

**WINNEBAGO COUNTY BOARD OF SUPERVISORS
TUESDAY, AUGUST 16, 2022 @ 6:00 PM
FOURTH FLOOR – WINNEBAGO COUNTY COURTHOUSE
415 JACKSON STREET, OSHKOSH, WISCONSIN
Via ZOOM**

To join this meeting via Zoom, use this link:

<https://us02web.zoom.us/j/9739386575?pwd=M0dRcWt2eUZNRTh4ZTQ0TIZoQmtUQT09>

Passcode: W1NNE

To join this meeting by telephone, dial (312) 626-6799. Enter the Meeting ID: 973 938 6575

Passcode: 476933

A Regular Business Meeting of the Winnebago County Board of Supervisors will be held on Tuesday, August 16, 2022 at 6:00 p.m. in the Winnebago County Board Room, Fourth Floor, Winnebago County Courthouse, 415 Jackson Street, Oshkosh, Wisconsin.

At this meeting, the following will be presented to the Board for its consideration:

- Roll call
- Pledge of Allegiance
- Invocation – Supervisor Karen Powers
- Adopt agenda

Pursuant to Rules 6.4, 8.1 and 10.1 of the 2022-2024 Rules of the Winnebago County Board Supervisors, the County Board Chairman shall limit all comments to two (2) minutes.

Time will be allowed for persons present to express their opinion on any resolution or ordinance that appears on the agenda, as well as, any matter over which this body has jurisdiction.

- Communications, Petitions, Memorials, Accounts, Commendations, Etc.
 - Notice of Claim:
 - Notice of Claim from Mark Morgan for damages to his vehicle while driving on County Road G from road repair to replace a culvert
 - Resolutions from Other Counties:
 - Brown County – Resolution No. 22-093R "Resolution for Advisory Referendum Regarding Private Funding of Election Administration"
 - St. Croix County – Resolution No. 25 (2022) "Resolution to Request State Revise the Current Real Estate Transfer Fees Revenue Sharing Formula"
 - Petition for Zoning Amendments:
 - 001 – Jerry VanLanen for Aylah Vaughn Homes, LLC c/o Todd Hutchinson, Town of Black Wolf, rezone from B-2 (Community Business) to B-3 (General Business)
 - 002 – Teresa Blade, Town of Nepeuskun, rezone from A-2 (General Agriculture) to R-1 (Rural Residential)
 - 003 – Troy A. Dederling, Town of Neenah, rezone from R-1 (Rural Residential) to A-2 (General Agriculture)
- Reports from Committees, Commissions & Boards
- Approval of July 19, 2022 Regular Session Board Proceedings
- County Executive's Report
 - Hailey Fox Intern Report
 - NACo Annual Conference Report
 - Employee Appreciation
- Approval of County Executive's Appointments to Commissions & Boards
 - Aging & Disability Resource Center Committee – Supervisors E. Michael Robinson and Mike Norton and Harold Singstock, Oshkosh
 - ARPA Strategies and Outcomes Commission – Tim Galloway, CEO of Galloway Industries, Neenah
- County Board Chairman's Report

ZONING REPORTS & ORDINANCES

- Report No. 001 – Ryan Koch, et al; Town of Omro and Town of Winneconne
 - Amendatory Ordinance No. 08/001/22 – Rezoning from R-1 (Rural Residential) to A-2 (General Agriculture) for tax parcel nos. 016-0100, 016-0101, 016-0102, 016-0103, 030-1015-01, 030-1014 & 030-1014-01
- Report No. 002 – Joseph Norris, et al; Town of Black Wolf
 - Amendatory Ordinance No. 08/002/22 – Rezoning from A-2 (General Agriculture) to R-1 (Rural Residential) for tax parcel no. 004-0203
- Report No. 003 – Danyelle Gabbert, et al; Town of Neenah
 - Amendatory Ordinance No. 08/003/22 – Rezoning from B-3/R-1 (Regional Business/Rural Residential) to A-2 (General Agriculture) for tax parcel no. 010-0196-02

RESOLUTIONS & ORDINANCES

- RESOLUTION NO. 84-082022: Commendation for Beth Biesinger
Submitted by:
PERSONNEL & FINANCE COMMITTEE
Vote Required: Majority of Those Present
- RESOLUTION NO. 85-082022: Prohibiting the Use of Private Donations to Administer Elections
Submitted by:
NATE GUSTAFSON, District 28
CONLEY HANSON, District 26
JUDICIARY & PUBLIC SAFETY COMMITTEE
Vote Required: Majority of Those Present
- RESOLUTION NO. 86-082022: Authorize the Sheriff's Office to Accept a Reimbursement Grant of \$150,000 for Medication-Assisted Treatment Program from the Wisconsin Department of Justice Division of Law Enforcement Services, Comprehensive Opioid, Stimulant and Substance Abuse Site-based Program
Submitted by:
JUDICIARY & PUBLIC SAFETY COMMITTEE
PERSONNEL & FINANCE COMMITTEE
Vote Required: Two-Thirds of Those Members Present
- RESOLUTION NO. 87-082022: Declaring Winnebago County, Wisconsin a First Amendment Sanctuary
Submitted by:
NATE GUSTAFSON, District 28
CONLEY HANSON, District 26
JUDICIARY & PUBLIC SAFETY COMMITTEE
Vote Required: Majority of Those Present
- RESOLUTION NO. 88-082022: Authorize Acceptance of a Grant in the Amount of \$173,535 Covering the Fiscal Years 2022-2024 for a Lead Abatement Program in Winnebago County
Submitted by:
BOARD OF HEALTH
PERSONNEL & FINANCE COMMITTEE
Vote Required: Two-Thirds of Those Members Present
- RESOLUTION NO. 89-082022: Authorize Acceptance of the Mobilizing Community for a Just Response Grant (MC4JR) in the Amount of \$63,089 to Support a Just Recovery Initiative for Communities Disproportionately Impacted by the Pandemic, by Structural Inequities, and for all Public Health Issues
Submitted by:
BOARD OF HEALTH
PERSONNEL & FINANCE COMMITTEE
Vote Required: Two-Thirds of Those Members Present

- RESOLUTION NO. 90-082022: Authorize Acceptance of a Public Health and Safety Team Grant (PHAST) in the Amount of \$148,102 to Develop a Rapid Response Initiative Aimed at Responding to Non-Fatal Overdoses and Preventing Overdose Deaths
Submitted by:
BOARD OF HEALTH
PERSONNEL & FINANCE COMMITTEE
Vote Required: Two-Thirds of Those Members Present
- RESOLUTION NO. 91-082022: Authorize Payment of Excess Committee Days (April 1, 2021 through March 31, 2022)
Submitted by:
PERSONNEL & FINANCE COMMITTEE
Vote Required: Majority of Those Present
- RESOLUTION NO. 92-082022: Petitioning the Secretary of Transportation for Airport Improvement Aid
Submitted by:
AVIATION COMMITTEE
Vote Required: Majority of Those Present
- RESOLUTION NO. 93-082022: Amend Rule 8.3 to Require that All Materials for Winnebago County Board Meetings and All Commission, Board, and Committee Meetings Only be Delivered Electronically by the Winnebago County Clerk's Office to Winnebago County Board Supervisors
Submitted by:
MIKE NORTON, District 20
Vote Required: Two-Thirds of Those Members Present
- RESOLUTION NO. 94-082022: Authorize Electric and Natural Gas Underground Easement Between Winnebago County and Wisconsin Public Service
Submitted by:
FACILITIES & PROPERTY MANAGEMENT COMMITTEE
Vote Required: Majority of Those Present

Respectfully submitted,
Susan T. Ertmer
Winnebago County Clerk
(920) 232-3432

Upon request, provisions will be made for people with disabilities.

