket equipment and supplies. The state and federal dollars are typically used for airport development, improvement, and large ticket equipment purchases. The FAA and State of Wisconsin dictate which projects improvement money will be spent on based on their prioritization of the projects. In some cases such as Alexander Field, projects have been identified and prioritized in a manner which doesn't allow the flexibility necessary to address needs which have become priorities locally. Specifically the FAA has determined that a partial parallel taxiway needs to be constructed in 2017 and Runway 12/30 needs reconstruction in 2018. Prior to these developments trees which are obstructions to the approaches to this runway need to be removed. Those projects stretch out through 2018 and in the meantime new priorities have arisen.

EXHIBIT B is the summary of the CIP based on existing local, state, and federal availability of funding. This CIP was created understanding the need for immediate developments and purchases in consideration of the timeline of federal funding for the eligible projects. This CIP

also includes other needs such as ground service equipment which are not eligible for federal funding and other needs the airport has which aren't related to traffic from Sand Valley. Federally funded projects typically take a year or two from the time they are requested to the time they are built. Apron expansion in 2019 and parallel taxiway construction in 2020 and 2021 are a far higher priority but federal funding for their construction prior to that is unlikely.

EXHIBIT C presents the summary of development projects identified as urgent necessities for accommodation of short term activity increases. Some projects are identified in both CIP summaries. A project in both reflects the recognizable need for the project and its inclusion in EXHIBIT C demonstrates the need is more urgent than waiting for federal eligibility. This CIP was compiled and prioritized based on the information presented earlier in this document along with guidance from MSA Professional services. MSA didn't estimate costs of hangars in this CIP since hangars had already been identified in EXHIBIT B.

### **CURRENT CRITICAL NECESSITIES**

Apron space/aircraft parking: For many reasons this is the first development priority for Alexander Field. Reduction of congestion, safe aircraft movements, and the capacity to accommodate the volume of expected traffic will all be enhanced by the development of more space.

Estimated cost (EXHIBIT C Parts 1A-C and 2):

\$2,805,000

Hangars will be critical in offering security, safety, and protection to aircraft. The current lack of hangars large enough to accommodate large aircraft has been mentioned as a priority numerous times by aircraft operators. In some instances aircraft that were parked on the apron overnight would have preferred hangar space if it were available.

Estimated cost (EXHIBIT B 2017 and 2019)

15,000 square foot hangar	\$910,000
10,000 square foot hangar	\$485,000
Total	\$1,395,000

Upgrading and updating the fuel storage tank and dispenser will ensure clean dry fuel is being dispensed into aircraft efficiently and safely. As aircraft activity rises current fuel storage capacity will not be adequate.

Estimated cost (EXHIBIT C Part 3)

\$350,000

The development of a taxiway system will support large aircraft operations on the runway as well as provide safe and convenient circulation of ground traffic between the runways and apron area. A parallel taxiway system will eliminate congestion which will occur in areas where multiple planes are moving at the same time.

Estimated cost (EXHIBIT C Part 4, 5, and 6)

\$2,783,000

Several items of ground service equipment are needed to provide the full suite of services large aircraft expect when they land at a full service airport or fixed base operator. In many cases these offerings are used on an as needed basis. If these services are not available at Alexander Field the operator of large aircraft may choose a different less convenient airport for their passengers.

Estimated costs (Exhibit B)

Ground power unit (GPU)	\$32,000
Tug and towbars	\$100,000
Lavatory cart	\$7,500
Total	\$139,500

**TOTAL ESTIMATED COST OF ALL NECESSARY EXPENDITURES**

**\$7,472,500**

## **CONCLUSION**

Reliance on the conventional local funding sources will not support the amount of necessary short term investment desperately needed at Alexander Field. The community and the region strongly support the development of accommodations with the appreciation that the impending spike in traffic will inevitably affect the region positively. Many initiatives are being considered to increase local revenue for the airport. Even so, any additional money raised in these efforts will not be nearly enough to prepare the airport in the amount of time available. EXHIBIT D is a collection of letters of support for the necessary development of Alexander Field and a demonstration of the community's understanding of what such development will conceivably bring to the area. In the future these along with other stakeholders will be consulted to help to identify the best combinations of funding and uses of that funding to provide maximum benefit to Alexander Field, the region, and the State of Wisconsin.

## **FOR MORE INFORMATION PLEASE CONTACT**

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# EXHIBIT A

Coos County Airport District

Operational Statistics

# SOUTHWEST OREGON REGIONAL AIRPORT - "OTH"

## AIRPORT USE & OVERNIGHT FEES

Purchase a minimum of \$25 in aviation fuel at an OTH FBO and receive up to \$25 in credit

RATES EFFECTIVE - MAY 1, 2011

Payments To --> Coos County Airport District  
1100 Airport Lane  
North Bend, OR 97459

Rate I	Rate II	Rate III	Rate IV
\$10 Use Fee \$5 Overnight Fee	\$25 Use Fee \$10 Overnight Fee	\$100 Use Fee \$50 Overnight Fee	\$150 Use Fee \$75 Overnight Fee
Beech Bonanza 33/35/36 Cessna 150/152 Cessna 172 Cessna 180 Cessna 182 Cessna 190 Cessna 205 Cessna 206 Cessna Cardinal 177 Cessna Centurion 210 Mooney M20 Piper Arrow Piper PA-28 Piper PA-32 Piper PA-24 Piper Lance Piper PA-46 Piper PA-25 Piper PA-22 Piper PA-18 Piper PA-38 Piper 235 All RVs LanceAir	Beech Baron 55/56 Beech Baron 58 Beech 76 Cessna 340 Cessna 336/337 Cessna Crusader 303 Partenavia P68 Piper PA-60 Piper PA-30 Piper PA-23 Cessna 310 Piper PA-34 Piper PA-44  <div style="text-align: center;">Helicopters (Small)</div> Bell 206 Robinson R22	Beech Duke 60 Beech Queen Air 65/70/80/88 Cessna Chancellor 414 Cessna Businessliner 402 Cessna Conquest 441 Cessna Corsair 425 Cessna Titan 404 Cessna Golden Eagle 421 Piper PA-31 TBM 700  <div style="text-align: center;">Helicopters (Large)</div> Sikorsky S-61 H60	Beech King Air 90 Beech King Air 100 Beech King Air 200 Beech King Air 300 Beech King Air 350 Beech Regional Airship Beech StarShip Merlin 226/227/300 Metroliner Piper PA-42 Piper PA-31T Piaggio Avanti P180 Piaggio P166 Rockwell AC-690 Mitsubishi Marquise BAE 31 Jetstream Pilatus PC-12 Cessna 208 Eclipse EA500 EMB 100 Cessna 510