(Times provided are estimates. Any item on the agenda may be taken up by the Board after 6:00 P.M.)

PROCEEDINGS OF THE WINNEBAGO COUNTY BOARD OF SUPERVISORS

**Regular Session
July 19, 2022**

**Winnebago County Courthouse
415 Jackson Street
Oshkosh, Wisconsin**

**Printed by authority of the Winnebago County Board
Thomas Egan, Chairman Susan T. Ertmer, Clerk**

**ADJOURNED SESSION
WINNEBAGO COUNTY BOARD OF SUPERVISORS MEETING
TUESDAY, JULY 19, 2022**

Chairman Thomas Egan called the meeting of the Winnebago County Board of Supervisors to order at 6:00 P.M. from the Winnebago County Courthouse, 415 Jackson Street, Oshkosh, Wisconsin and virtually by ZOOM.

The meeting was opened with the Pledge of Allegiance and the invocation by Supervisor Powers.

The following Supervisors were present: 35 – Dowling, Nichols, Borchart, Eisen, Horan, Defferding, Ellenberger, Wise, Nussbaum, Stafford, Albrecht, Gabert, Binder, Swan, Robinson, Floam, Gordon, Ponzer, Norton, Hinz, Zellmer, Schellenger, Buck, Powers, Hanson, Cox, Gustafson, Youngquist, Farrey, Harrison, Zastera, Egan, Beem, Nelson and Miller; ABSENT: 1 - Poeschl

Motion by Supervisor Cox and seconded by Supervisor Albrecht to adopt the agenda for tonight's meeting.
CARRIED BY VOICE VOTE.

PUBLIC HEARING

The following persons spoke in support or against items of concern:

- Paul Eisen, 1807 Brighton Beach Road, Menasha; spoke against bringing resolutions regarding the First and Second Amendment sanctuaries to the full County Board.

COMMUNICATIONS, PETITIONS, MEMORIALS, ACCOUNTS, COMMENDATIONS, ETC.

Julie Barthels, Deputy County Clerk, presented the following communications:

- Thank You Cards:
 - Emily Cole – Winneconne High School – attending UW Madison
 - Nolan Kubiak – Neenah High School – attending Vassar College
 - Logan Pinkerton – Oshkosh North High School – attending Michigan Tech University
- Petition for Zoning Amendments:
 - 001 – Ryan Koch, Towns of Omro and Winneconne, rezone from R-1 (Rural Residential) to A-2 (General Agriculture) was referred to the Planning and Zoning Committee.
 - 002 – Joseph Norris, Town of Black Wolf, rezone from A-2 (General Agriculture) to R-1 (Rural Residential) was referred to the Planning and Zoning Committee.
 - 003 – Danyelle Gabbert & Jeffrey Wiechert, Town of Neenah, rezone from B-3 & R-1 (General Business and Rural Residential) to A-2 (General Agriculture) was referred to the Planning and Zoning Committee.

REPORTS FROM COMMITTEES, COMMISSIONS & BOARDS

Supervisor Gabert announced that the 2022 Annual EAA Convention will be held July 25th thru July 31st. There will be a lot of activity at the Wittman Regional Airport. It has a \$170 million economic impact on Winnebago County.

Supervisor Norton reported on an agenda item that will be presented at the Parks & Recreation Committee meeting to be held on Tuesday, July 26th at 3:30 p.m. at the JP Coughlin Center regarding access to Lake Butte des Morts. Supervisor Norton thanked Supervisors Borchart and Harrison for attending the Parks Tour.

Supervisor Defferding will be attending the NACo Annual Conference in Denver, Colorado. He had the County Clerk's office forward resolutions that will be discussed with the National Judiciary & Public Safety Committee in Denver.

Supervisor Defferding noted that the Wisconsin Counties Association - Judicial and Public Safety Committee met in Stevens Point. A resolution will be presented and discussed at the WCA Conference in September regarding funding for rural emergency and police services.

Supervisor Binder reminded everyone that the Winnebago County Fair will be held August 3 – 7, 2022. Tickets are \$12.00 in advance and \$15.00 at the door. He looks forward to seeing everyone there.

Supervisor Nussbaum reported that Winnebago County's portion of Advocap funding is increasing to \$45,000 and the East Wisconsin Counties Railroad Consortium is increasing to \$30,000.

Motion by Supervisor Cox, seconded by Supervisor Albrecht to approve the proceedings from the June 21, 2022 Winnebago County Board meeting with one correction. On page 44, Resolution No. 69-062022, the first amendment should be seconded by Supervisor Binder, not Supervisor Nussbaum. CARRIED BY VOICE VOTE.

COUNTY EXECUTIVE'S REPORT

Executive Doemel reported on Sovereign State Day in Winneconne. A Sovereign State Day's flag honoring James P. Coughlin from Winneconne, is now flying at the JP Coughlin building.

Executive Doemel reported that an employee family night will be held August 24 at 4:30 p.m. at the Sunnyview Expo Building. An invitation to this event was placed on the Supervisors' desks. Winnebago County Department Heads will be helping with this event. Raffle baskets will be donated and the funds will go to United Way.

Executive Doemel noted that the 2023 Executive Budget process has begun. Departments have been asked to come in with a zero percent levy increase for 2023 with some adjustments. The budget process will be a little bit different than in years' past.

Executive Doemel reported on the current wage study. McGrath Human Resource Group will be conducting the study. Last time this study took place, manual labor was undervalued.

Executive Doemel noted that there have been 14 overdoses in the county with 12 pending autopsies. The county has made strides to avoid this from happening. New programs have been made available to residents to seek help and recovery.

Executive Doemel thanked the County Board for authorizing the new position of Director of Administration.

Executive Doemel introduced the new Park View Health Center Administrator, Linzi Gazga Parish.

COUNTY EXECUTIVE APPOINTMENTS

Board of Adjustment

Executive Doemel asked for the board's approval of his re-appointment of Greg Kargus, Oshkosh, to the Board of Adjustment. This term will expire June 30, 2025. Motion by Supervisor Albrecht, seconded by Supervisor Gustafson to adopt. CARRIED BY VOICE VOTE.

Land Records Council

Executive Doemel asked for the board's approval of his appointment of Supervisor Maribeth Gabert to the Land Records Council. This term will expire May 31, 2023. Motion by Supervisor Zellmer, seconded by Supervisor Harrison to adopt. CARRIED BY VOICE VOTE.

Human Resources Director

Executive Doemel asked for the board's approval of his appointment of Mark Habeck as the Winnebago County Human Resources Director. Motion by Supervisor Cox, seconded by Supervisor Hinz to adopt. CARRIED BY VOICE VOTE.

Director of Administration

Executive Doemel asked for the board's approval of his appointment of Michael Collard as the Director of Administration. Motion by Supervisor Zastera, seconded by Supervisor Robinson to adopt. CARRIED BY VOICE VOTE.

Park View Health Center Administrator

Executive Doemel asked for the board's approval of his appointment of Linzi Gazga Parish as the Administrator of Park View Health Center. Motion by Supervisor Robinson, seconded by Supervisor Harrison to adopt. CARRIED BY VOICE VOTE.

COUNTY BOARD CHAIRMAN'S REPORT

Chairman Egan reported that Supervisor Poeschl was excused from this meeting.

Chairman Egan noted that the most a county board supervisor can claim for a per diem in one day is \$75.00, no matter how many meetings in a day.

Chairman Egan reported that the American Rescue Plan Act (ARPA) committee met for the first time on July 12, 2022. Good discussions were held.

COUNTY BOARD SECURITY POLICY REVIEW – By Sheriff John Matz

Sheriff Matz presented to the County Board a directive for Supervisors to follow of guidelines and directions necessary to ensure the safety and security of all that are present at County Board meetings. Winnebago County Sheriff Deputies are responsible for ensuring that County Board business can be conducted without major disruption while protecting First Amendment rights of all citizens.

Sheriff Matz introduced Captain Greg Cianciolo and Lieutenant Darin Rice. Captain Cianciolo reported that if there would be a disruption at a County Board meeting, everyone should follow the officer's directions. Their goal is to keep everyone safe and secure. If there is a disruption, board members could be removed from the County Board room or even removed from the building depending on the level of the disturbance.

Sheriff Matz then took questions from the board. A copy of this presentation is available in the County Clerk's office located at 112 Otter Avenue, Oshkosh, WI.

UW-Oshkosh FOX CITIES 2022 PROJECTS PRESENTATION
By Chancellor Andrew Leavitt, Dr. Martin Rudd and JoAnn Rife, Executive Director of Facilities

UWO Fox Cities, Chancellor Andrew Leavitt, expressed his appreciation to Winnebago County for providing educational opportunities for students and for their long-term support.

JoAnn Rife, Executive Director of Facilities for UWO Fox Cities, presented the requests for three 2022 Capital Projects. The projects are:

- Feasibility & Design/Engineering for Barlow Planetarium Upgrades
- Repair Blacktop at Main Entrance
- Parking Lot Maintenance – Engineering and North Lots

Ms. Rife described the three projects:

- Barlow Planetarium – The Fox Cities Planetarium is the most attended in the UW System. It serves 23 of the Wisconsin 72 counties. It has roughly 30,000 visitors per year. The projected scope goals include creating new light lock entrance/exit; removal of projection pit to add seating; redistribution of electrical; alteration of HVAC; and finishing the update. Ms. Rife provided pictures of the upgrades.
- Repair of Blacktop at Main Entrance – This involves the entryway to the campus. They have consulted with Outagamie and Winnebago County Highway Departments to devise the best solution to repair the entrance. This area needs to be milled, re-paved and striped.
- Parking Lot Maintenance – This area would need to be crack-filled, seal-coated and striped.

The feasibility study for the Barlow Planetarium would be approximately \$12,360.00. For the entrance and parking lot repairs, the cost would be roughly \$155,000.00.

Ms. Rife and Chancellor Leavitt then took questions from the board. A copy of this presentation is available in the County Clerk's office located at 112 Otter Avenue, Oshkosh, WI.

ZONING REPORTS AND ORDINANCES

No zoning reports or ordinances this month.

RESOLUTIONS AND ORDINANCES

RESOLUTION NO. 83-072022: **Approve Ground Lease between Wings As Eagles Mission Air Service, Inc. and Winnebago County**

WHEREAS, Wings As Eagles Mission Air Service, Inc. desires to renew a ground lease with Winnebago County; and

WHEREAS, Wings As Eagles Mission Air Service, Inc. has been a long-time tenant in a private hangar they built in 2003; and

WHEREAS, said Agreement renewal shall be for a period of twenty (20) years, from July 1, 2022, through June 30, 2042; and

WHEREAS, Wings As Eagles Mission Air Service, Inc. agrees to pay Winnebago County \$3,392 per year, with an increase equal to the change in Consumer Price Index for All Urban Consumers at the end of each three-year interval; and

NOW, THEREFORE, BE IT RESOLVED by the Winnebago County Board of Supervisors that it hereby approves execution by the Winnebago County Executive and Winnebago County Clerk of the attached Ground Lease Agreement between Wings As Eagles Mission Air Service, Inc. and Winnebago County for the purpose of conducting aircraft storage in a privately built hangar.

Submitted by:
AVIATION COMMITTEE
PERSONNEL & FINANCE COMMITTEE

Motion by Supervisor Gabert, seconded by Supervisor Ellenberger to adopt. CARRIED BY VOICE VOTE.

Motion by Supervisor Albrecht, seconded by Supervisor Cox to adjourn until the August 16, 2022 regular meeting at 6:00 p.m. The meeting was adjourned at 7:09 p.m.

Submitted by:
Julie A. Barthels
Winnebago County Deputy Clerk

State of Wisconsin)
County of Winnebago) ss

I, Julie A. Barthels, do hereby certify that the foregoing is a true and correct copy of the Journal of the Winnebago County Board of Supervisors for their regular meeting held July 19, 2022.

Julie A. Barthels
Winnebago County Deputy Clerk

TO THE WINNEBAGO COUNTY BOARD SUPERVISORS

Your Planning and Zoning Committee begs leave to report:

WHEREAS, it has reviewed the Petition for Zoning Map Amendment 2022-ZC-6060 filed with the County Clerk by:

KOCH, RYAN ET AL, Town of OMRO and referred to the Planning and Zoning Committee on July 19, 2022 and

WHEREAS, a Public Hearing was held on July 26, 2022, pursuant to mailed and published notice as provided by law on the following:

PROPERTY INFORMATION:

Owner(s) of Property: KOCH, RYAN ET AL

Agent(s): KOCH, RYAN

Location of Premises Affected: 4831 RIVERMOOR RD

Legal Description: Being part of the NE 1/4 of Section 3, Township 18 North, Range 15 East, Town of Omro, and all of Lots 66 and 68 of the Plat of Rivermoor, located in part of the SW 1/4 of the SW 1/4 of Section 35 and in part of Government Lot 4 of Section 34, Township 19 North, Range 15 East, Town of Winneconne, all in Winnebago County, Wisconsin.

Tax Parcel No.: 016-0100, 016-0101, 016-0102 & 0103, 030-1015-01, 030-1014, 030-1014-01

Sewer: Required; Private System

Overlay: Shoreland, floodplain, wetlands

WHEREAS, Applicant is requesting a rezoning to A-2 General Agriculture and

WHEREAS, we have received notification from the Town of OMRO recommending APPROVAL and

WHEREAS, your Planning and Zoning Committee, being fully informed of the facts, and after full consideration of the matter, make the following findings:

The Town findings were for approval.

Proposed use is compatible with adjacent lands.

Findings were made in consideration of Section 23.7-5(b)(1),(2),&(3)

NOW THEREFORE BE IT RESOLVED, that this committee hereby reports our findings for your consideration and is hereby recommending APPROVAL by a vote of 5-0.

AND BE IT FURTHER RESOLVED, by the Winnebago County Board of Supervisors, that the enclosed ordinance is hereby: ☐ ADOPTED ☐ DENIED

For the Planning and Zoning Committee

AMENDATORY ORDINANCE # 08/001/22

The Winnebago County Board of Supervisors do ordain Zoning Amendment # 2022-ZC-6060 as follows:

Being part of the NE 1/4 of Section 3, Township 18 North, Range 15 East, Town of Omro, and all of Lots 66 and 68 of the Plat of Rivermoor, located in part of the SW 1/4 of the SW 1/4 of Section 35 and in part of Government Lot 4 of Section 34, Township 19 North, Range 15 East, Town of Winneconne, all in Winnebago County, Wisconsin.