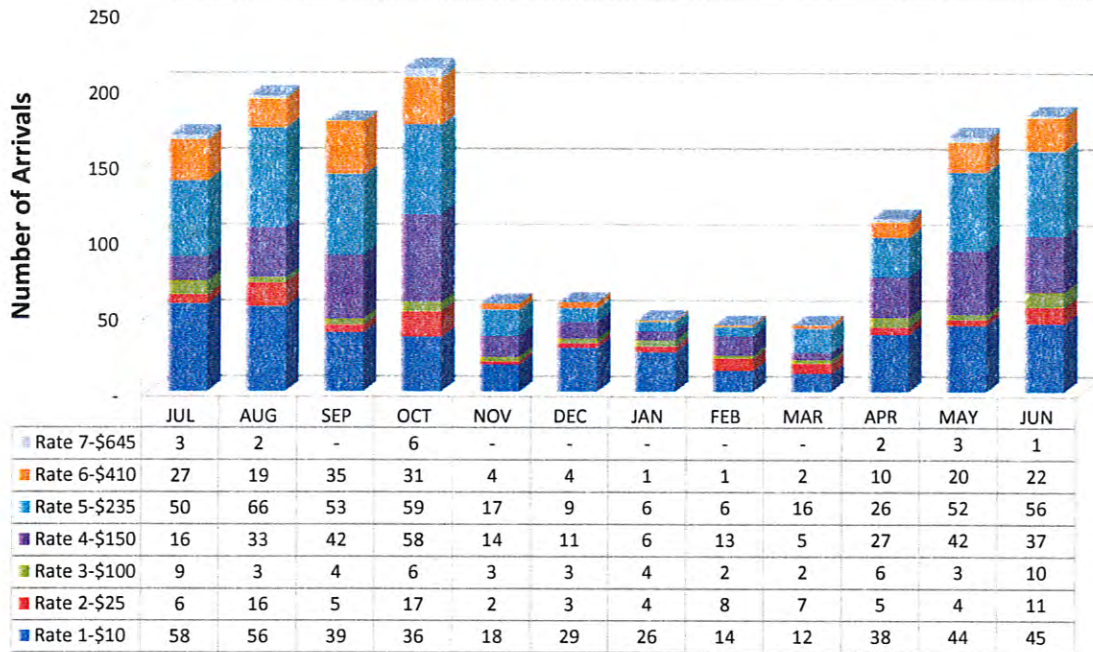
OR SIMILAR AIRCRAFT IN EACH CATEGORY

Rate V	Rate VI	Rate VII
\$235 Use Fee Overnight Fee @ \$0.04 Sqft calculated below	\$410 Use Fee Overnight Fee @ \$0.04 Sqft	\$645 Use Fee Overnight Fee @ \$0.04 Sqft
Cessna Cit. 550/560 - \$100/\$120 Cessna Citation 525/525B - \$75 Cessna Citation 500/501 - \$80 Cessna Citation Bravo - \$100 Cessna Cita CJ1/CJ2 - \$75/\$95 Cessna Citation Encore - \$105 Cessna Cita 650/680 - \$120/\$160 Cessna Citation 570 - \$80 Cessna Citation 560XL - \$120 EMB 300/505 - \$110 EMB 500 - \$180 Falcon 10/100 - \$80 Falcon 20/200 - \$120 Gulfstream 150 - \$125 Gulfstream I - \$200 Beech 400 - \$85 Beech 390 - \$80	IAI Westwind - \$95 Mitsubishi Diamond - \$85 Hawker 700/750 - \$95 Hawker 800/850 - \$95/\$110 Hawker 900/1000 - \$110 Hawker 390/400 - \$85 Hawker 600 - \$95 LearJet Longhorn 55 - \$95 LearJet 23/24 - \$60 LearJet 25/28/29/31 - \$80 LearJet 35/36 - \$75 LearJet 45/60 - \$110/\$100 Dash 8 200/400 - \$95/\$150	Canadair CL-300 - \$170 Canadair CL-600 - \$175 Challenger 300 - \$170 Challenger 600 - \$175 Cessna Citation 750 - \$180 Cessna Citation 10 - \$180 Falcon 2000 - \$170 Falcon 50 - \$150 Falcon 900 - \$170 Gulfstream II - \$215 Gulfstream III - \$255 Gulfstream IV - \$270 Gulfstream G200 Galaxy - \$145 Hawker 4000 - \$170 EMB 135 - \$225

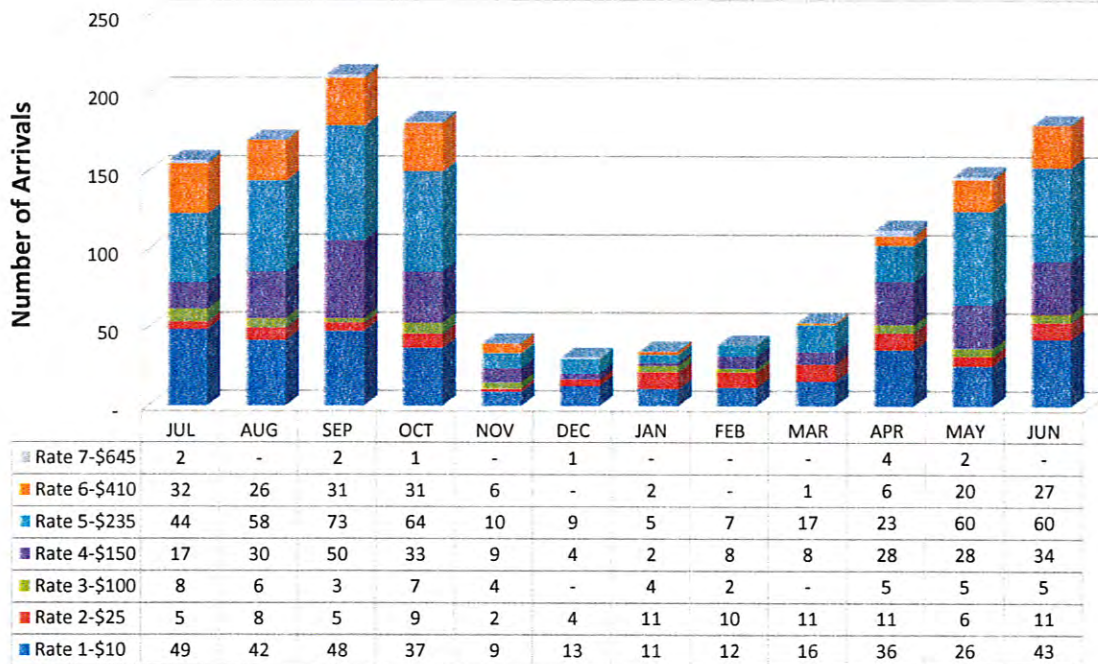
OR SIMILAR AIRCRAFT IN EACH CATEGORY



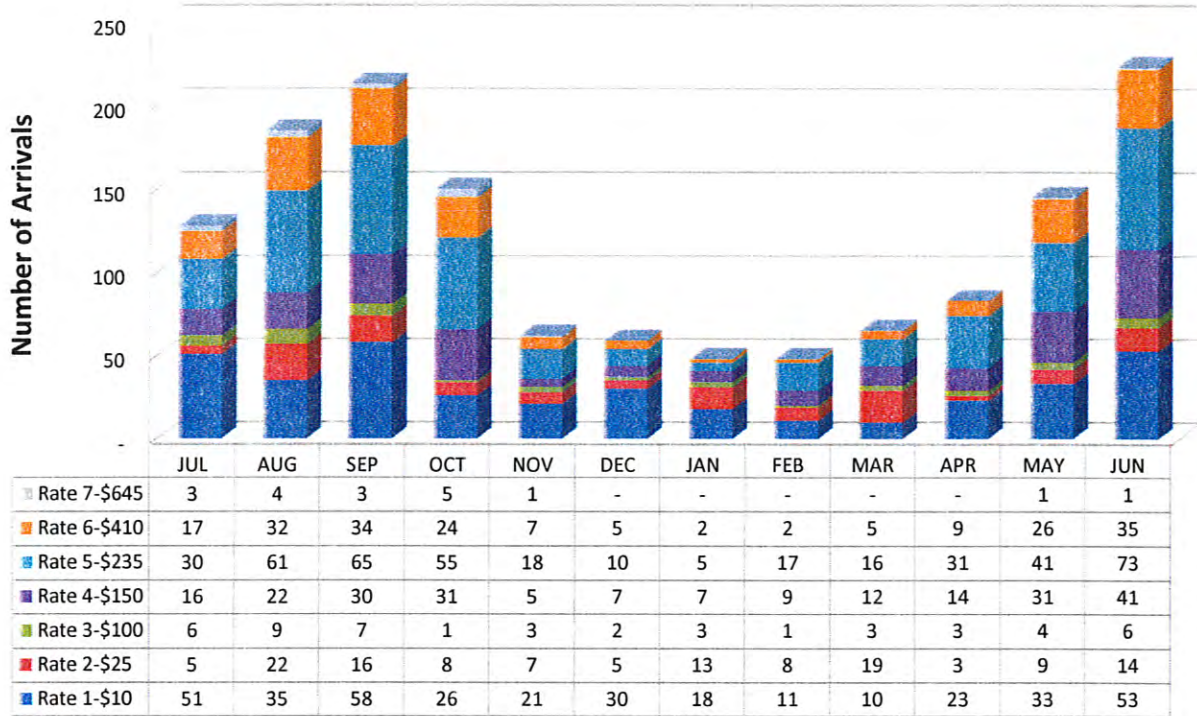
## 2011-12 General Aviation Aircraft Visits