FROM: R-1 Rural Residential

TO: A-2 General Agriculture

Adopted / Denied this _____ day of _____, 20 _____

Thomas Egan, Chairperson

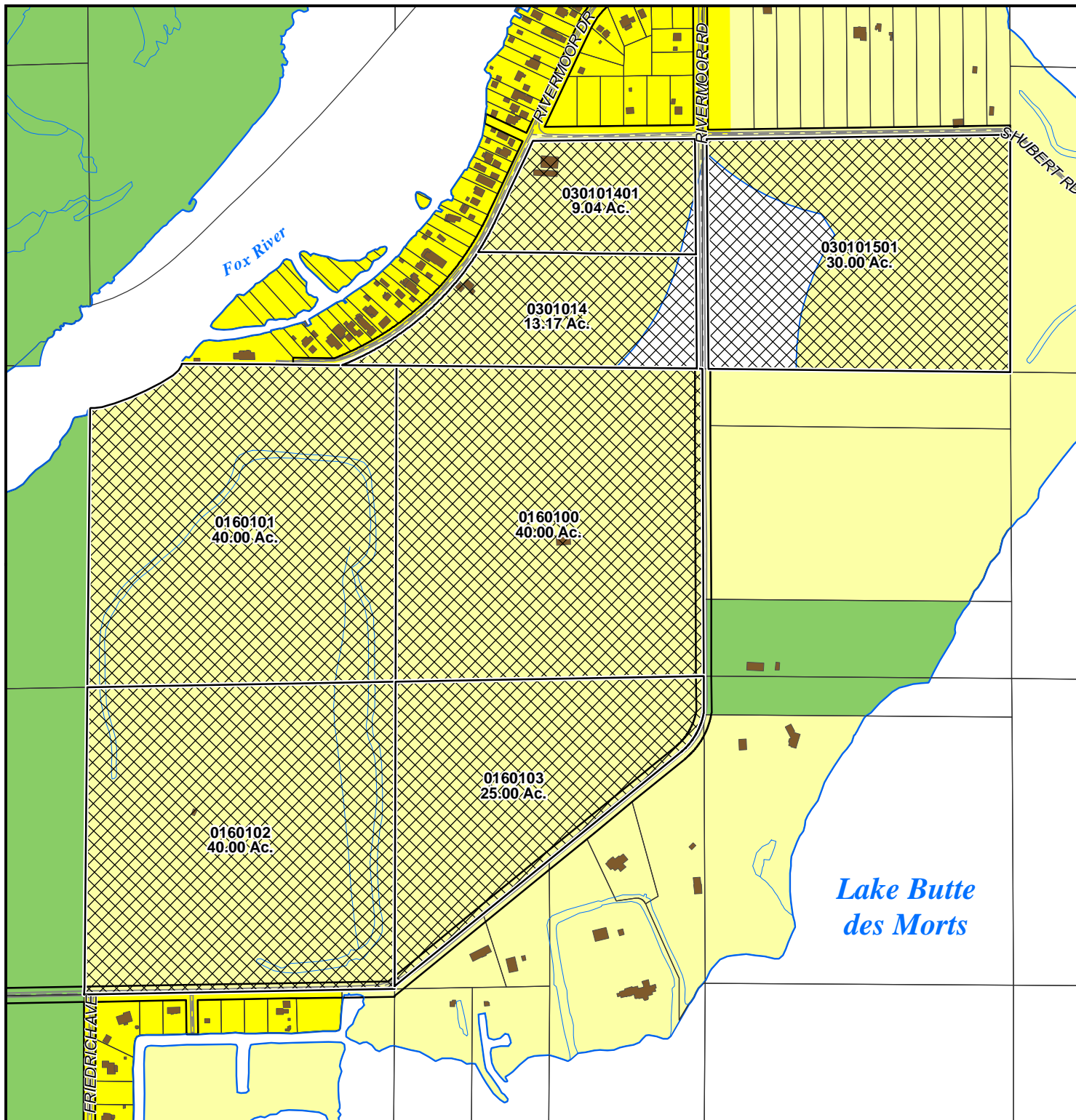
ATTEST:

Susan T. Ertmer, Clerk

APPROVED BY WINNEBAGO COUNTY EXECUTIVE THIS _____ DAY OF
_____ 20 ____.

JON DOEMEL, COUNTY EXECUTIVE

County Board Supervisory district: 34 - BEEM & 35 - RASMUSSEN



Application #22-ZC-6060

Date of Hearing:

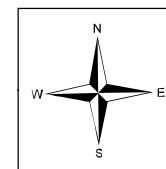
July 26, 2022

Owner(s):

HAFEMEISTER, GINA M

Subject Parcel(s):

0160100 / 0160101 /
0160102 / 0160103 /
0301014 / 030101401 /
030101501



Winnebago County
WINGS Project

Scale

1 inch : 600 feet

County Zoning Districts

| | | |
|-----|-----|-------------|
| R-1 | PDD | B-1 |
| R-2 | A-1 | B-2 |
| R-3 | A-2 | B-3 |
| R-4 | I-1 | M-1 |
| R-8 | I-2 | Town Zoning |

City of Oshkosh Extraterritorial
Zoning Jurisdiction

Incorporated Area

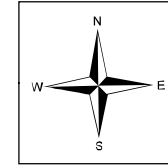
○ = SITE

Application #22-ZC-6060

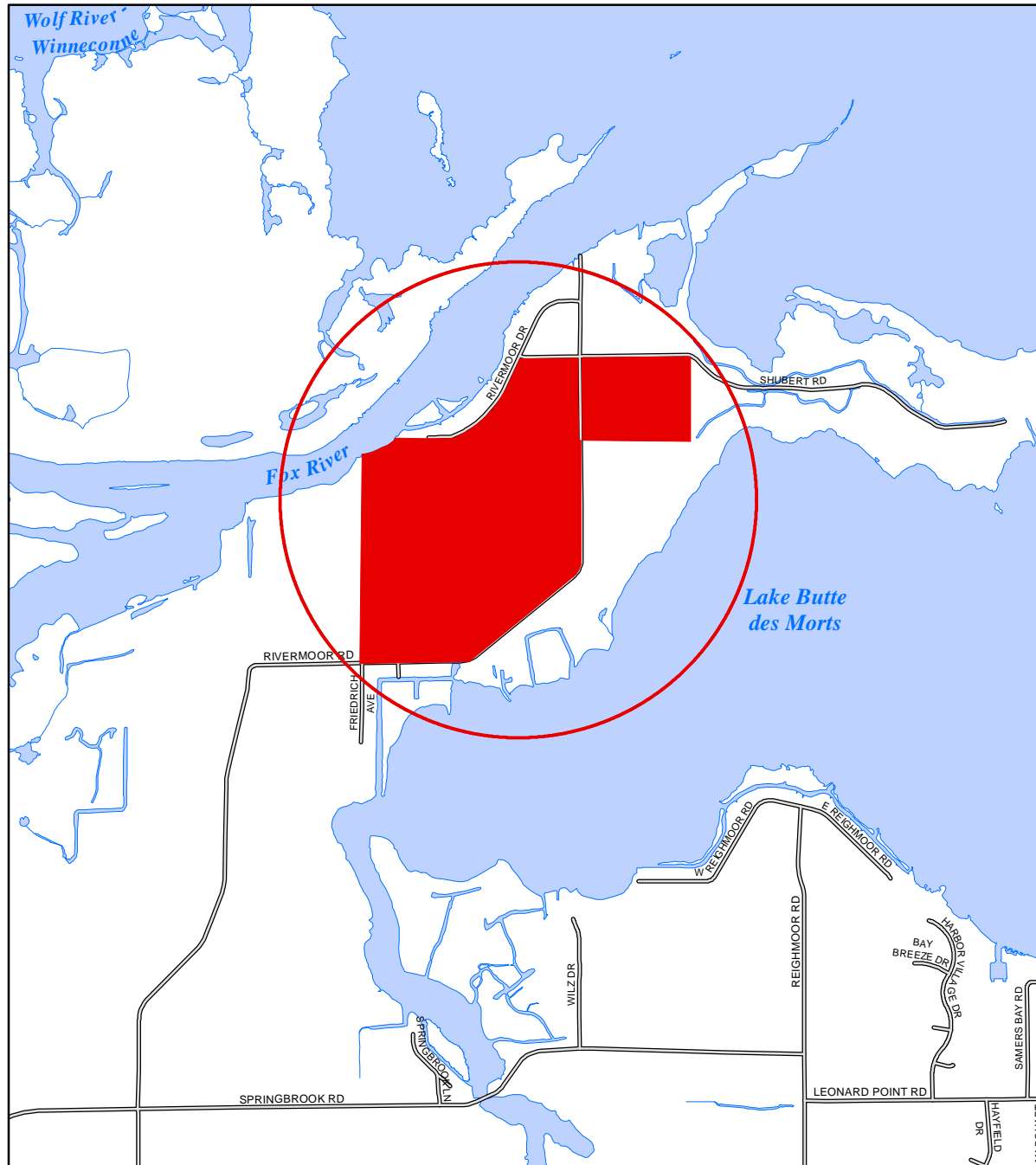
Date of Hearing:
July 26, 2022

Owner(s):
HAFEMEISTER, GINA M

Subject Parcel(s):
0160100 / 0160101 / 0160102 / 0160103 /
0301014 / 030101401 / 030101501

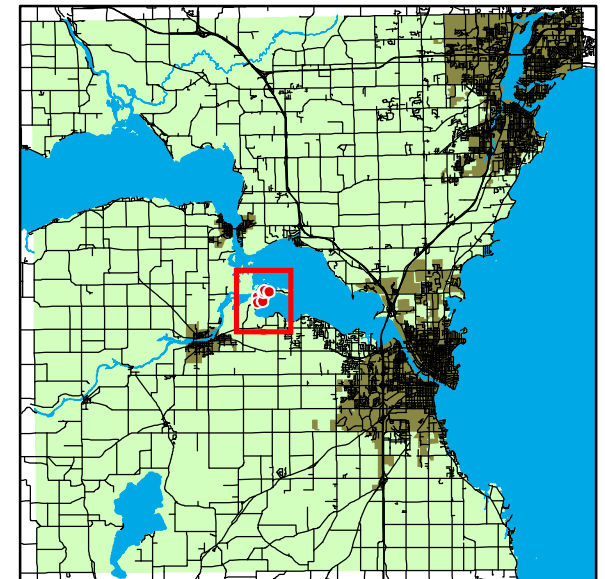


Winnebago County
WINGS Project



1 inch : 2,000 feet

● = SITE



WINNEBAGO COUNTY

TO THE WINNEBAGO COUNTY BOARD SUPERVISORS

Your Planning and Zoning Committee begs leave to report:

WHEREAS, it has reviewed the Petition for Zoning Map Amendment 2022-ZC-6070 filed with the County Clerk by:

NORRIS, JOSEPH ET AL, Town of BLACK WOLF and referred to the Planning and Zoning Committee on July 19, 2022 and

WHEREAS, a Public Hearing was held on July 26, 2022, pursuant to mailed and published notice as provided by law on the following:

PROPERTY INFORMATION:

Owner(s) of Property: NORRIS, JOSEPH ET AL

Agent(s): PUCKER, JUSTIN

Location of Premises Affected: 264 OLD OREGON RD

Legal Description: Being part of the NW 1/4 of the SW 1/4 of Section 36, Township 17 North, Range 16 East, Town of Black Wolf, Winnebago County, Wisconsin.

Tax Parcel No.: 004-0203

Sewer: Existing; Private System

Overlay: Shoreland

WHEREAS, Applicant is requesting a rezoning to R-1 Rural Residential and

WHEREAS, we have received notification from the Town of BLACK WOLF recommending APPROVAL and

WHEREAS, your Planning and Zoning Committee, being fully informed of the facts, and after full consideration of the matter, make the following findings:

The Town findings were for approval.

There were objections to: There was one objection to the zoning change

Findings were made in consideration of Section 23.7-5(b)(1),(2),&(3)

NOW THEREFORE BE IT RESOLVED, that this committee hereby reports our findings for your consideration and is hereby recommending APPROVAL by a vote of 5-0.

AND BE IT FURTHER RESOLVED, by the Winnebago County Board of Supervisors, that the enclosed ordinance is hereby: ☐ ADOPTED ☐ DENIED

For the Planning and Zoning Committee

AMENDATORY ORDINANCE # 08/002/22

The Winnebago County Board of Supervisors do ordain Zoning Amendment # 2022-ZC-6070 as follows:

Being part of the NW 1/4 of the SW 1/4 of Section 36, Township 17 North, Range 16 East, Town of Black Wolf, Winnebago County, Wisconsin.

FROM: A-2 General Agriculture

TO: R-1 Rural Residential

Adopted / Denied this _____ day of _____, 20 ____

Thomas Egan, Chairperson

ATTEST:

Susan T. Ertmer, Clerk

APPROVED BY WINNEBAGO COUNTY EXECUTIVE THIS _____ DAY OF
_____, 20 ____.