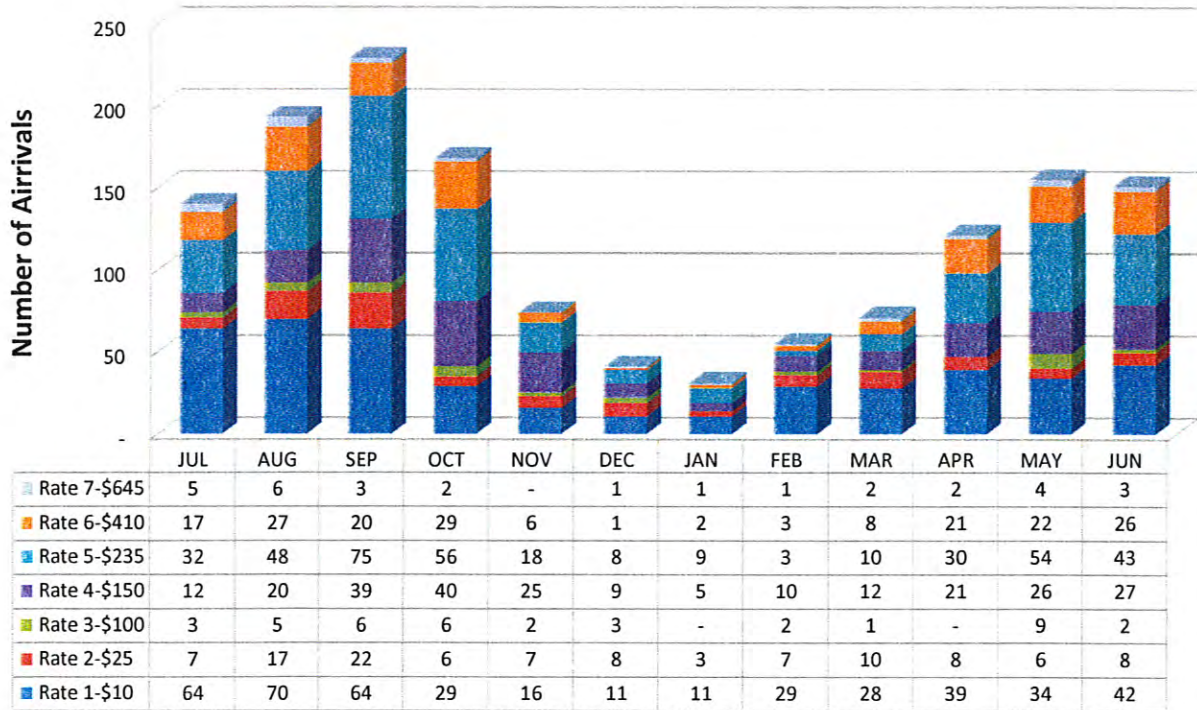
## 2012-13 General Aviation Aircraft Visits