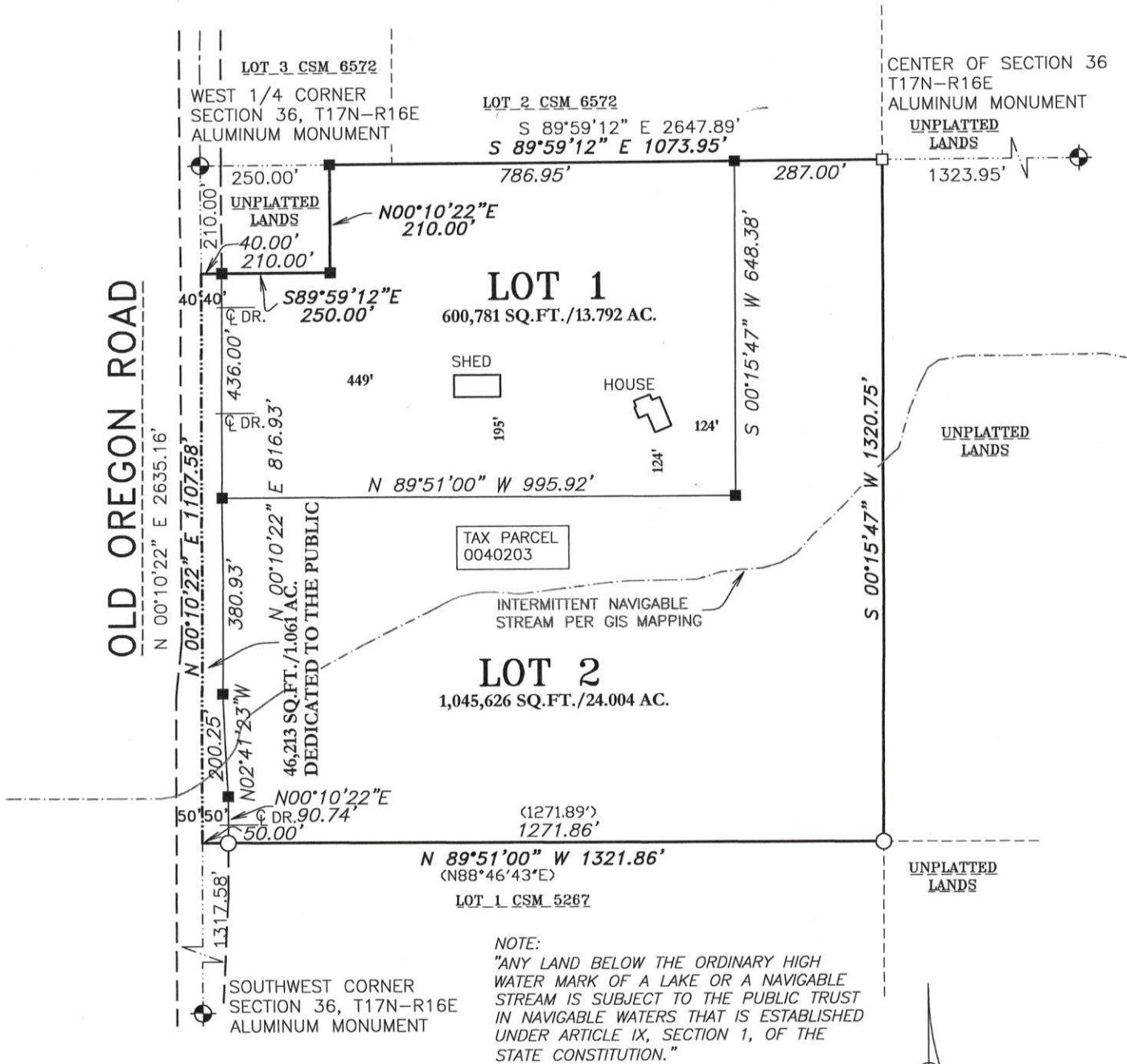
JON DOEMEL, COUNTY EXECUTIVE

County Board Supervisory district: 32 - ZASTERA

CERTIFIED SURVEY MAP NO. _____

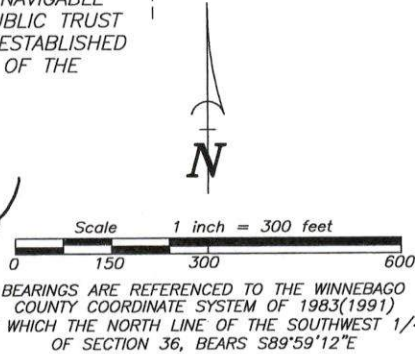
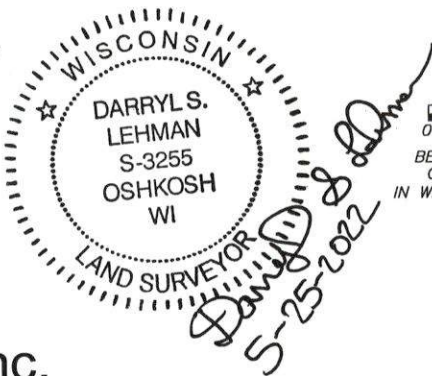
PART OF THE NORTHWEST 1/4 OF THE SOUTHWEST
1/4 OF SECTION 36, TOWNSHIP 17 NORTH, RANGE
16 EAST, TOWN OF BLACK WOLF, WINNEBAGO
COUNTY, WISCONSIN.

SURVEY FOR:
JUSTIN PUCKER
N7898 LAKESHORE DRIVE
FOND DU LAC, WI 54937



LEGEND

- 1-1/4" O.D. IRON PIPE SET, 18" LONG, WEIGHING 1.130 LBS. PER LIN. FOOT
- 3/4" REBAR FOUND
- 1-1/4" O.D. IRON PIPE FOUND
- ⊙ GOVERNMENT CORNER FOUND
- FENCE LINE
- () RECORDED AS



Martenson & Eisele, Inc.



101 West Main Street
Omro, WI 54963
www.martenson-eisele.com
P 920.685.6240 F 920.685.6340

Planning
Environmental
Surveying
Engineering
Architecture

PROJECT NO. 0-2707-001
FILE 2707001CSM.DWG SHEET 1 OF 3
This instrument was drafted by: DSL



Application #22-ZC-6070

Date of Hearing:

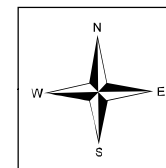
July 26, 2022

Owner(s):

NORRIS, JOSEPH B /
NORRIS, JERI M

Subject Parcel(s):

0040203(P)