## 2013-14 General Aviation Aircraft Visits

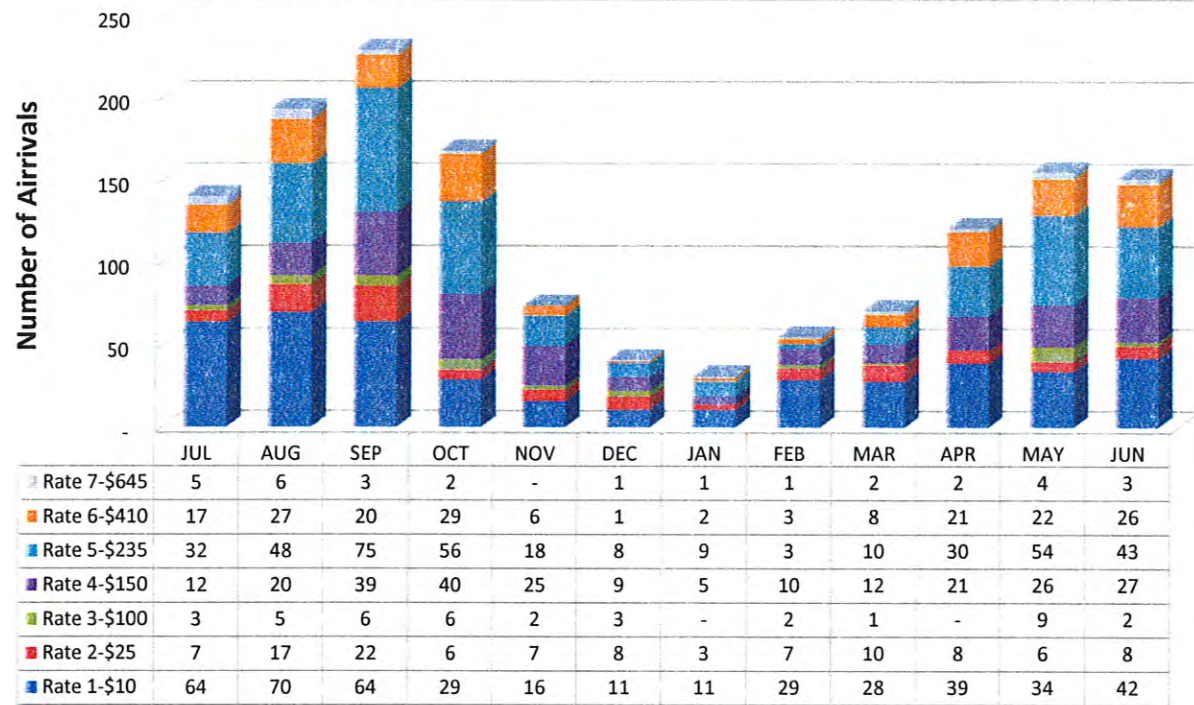


## 2014-15 General Aviation Aircraft Visits

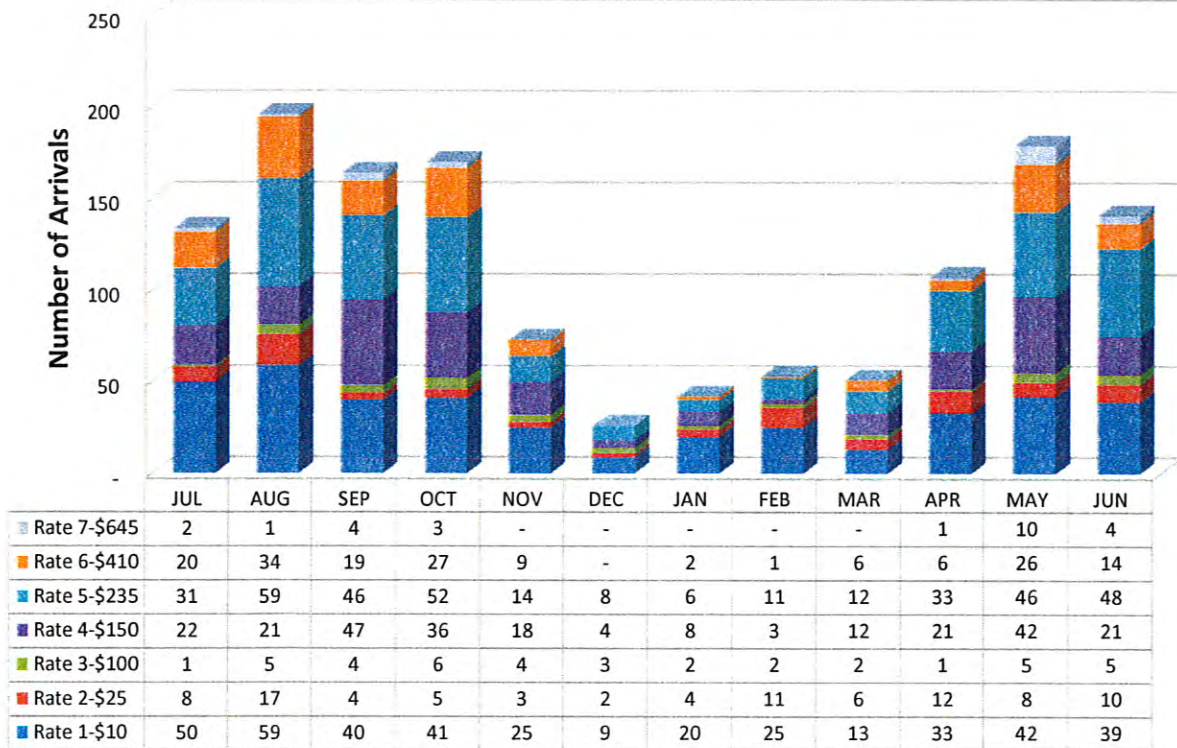




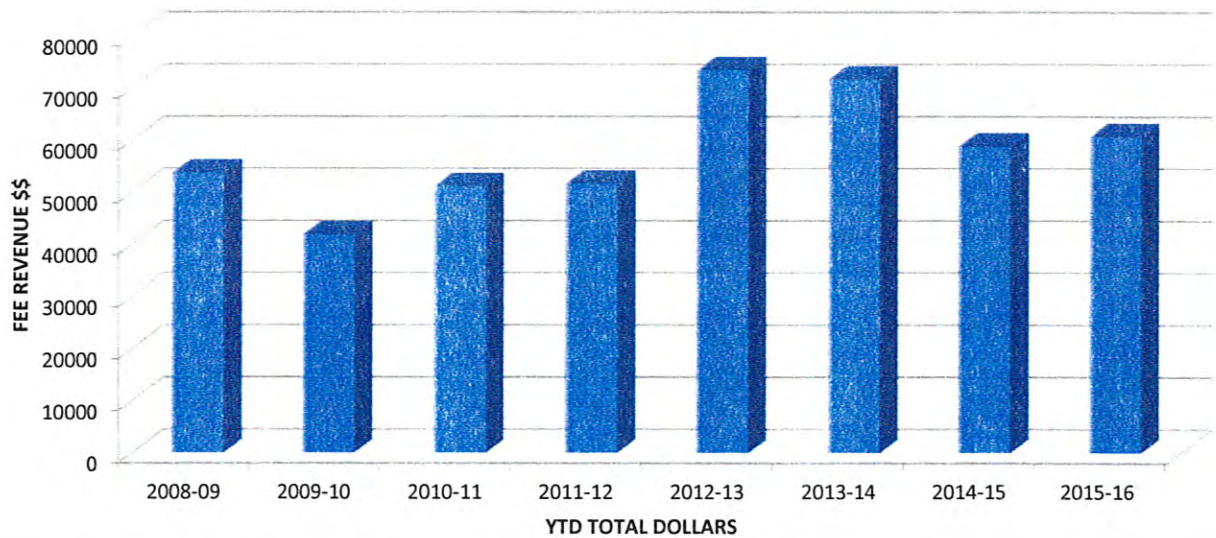
## 2014-15 General Aviation Aircraft Visits



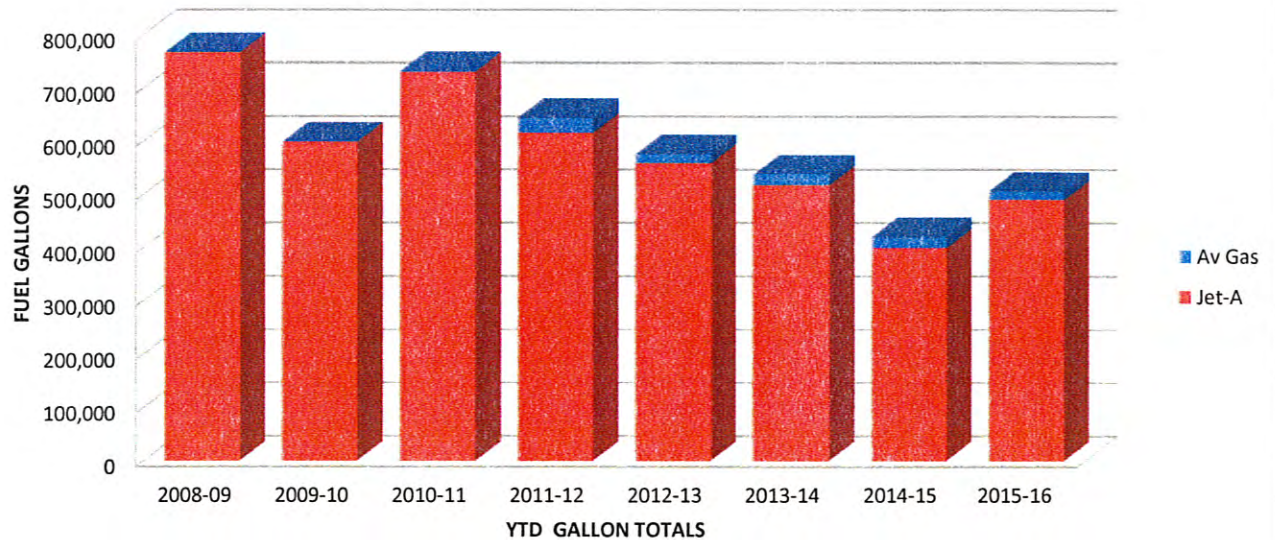
## 2015-16 General Aviation Aircraft Visits



### FUEL FEE REVENUES - YEAR TO DATE - JUNE



### Fuel Flowage by Product - Year to Date - Jun16



## EXHIBIT B

Alexander Field

Capital Improvement Plan

Local, State, and Federal Funding Sources

## Alexander Field-South Wood County Capital Improvement/Development Plan

Year	Project	Equipment Purchase Priority	Total Cost	Local Share	State Share	Federal Share
2016						
	Navajds	M	\$120,000	\$6,000	\$6,000	\$108,000
	Tree clearing	H	TBD	TBD		
	Fuel Truck	H	\$75,000	\$75,000		
	GPU	H	\$32,000	\$32,000		
2017						
	Tree clearing	H	TBD	TBD		
	T-Hangar doors	M	\$100,000	\$100,000		
	Hangar	H	\$910,000	\$910,000		
	Taxiway "B" Construction	H	\$865,000	\$43,250	\$43,250	\$778,500
	Tug and towbars	M	\$100,000	\$100,000		
	Zero turn 72" mower	L	\$10,000	\$10,000		
2018						
	Runway 12/30 Recon.	M	\$2,260,000	\$113,000	\$113,000	\$2,034,000
	Apron expansion design	H	\$50,000	\$3,750	\$3,750	\$42,500
	T-Hangar Construction	H	\$30,000/unit	TBD		
	Lavatory Cart	L	\$7,500	\$7,500		
2019						
	Apron Expansion	H	\$2,805,000	\$140,250	\$140,250	\$2,524,500
	Hangar	L	\$485,800	\$485,000		
2020						
	Rwy. 02/20 Prl. Txwy. Dsgn.	M	\$100,000	\$7,500	\$7,500	\$85,000
2021						
	Rwy. 02/20 Prl. Txwy. Cons.		\$2,783,000	\$139,150	\$139,150	\$2,504,700
			<b>\$10,703,300</b>	<b>\$2,172,400</b>	<b>\$452,900</b>	<b>\$8,077,200</b>

# EXHIBIT C

Alexander Field

Capital Improvement Plan

Urgent Development Needs Prioritization



## Capital Improvement Program Memo

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**To:** Airport Commission, Matt Messina,  
WBOA  
**From:** Mark Graczykowski  
**Subject:** Alexander Field – South Wood County Airport  
Capital Improvement Program  
**Date:** 12/19/2016

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The following are “budgeting” estimates for future development projects at the Alexander Field – South Wood County Airport. Sketches of the various projects accompany this memo. The projects have been broken into pieces which may be combined with others to match available funds. The first three projects listed have been identified by Airport Management as the next priorities for Airport improvements. The remaining projects are listed in no particular order and their priority is at the discretion of the Airport.

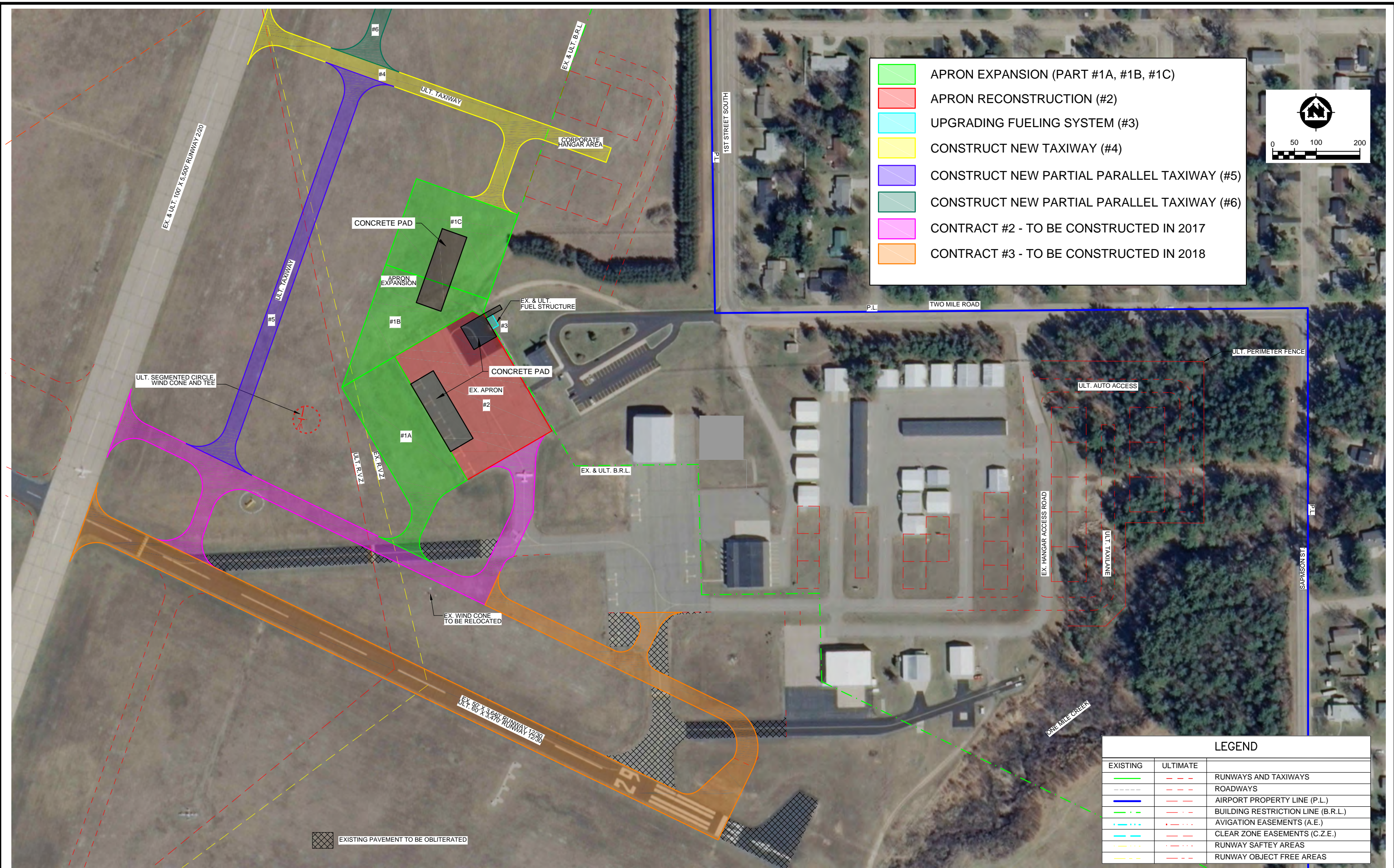
These Estimated Project Costs are based on 2016 prices and include an allowance for administration, engineering and contingencies.

- 1 Apron Expansion (Parts 1A-C).** Construct an expansion to the Existing Apron. The Apron Expansion is broken down into three parts for construction costs. Each involves the installation of new base course and bituminous pavement to support the weight of the jet aircraft. Drainage improvements will be made.
  - 1A** Southwesternly expansion of the apron (6000 SY) and taxiway connecting to Taxiway B to provide enhanced circulation. Remove (1200 SY) of existing apron and construct 60’ x 120’, 12-inch concrete pad to accommodate larger, heavier aircrafts. Install new apron lighting to illuminate the larger pavement.  
Cost: 860,000
  - 1B** Northernly expansion of the apron (4500 SY) including a 60’ x 60’, 12-inch concrete pad to accommodate larger, heavier aircrafts.  
Cost: \$480,000
  - 1C** Continue Northernly expansion of the apron (5600 SY) including a 60’ x 120’, 12-inch concrete pad, extension from 2B’s pad to accommodate larger, heavier aircrafts.  
Cost: \$620,000
- 2 Apron Reconstuction.**  
Reconstruct of the Existing Apron (7000 SY). The pavement and base course will be completely removed. New base course and bituminous surface will be constructed to match existing grades. 60’ x 60’, 12-inch concrete pad for fueling trucks. Drainage improvements will be made.  
Cost: \$845,000

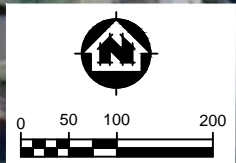


- 3      **Upgrading Fueling System.** Remove existing 10,000 gal UST(Underground storage tank) and install new 20,000 gal double-wall fiberglass UST and appurtenances. Install new concrete slab over the top and around access points to improve run-off from entering the tank, along with an Offload Filtration Connection & Cabinet to improve fuel quality control by providing filtration.  
Cost: \$350,000
- 4      **Taxiway Construction.** Construct new Taxiway (1,050 lineal feet) connecting the Apron directly to Runway 2/20 and the future Corporate Hanger Area to provide better circulation. The new Taxiway will consist of new bituminous surface and base course, along with new taxiway lighting. Drainage improvements will be made.  
Cost: \$ 805,000
- 5      **Partial Parallel Taxiway Construction.** Construct new Partial Parallel Taxiway (940 lineal feet) to Runway 2/20. The new Partial Parallel Taxiway will consist of new bituminous surface and base course, along with new taxiway lights. Drainage improvements will be made.  
Cost: \$785,000
- 6      **Partial Parallel Taxiway Completion.** Complete Partial Parallel Taxiway to Runway 20. Construct new Partial Parallel Taxiway (1450 lineal feet) connecting to the north end of Runway 20 to provide better/safer access to and from the runway. The new Partial Parallel Taxiway will consist of new bituminous surface and base course, along with new taxiway lights. Drainage improvements will be made.  
Cost: \$1,193,000





- APRON EXPANSION (PART #1A, #1B, #1C)
- APRON RECONSTRUCTION (#2)
- UPGRADING FUELING SYSTEM (#3)
- CONSTRUCT NEW TAXIWAY (#4)
- CONSTRUCT NEW PARTIAL PARALLEL TAXIWAY (#5)
- CONSTRUCT NEW PARTIAL PARALLEL TAXIWAY (#6)
- CONTRACT #2 - TO BE CONSTRUCTED IN 2017
- CONTRACT #3 - TO BE CONSTRUCTED IN 2018



LEGEND		
EXISTING	ULTIMATE	
		RUNWAYS AND TAXIWAYS
		ROADWAYS
		AIRPORT PROPERTY LINE (P.L.)
		BUILDING RESTRICTION LINE (B.R.L.)
		AVIGATION EASEMENTS (A.E.)
		CLEAR ZONE EASEMENTS (C.Z.E.)
		RUNWAY SAFTEY AREAS
		RUNWAY OBJECT FREE AREAS

PROJECT NO.:	00095099	SCALE:	AS SHOWN	NO.		DATE		REVISION		BY	
PROJECT DATE:		DRAWN BY:	RMF								
F.B.:		CHECKED BY:	MAG								
PLOT DATE:	12/19/16	P.190s\9500095099\CADD\Autocad\Apron\Construction Documents\Prelim_CostEstimates_CIP\00095099 ALP Terminal Map.dwg									

ARCHITECTURE | ENGINEERING | ENVIRONMENTAL  
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2901 International Ln Madison, WI 53704  
(608) 242-7779 (800) 446-0679 Fax: (608) 242-5664  
Web Address: [www.msa-ps.com](http://www.msa-ps.com)  
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ISW - PROJECTS

ALEXANDER FIELD - SOUTH WOOD COUNTY AIRPORT

WISCONSIN RAPIDS, WISCONSIN

TERMINAL AREA DRAWING

FILE NO. 00095099

SHEET 1



## EXHIBIT D

Alexander Field

Community Development Support Letters



OFFICE  
OF THE  
MAYOR

December 22, 2016

The Honorable Scott Walker  
115 East Capitol  
Madison, WI 53702

RE: Alexander Field-South Wood County Airport

Dear Governor Walker,

As Mayor of Wisconsin Rapids, I write to you to express my support for the upcoming development at Alexander Field-South Wood County Airport. Like you and many in the Wisconsin State Legislature, I am wholly committed to growing the economy in the Wisconsin Rapids area and promoting an atmosphere that embodies "Open for Business". As with most small airports, Alexander Field has a great history here in Wisconsin Rapids, serving as a hub connecting over 5 different municipalities. The community support and appreciation for the airport only continues to grow as the developments progress.

With the recent constructions such as the world-class Sand Valley Golf Course in Rome, just outside of Wisconsin Rapids, we have witnessed rapid growth in activity with the use of our airport. We welcomed approximately 100 jets in 2016 with 50 just during the months of August, September and October. Our jet fuel sales have increased by 30% from the previous year and 300% for September alone. These numbers prove that as the development comes on-line, so does the traffic we see arriving through the airport. With Sand Valley's formal opening in 2017, anticipated to create 300 permanent and seasonal jobs, this is only the beginning.