Winnebago County
WINGS Project

Scale

1 inch : 400 feet

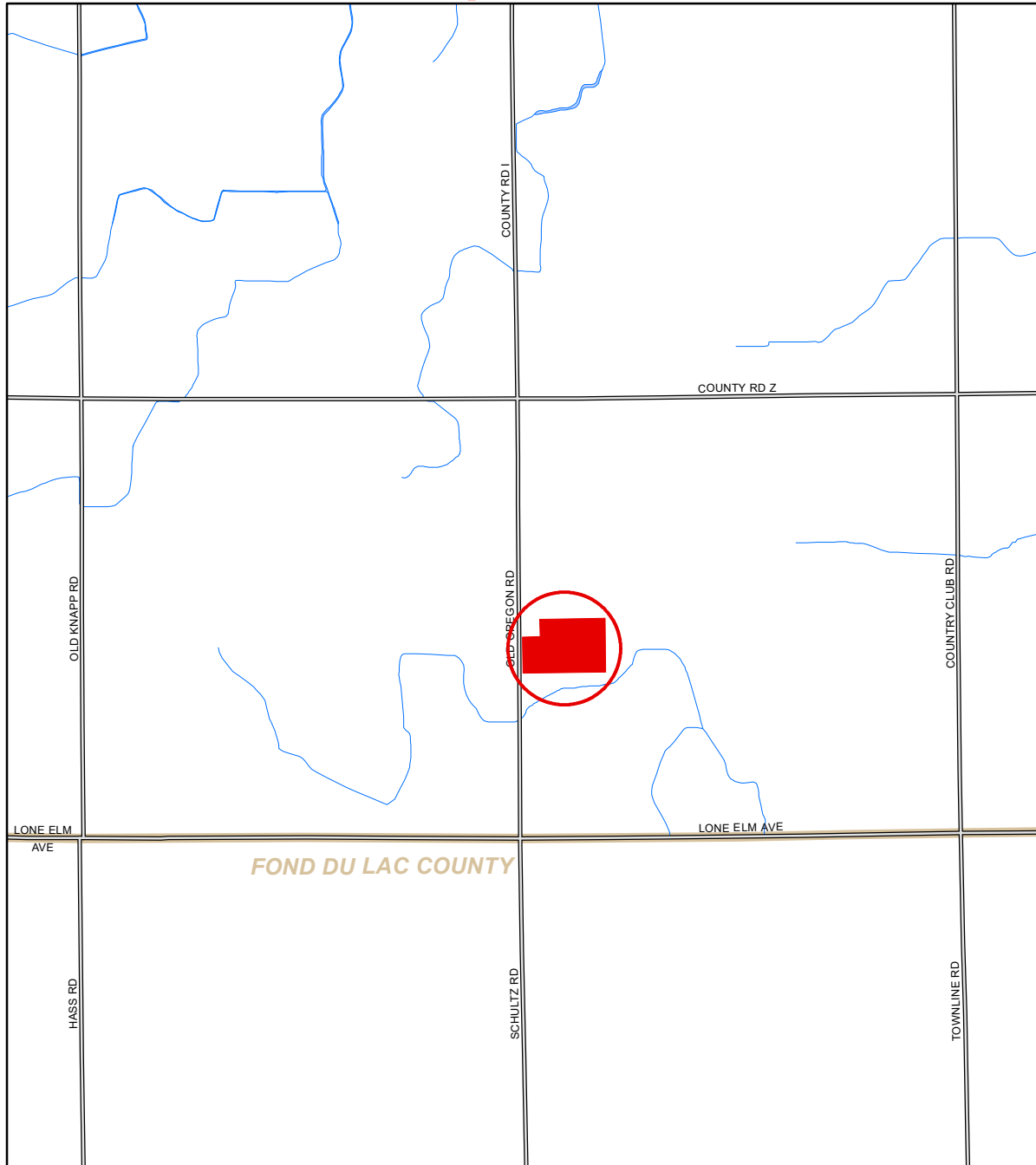
County Zoning Districts

| | | |
|-----|-----|-------------|
| R-1 | PDD | B-1 |
| R-2 | A-1 | B-2 |
| R-3 | A-2 | B-3 |
| R-4 | I-1 | M-1 |
| R-8 | I-2 | Town Zoning |

City of Oshkosh Extraterritorial
Zoning Jurisdiction

Incorporated Area

○ = SITE



1 inch : 2,000 feet

Application #22-ZC-6070

Date of Hearing:

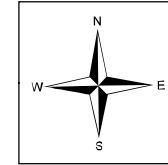
July 26, 2022

Owner(s):

NORRIS, JOSEPH B /
NORRIS, JERI M

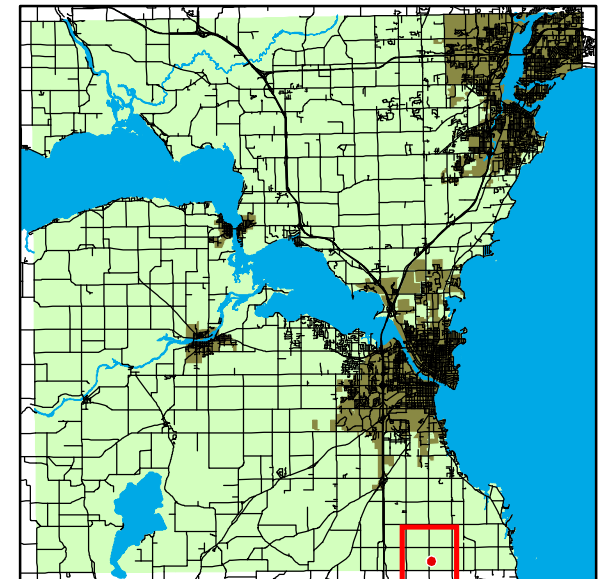
Subject Parcel(s):

0040203(P)



*Winnebago County
WINGS Project*

● = SITE



WINNEBAGO COUNTY

TO THE WINNEBAGO COUNTY BOARD SUPERVISORS

Your Planning and Zoning Committee begs leave to report:

WHEREAS, it has reviewed the Petition for Zoning Map Amendment 2022-ZC-6080 filed with the County Clerk by:

GABBERT DANYELLE, ET AL, Town of NEENAH and referred to the Planning and Zoning Committee on July 18, 2022 and

WHEREAS, a Public Hearing was held on July 26, 2022, pursuant to mailed and published notice as provided by law on the following:

PROPERTY INFORMATION:

Owner(s) of Property: GABBERT DANYELLE, ET AL

Agent(s): NONE

Location of Premises Affected: 1417 LARSEN RD

Legal Description: Being part of the SW 1/4 of the SW 1/4 of Section 19, Township 20 North, Range 17 East, Town of Neenah, Winnebago County, Wisconsin.

Tax Parcel No.: 010-0196-02

Sewer: Existing; Private System

Overlay: NONE

WHEREAS, Applicant is requesting a rezoning to A-2 General Agriculture and

WHEREAS, we have received notification from the Town of NEENAH recommending APPROVAL and

WHEREAS, your Planning and Zoning Committee, being fully informed of the facts, and after full consideration of the matter, make the following findings:

The Town findings were for approval.

Proposed use is compatible with adjacent lands.

Findings were made in consideration of Section 23.7-5(b)(1),(2),&(3)

NOW THEREFORE BE IT RESOLVED, that this committee hereby reports our findings for your consideration and is hereby recommending APPROVAL by a vote of 5-0.

AND BE IT FURTHER RESOLVED, by the Winnebago County Board of Supervisors, that the enclosed ordinance is hereby: ☐ ADOPTED ☐ DENIED

For the Planning and Zoning Committee

AMENDATORY ORDINANCE # 08/003/22

The Winnebago County Board of Supervisors do ordain Zoning Amendment # 2022-ZC-6080 as follows:

Being part of the SW 1/4 of the SW 1/4 of Section 19, Township 20 North, Range 17 East, Town of Neenah, Winnebago County, Wisconsin.

FROM: B-3 Regional Business; R-1 Rural Residential

TO: A-2 General Agriculture

Adopted / Denied this _____ day of _____, 20 ____

Thomas Egan, Chairperson

ATTEST:

Susan T. Ertmer, Clerk

APPROVED BY WINNEBAGO COUNTY EXECUTIVE THIS _____ DAY OF _____ 20 ____.

JON DOEMEL, COUNTY EXECUTIVE

County Board Supervisory district: 09 - NUSSBAUM



Application #22-ZC-6080

Date of Hearing:

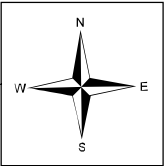
July 26, 2022

Owner(s):

GABBERT, DANYELLE S /
WIECHERT, JEFFREY C

Subject Parcel(s):

010019602



Winnebago County
WINGS Project

Scale

1 inch : 300 feet

County Zoning Districts

| | | |
|-----|-----|-------------|
| R-1 | PDD | B-1 |
| R-2 | A-1 | B-2 |
| R-3 | A-2 | B-3 |
| R-4 | I-1 | M-1 |
| R-8 | I-2 | Town Zoning |

City of Oshkosh Extraterritorial
Zoning Jurisdiction

Incorporated Area

○ = SITE

Application #22-ZC-6080

Date of Hearing:

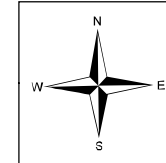
July 26, 2022

Owner(s):