Investments in critical supporting infrastructure, such as our airport, must be a shared priority as the economic benefits are not contained locally but across the great State of Wisconsin. While we have worked at a local level to ensure the basic infrastructure needs are met, additional support is necessary to appropriately respond to and service the growth in airport utilization. Further, we need not look any further than the last few months for an understanding of the reach that the development has; out of state visitors came from every region in the United States.

Wisconsin Rapids is also preparing for growth as we move forward with our Riverfront and other investments in 2017. In addition to these projects, we host a number of events that bring visitors from all over the world. In 2015, Wood County experienced an impact of \$88 million in direct visitor spending, resulting in the employment of 2,187 people in tourism related jobs. This is also projected to have increased for 2016 and continue on this path for 2017. An investment in Alexander Field is crucial in accommodating such growth for our area while contributing to the economic success of our State.

Yours in success,

Mayor Zachary J. Vruwink

**Zachary J. Vruwink, Mayor**

444 West Grand Avenue / Wisconsin Rapids, WI 54495-2780  
Phone: (715) 421-8202 Fax: (715) 421-8278 Email: [zvruwink@wirapids.org](mailto:zvruwink@wirapids.org)  
[www.wirapids.org](http://www.wirapids.org)



## **TOWN OF GRAND RAPIDS**

### **WOOD COUNTY, WISCONSIN**

---

December 21, 2016

Dear Mr. Governor and residents of Wisconsin

I am the Chairman of the town of Grand Rapids, Wood County Wisconsin. The town of Grand Rapids has been involved in the management of Alexander Field since the commission was formed in 1961. Our financial support has been ongoing for 55 years. We have seen the airport grow to a point where we had scheduled commercial flights daily and back to a point that the airport became a destination airport for business and private aircraft. Most recently the airport is rapidly becoming the destination for the clients of the Sand Valley golf courses.

We are now seeing a rapid growth in airport traffic with the development of the Sands Valley Golf courses in the nearby Town of Rome. Many of the jets that flew in during the preview playing period were larger corporate owned planes that require amenities such as larger parking areas, a fuel delivery truck, GPU (ground power units) to provide them with electricity for standby comforts, hangar space, and other ground support equipment and facilities.

I personally have talked with the Executive Director of the Southwest Oregon Regional Airport in North Bend Oregon. Their airport became the destination airport for the Banden Dunes golf complex. As the discussion went on it became very apparent that we need to rapidly increase ramp space, fueling equipment, and hangars. We also need improve the main runway with a parallel taxiway to ease the movement of the additional traffic and enhance runway capacity.

I believe with the additional traffic comes a great opportunity to showcase our surrounding communities. We have both shovel ready business parks and many desirable lake front home lots to build upon.

In closing I am asking for your support of Alexander Field with any funds that may assist the airport in meeting the growing need of our airport.

Sincerely,

Arne Nystrom

Chairman, Town of Grand Rapids

# *Village of Port Edwards*

---

Municipal Building  
Port Edwards, Wisconsin 54469  
Phone: 715-887-3511

Dear Mr. Governor and residents of Wisconsin,

As a Village of Port Edwards Trustee and a member of the Alexander Field South Wood County Airport Commission I strongly support development of Alexander Field. The Edwards and Alexander families were the founding families of the airport and instrumental in its development and vitality during its formative years. The Village of Port Edwards has long been a supporter and advocate of airport prosperity and development.

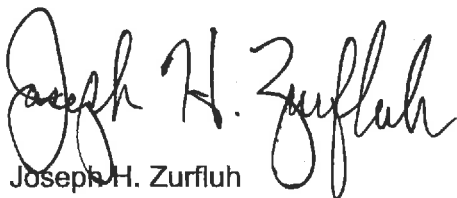
Alexander Field has always been an important community fixture for the purposes of economic activity and development as well as private and recreational aviation. In recent years the facilities at the airport were unfortunately underutilized. The loss of many paper industry benefits to the community and the loss of Midstate Airlines decreased activity greatly. In this depressed economy the airport is once again poised to become a great community resource.

The airport once again has the opportunity to serve as a conduit for economic development in the region. The development of the Sand Valley Golf Resort promises to attract a diverse clientele, many of which will arrive by means of private air travel. We see this as an opportunity to promote our many vacant industrial development facilities in the region and potentially attract new business to these areas.

Revitalization and development of the airport will be crucial in supporting the influx of traffic it will experience. Along with that the community would greatly benefit if commuter airline service was resurrected at the airport. The airport is in an advantageous location due to its proximity to the economic features of the region and the abundant central Wisconsin recreational opportunities. Proposed development at the airport is an opportunity to increase the areas competitiveness in attracting business and tourism.

We thank you for your consideration and continued support of our community and throughout the region.

Respectfully yours,



Joseph H. Zurfluh

Village of Port Edwards Trustee

**NEKOOSA**

BUSINESS & GOVERNMENT  
WORKING TOGETHER



Mr. Governor and the People of the State of Wisconsin,

My name is Brad R Hamilton, Council President of the City of Nekoosa and member of the South Wood County Airport Commission. I am writing this letter seeking support for the improvements that we are asking for the Airport.

With the Sand Valley opening, along with other economic and tourism activities that are occurring in the Central Wisconsin area, we feel there is a need for expansion of services that we offer at the Airport. Just last year during a 3-month period we received 50 jet arrivals just for the Sand Valley opening with jet fuel sales 30% higher than the year before. This, along with other public and private projects, will increase the use of the Airport and expand the economy of central Wisconsin.

Any help that your office and the State can provide would be greatly appreciated and put to good use. I have enclosed my cell phone number and e-mail address in case you have any questions.

Thank you very much for your time.

Brad R. Hamilton

A handwritten signature in black ink, appearing to read "Brad R. Hamilton". The signature is stylized with a large "B" and a long horizontal stroke.

Member South Wood County Airport Commission

Email: [bhamilton@nekoosawi.com](mailto:bhamilton@nekoosawi.com) cell (715) 213-2984





December 20, 2016

Dear Mr. Governor and residents of Wisconsin,

I am writing this letter of request for support of state funding for the Alexander Field-South Wood County airport. My name is Rick Bakovka, I am a Town Supervisor (22years) and I chair the Community Development Authority for the Town of Rome in Adams County. Rome is a recreational community of 3000, home of Lakes; Arrowhead, Sherwood and Camelot. Rome has two Championship golf courses, Wisconsin Trapshooters Homegrounds and Dyracuse ATV Park. And, The new Sand Valley Golf Resort. [www.visitromewi.com](http://www.visitromewi.com) and see for yourself a special place in Wisconsin.

Two years ago, the State of Wisconsin helped the Town with special legislation allowing a TIF district for our Town and Sand Valley. It is a great story of Wisconsin, Rome and private enterprise partnering to an amazing outcome. The 12million dollar incentive package backed by the Town of Rome facilitated spectacular growth. Already created are more than 100 full time jobs, and seasonal jobs for anyone willing to work. With years of development lying ahead, more than 400 more jobs are anticipated at a resort already 30 million in value. The impact has been felt throughout all of Central Wisconsin.

And we needed it. To an area still hurting from the loss of 10,000 paper industry manufacturing jobs, the economic potential of a recreational destination economy gives all of us optimism for the future.

But, there are challenges. Our area is remote by modern standards. The local airport does not have tarmac parking space, hangars or fuel capacity to handle the increasing number of visitors who choose to fly here. The Town of Rome is not in Wood County. We have not traditionally been part of the South Wood County Airport Commission, yet our Town set aside more than \$20,000 in 2017 for airport capital projects. It is not nearly enough. Once completed the hangers, enlarged parking area and fuel service will generate a revenue stream for expanded maintenance and future growth of our airport.

The Town of Rome is a great place to visit and we can be a great economic partner to Wisconsin Rapids, Grand Rapids, Nekoosa, Port Edwards, Saratoga, Biron and the many surrounding communities who will benefit from an Alexander Field rebuild.

Thank you for your time and consideration of this vital request for infrastructure repair and rebuild.

Respectfully submitted,

Rick Bakovka

Supervisor

Town of Rome, Wisconsin





December 19<sup>th</sup>, 2016



Dear Mr. Governor and residents of Wisconsin,

I am writing this letter of request for state funding support for Alexander Field – South Wood County Airport. My name is Glen Murray and I am the General Manager of Sand Valley Golf Resort located in Rome, WI. Sand Valley is a brand new golf development with plans to offer top-tier golf resort experiences to golfers from all parts of the globe. We are the newest large scale start-up employer in Central Wisconsin, contributing 225 jobs in 2016, with a goal of growing our rolls to over 300 in 2017.

Many of our guests at Sand Valley are world travelers who seek the best golf has to offer, overcoming often remote locations to find it. In 2016 prior to our resort opening, we greeted guests from nearly all 50 states and various countries like: Canada, Iceland, England, Scotland, Ireland, France, Mexico, and Australia to name a few. We welcomed 18 hole preview play at our facility in September 2016, that produced over 50 private aircraft visits, and increased fuel sales by 300% in September alone (all this “before” the facility has officially opened). May 2<sup>nd</sup>, 2017 is the resort’s official opening date.

The profile of our guest is one that will travel by air, rent or hire transportation, stay overnight for one to four nights and often hop to additional locations to complete a destination golf trip. We have also already seen a number of corporate executives visit Sand Valley to entertain and conduct business with clients. In summer of 2017, we will welcome a group of 120 Presidents and CEOs of national companies over two days for the purpose of recreation, fellowship, and education.

Our local community airport is the opening impression many of our guests will receive arriving in Wisconsin for the first time. The aim is to have them departing our state wanting to tell others how memorable the visit was and instill a desire to come back and see us again. I appreciate your time and consideration of this important Central Wisconsin request for infrastructure repair and enhancement.

Respectfully submitted,

Glen Murray, PGA  
General Manager  
Sand Valley Golf Resort



# Heart of Wisconsin

## Chamber of Commerce

December 20, 2016

Governor Scott Walker  
115 East State Capitol  
Madison, WI 53702

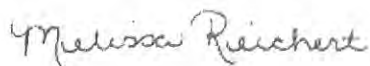
Dear Mr. Governor and residents of Wisconsin,

The Heart of Wisconsin Chamber of Commerce respectfully requests your support of funding for Alexander Field-South Wood County Airport. This airport is a key piece of our economic vitality, having served the needs of the business community since 1928. It is a critical link between our businesses, their customers, and corporate staff.

Our region has been fortunate to attract the investment in and development of the Sand Valley Golf Resort in the Town of Rome. Sand Valley was open for preview play this past summer bringing visitors from across the globe. Alexander Field-South Wood County Airport serves as the gateway for travel to the resort welcoming 50 jets bringing players to the resort during this past limited play season. This increase in traffic has brought the total jet arrivals to 100 in 2016 and driven fuel sales up 30%. It is anticipated that these numbers will continue to increase dramatically. This is welcomed news to a region that has experienced a significant economic shift due to the decline and consolidation of the paper industry. The influx of people with significant disposable income to the community means additional opportunity for our retail and service based industries and provides the potential for new business growth and development.

The Alexander Field-South Wood County Airport Commission and manager have identified critical improvements to meet the increased demands for services. These improvements include an apron, hangar facilities and increased fuel storage. Wood County, and it's municipal partners in the Airport Commission have continuously made investments to maintain and enhance operations, but additional funding support is necessary to take advantage of the present opportunity. Thank you for your consideration of the requested funding for Alexander Field-South Wood County Airport.

Sincerely,



Melissa Reichert  
President Heart of Wisconsin Chamber of Commerce



**131 2<sup>nd</sup> Street N**  
**Wisconsin Rapids, WI 54494**  
**(715) 422-4651**  
**[www.VisitWisRapids.com](http://www.VisitWisRapids.com)**

December 22, 2016

Dear Mr. Governor and residents of Wisconsin,

I am writing this letter in support of development at South Wood County Airport, Alexander Field in Wisconsin Rapids. The Wisconsin Rapids Area has long hung its hat on tourism and the revenue it provides. With the development of Sand Valley Golf Resort, the scope of the tourism market has been dramatically redefined. Sand Valley will be a destination for travelers from around the nation and the world. The visitor demographic will see a shift in median income, duration of stay, and means of travel. Air travel will now play a significant role in the visitor experience within this new demographic.

I have been very impressed by The City's proactive approach to managing the visitor experience, from start to finish. It is obvious that much care and attention has been given to accommodating the needs of investors within the community. Leadership has been strong, and the vision has creatively evolved with each added opportunity. For this new Sand Valley visitor, the experience starts when they land at South Wood County Airport. As we all know, the first impression is a lasting one.

With the increased traffic we have experienced directly related to the soft opening of Sand Valley, I feel that it is imperative to stay ahead of the curve in order to adequately accommodate the public opening of the first course in 2017. The second course will be completed before the end of the year, with a probable two additional courses to follow. This development will change the face of tourism in the Wisconsin Rapids area, and therefore, South Wood County Airport must continue to evolve as a main access point for jet travelers.

We in the Wisconsin Rapids area are very proud of our airport. We rely upon it now, and will even more heavily in the future as a staple for our destination. To remain relevant during the projected increase in air travel, we ask your support in our growth and development.

Thank you for your consideration, and please feel free to contact me if you wish.

Sincerely,

*Laura Nelson*

Laura Nelson, Executive Director

Wisconsin Rapids Area Convention & Visitors Bureau





Dear Mr. Governor and residents of Wisconsin

December 21, 2016

This letter is written to support the state funding request for Alexander Field-South Wood County Airport, located in Wisconsin Rapids. My name is Rick Bakovka and I am President of REGI, a local economic development organization supporting rural communities in Wood and northern Adams Counties.

Alexander Field was once a symbol of the economic prosperity in Central Wisconsin. Corporate planes with paper mill customers were frequent visitors to our airport. Regional service connected us to the world. The decline of the paper industry in our state and the loss of 10,000 jobs has reduced the local ability to maintain our airport. The communities which make up the airport commission simply do not have the available capital for the improvements that are needed. Once in place the hangers, parking and fuel delivery systems will generate revenue for future growth.

Why Now? The answer is economic opportunity. Less than 15 miles to the south is the new, world class, Sand Valley Golf Resort. Already a significant attraction, the resort will add to the tourism and recreation reputation that is helping to rebuild our economy. Sand Valley will be a driver for this rebound. Already adding more than 100 new jobs and projected to add up to 400 more. Their growth alone will push our economy for years to come.

2016 saw 100 jet arrivals, more than half of those in the three months of fall preview play. 2017 will see an unprecedented increase in air traffic to the South Wood County airport. Who are those that arrive by jet and why are they so important to our economy? I have spoken with many. They come from all over the world.

1. They are affluent. They are willing and able contributors to our local economy.
2. Most are successful business people or professionals in their field and have access to capital.
3. **They have ideas.** Economic Development groups spend millions to market to this group.

It's not just the golf. The people who are visiting us like us, they like our area, they like Wisconsin. Already many have returned to visit. They are bringing their friends and staying longer. For many the airport is their first impression, our first chance to introduce ourselves and our community. It can be better, it needs to be better.

Thank you for your time and consideration of this vital request for infrastructure improvement in our state.

Respectfully submitted,

Rick Bakovka

President, Regional Economic Growth Initiative



# HOTEL MEAD

451 East Grand Avenue  
Wisconsin Rapids, Wisconsin 54494

Dear Governor Walker and residents of Wisconsin,

On behalf of the Hotel Mead & Conference Center, we are requesting assistance to expedite the development of Alexander Field - South Wood County infrastructure to support our growing community and businesses. The economic impact it will have for us in tourism will be significant in bringing new business/travel to Wisconsin Rapids, Wisconsin and surrounding area. This is a necessity for our community and will provide the opportunity to expand.

The economic impact it will have on the Hotel Mead & Conference Center, a full service hotel that contracts many conferences throughout the state, can provide more opportunity with the efficiency of having an airport capable of accepting larger aircrafts closer to our area. Many conferences take into consideration the distance from the airport when deciding on a location for their convention. The closest large airport (CWA) in Mosinee is 33 miles from Wisconsin Rapids.

We believe having assistance with the Alexander Field - South Wood County Airport infrastructure development will be a positive impact throughout the community and surrounding area.

Thank you in advance for your time and consideration. If we can be of assistance, please do not hesitate to contact Brenda Schellin GM/Owner at 715-422-7002 or at [b.schellin@hotelmead.com](mailto:b.schellin@hotelmead.com).

Sincerely,



Kelly Giese

Director of Sales

Hotel Mead & Conference Center

# NEKOOSA PORT EDWARDS STATE BANK

405 MARKET STREET

P.O. BOX 9

NEKOOSA, WISCONSIN 54457-0009

(715) 886-3104

December 19, 2016

Reply to:

**Governor**

**Scott Walker**

Office of Governor Scott Walker

115 East Capitol

Madison, WI 53702

*Dear Governor Walker & Residents of Wisconsin:*

I write this letter of support for upcoming development at Alexander Field, a rural airport located in Wisconsin Rapids, WI (south Wood County). I understand this letter will become part of a proposal which will be submitted to our State of Wisconsin for funding and other grant requests.

I also understand any money received as a result of the Alexander request will be used to expedite the development of infrastructure necessary at our airport to accommodate the expected increase in jet traffic; mostly attributed to the new Sand Valley Golf Course investment in our area. Your work, as led by Scott Krug, Town of Rome Management along with the Keiser family's commitment to the Sand Valley project, *are a God send to our rural and economically challenged area*. The expansion and flexibility allowed the Town of Rome in its TID development were paramount in the closing and the success of this golf course project. It appears as if even more investment from the Keiser group into this project is imminent!

I am President of the Nekoosa Port Edwards State Bank and have visited with you on numerous occasions. Your concern and continued support for our region has been appreciated. As you know cranberries and tourism has to replace the many lost paper jobs in our region. As we unwillingly divest ourselves of the good paper company jobs each little opportunity must be explored and cultivated; this airport project is just such an opportunity. Our life style, with the lakes, the golf courses and numerous other recreational activities coupled with a low cost of living can lure people here, thus future investment and an upgraded airport can be our front door to that exposure.

Gov. Walker, you know our area; I'm sure this letter coupled with others will guide you in helping us help ourselves.

Sincerely,

*Robb N. Sigler, President*

Nekoosa Port Edwards State Bank

240 Market Ave.  
PORT EDWARDS, WI 54469  
(715) 887-3285



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[www.npesb.com](http://www.npesb.com)

1153 Rome Center Drive  
NEKOOSA, WI 54457  
(715) 325-5676



***TWENTY SECOND STREET, LLC***

2211 Alameda Avenue  
Sarasota, Florida 34234  
[alameda9@yahoo.com](mailto:alameda9@yahoo.com)

December 22, 2016

Dear Mr. Governor and Residents of Wisconsin,

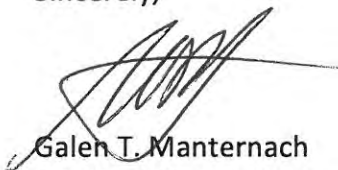
As owner of a consulting firm to the construction industry, I urge you to support investment in the Wisconsin Rapids Alexander Field Airport (KISW).

Twenty Second Street LLC, a frequent user of KISW, has recently chosen KISW to base its newly acquired turboprop aircraft.

The aircraft is used to provide transportation to the executives and employees of Twenty Second Street LLC and potential clients throughout the Midwest.

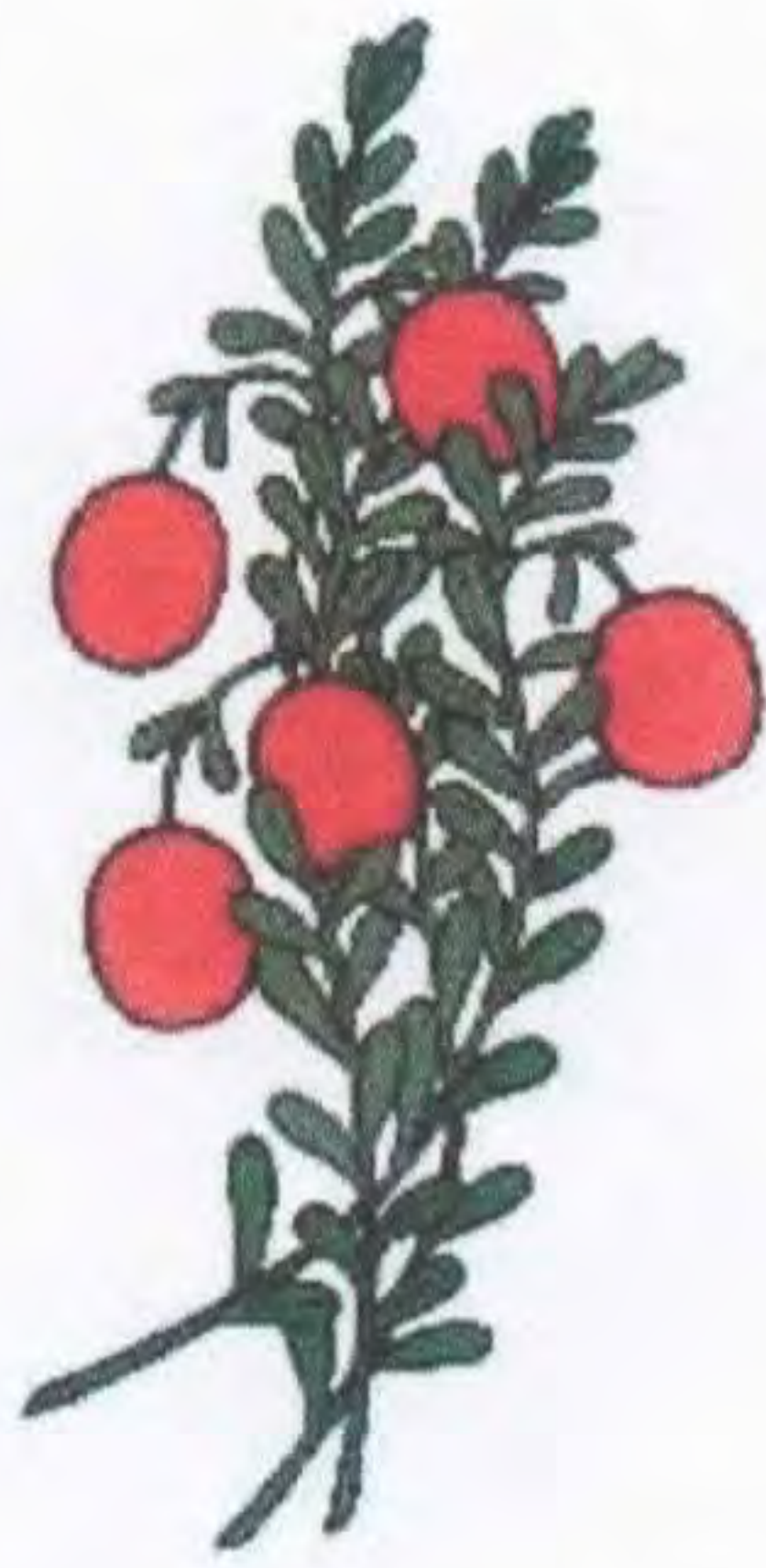
It is very important to our company that Alexander Field (KISW) continues to expand and enhance its facilities in the interest of safety and convenience.

Sincerely,



Galen T. Manternach  
Principal Partner  
Twenty Second Street LLC





## Glacial Lake Cranberries, Inc.

2480 County Road D, Wisconsin Rapids, WI 54495-9330

Tel: 715-887-4161 FAX: 715-887-2090

Email: [info@glaciallakecranberries.com](mailto:info@glaciallakecranberries.com)

December 22, 2016

Dear Governor Walker and Residents of Wisconsin,

As a local business owner, Commercial Pilot, Flight Instructor and user of Alexander Field – South Wood County Airport, I have a huge interest in making sure the future direction of the airport is progressive and thoughtful. Our facilities are currently pretty good, but we need some major improvements to handle the huge influx of traffic that Sand Valley Golf Resort is going to bring to the area.

Alexander Field is definitely the most important economic development tool in the Wisconsin Rapids area, and it has been exciting to see the community support behind it. Those runways are the gateway to future business development, and I can't stress enough how fortunate we are to have the airport in our community.

We have experienced a substantial increase in traffic at the airport lately, mainly because of the development of Sand Valley Golf Resort. It is exciting that large business jets carrying a bunch of successful people around, are now coming to the Wisconsin Rapids area via the airport! It is these movers and shakers that will be behind future economic development, and we have to cater to them whenever we can.

We need your help in financing many of the needed airport projects. It is a very exciting time for the Wisconsin Rapids area, and we need to be ready to take care of the thousands of people about to come through our doors at Alexander Field. I truly appreciate your consideration, and hope that you can help us out!

Sincerely,

Stephen G. Brown  
VP – Glacial Lake Cranberries, Inc.  
VP – Honestly Cranberry, LLC  
CASEL, CAMEL, CFI, CFII, MEI