GABBERT, DANYELLE S /
WIECHERT, JEFFREY C

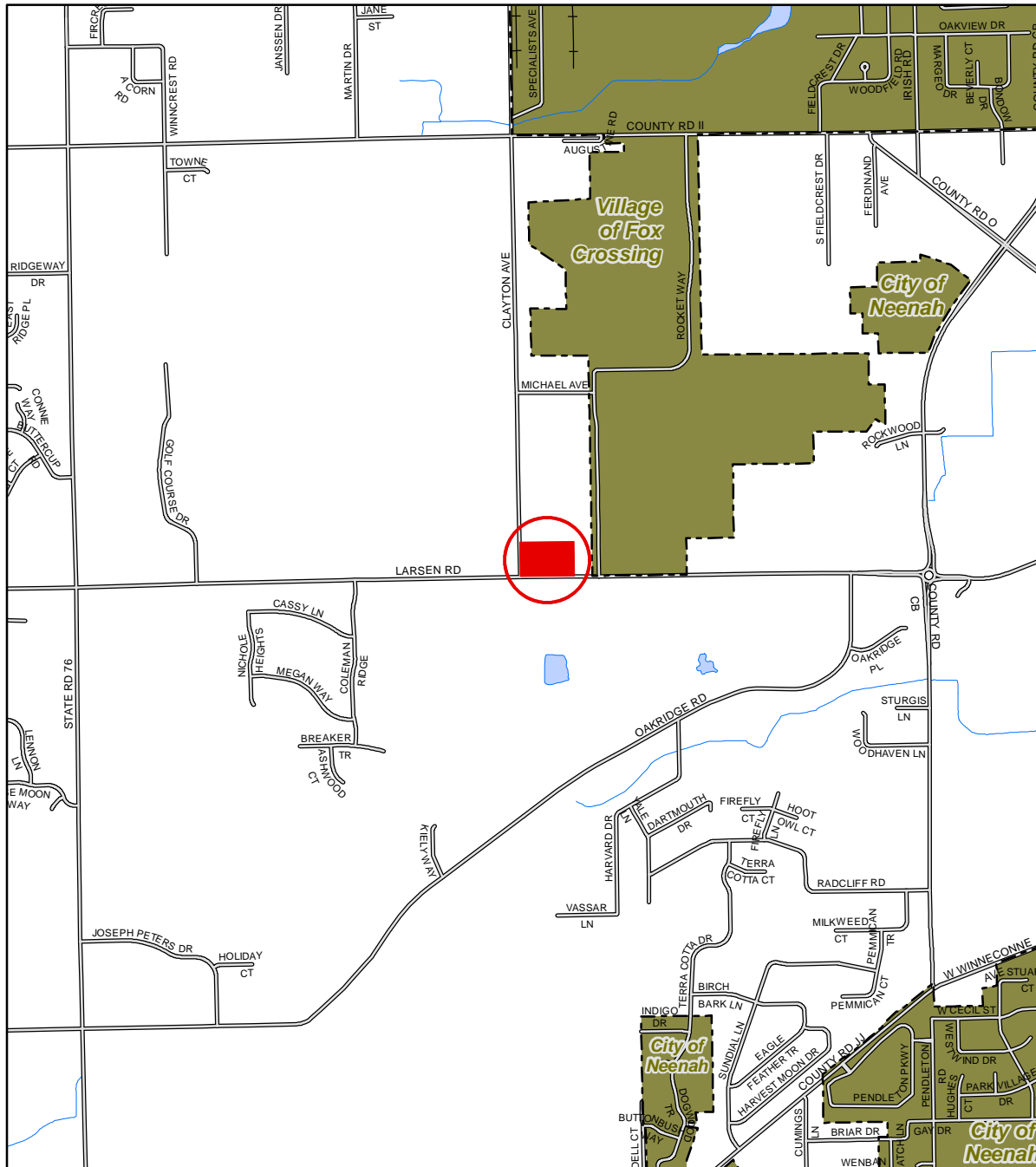
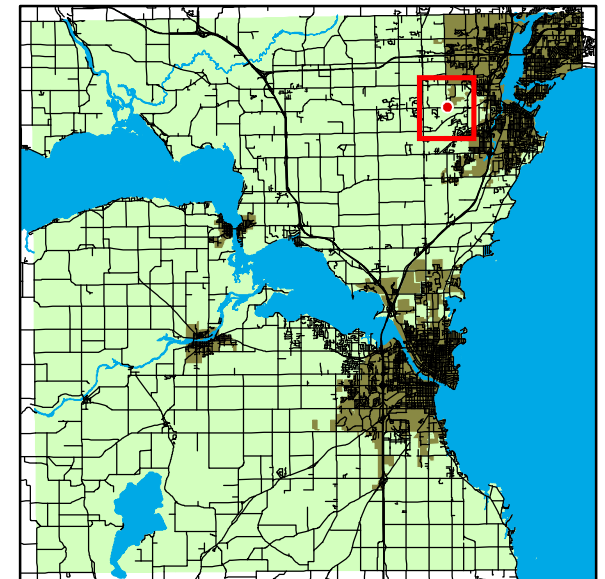
Subject Parcel(s):

010019602



Winnebago County
WINGS Project

● = SITE



1 inch : 2,000 feet

WINNEBAGO COUNTY

1 **84-082022**

2
3 **RESOLUTION: Commendation for Beth Biesinger**

4
5
6 **TO THE WINNEBAGO COUNTY BOARD OF SUPERVISORS:**

7 **WHEREAS**, Beth Biesinger has been employed with the Winnebago County Department of Human Services,
8 for the past thirty-two years, and during that time has been a most conscientious and devoted County employee; and

9 **WHEREAS**, Beth Biesinger has now retired from those duties, and it is appropriate for the Winnebago
10 County Board of Supervisors to acknowledge her years of service.

11 **NOW, THEREFORE, BE IT RESOLVED** by the Winnebago County Board of Supervisors that sincere
12 appreciation and commendation is extended to Beth Biesinger for the fine services she has rendered to Winnebago
13 County.

14 **BE IT FURTHER RESOLVED** by the Winnebago County Board of Supervisors that the County Clerk send a
15 copy of this Resolution to Beth Biesinger.

16 Respectfully submitted by:

17 **PERSONNEL AND FINANCE COMMITTEE**

18 Committee Vote: **5-0**

19
20 Vote Required for Passage: **Majority**

21
22 Approved by the Winnebago County Executive this ____ day of _____, 2022.

23
24 _____
25 Jonathan D. Doemel
26 Winnebago County Executive
27

1 **85-082022**

2
3 **RESOLUTION: Prohibiting the Use of Private Donations to Administer Elections**

4
5
6 **TO THE WINNEBAGO COUNTY BOARD OF SUPERVISORS:**

7 **WHEREAS**, during Wisconsin's 2020 General Election a private, non-profit entity, the Center for Tech and Civic
8 Life, furnished approximately \$8.5 million to five Wisconsin cities and an additional \$1.6 million to over 200 other
9 Wisconsin municipalities; and

10 **WHEREAS**, by accepting these grants municipalities agreed to certain conditions related to election
11 administration which directly impacted the procedures adopted by municipalities that were recipients of the grant funding
12 while other municipalities that did not receive the grants did not implement the same measures; and

13 **WHEREAS**, by accepting these grants municipalities granted special access to voter data to agents of the
14 special interest group, including the ability to manage municipal staff and special access to ballots; and

15 **WHEREAS**, voters need to be able to trust that their local election officials are acting in a non-partisan capacity
16 and are not under the influence of private resources that might impact how an election is administered; and

17 **WHEREAS**, the ability to accept private funds for election administration can be used by any political party or
18 special interest group to improperly influence the outcome of elections; and

19 **WHEREAS**, the ability of a privately-funded special interest group to participate in an election in this manner
20 allows for circumvention of campaign finance laws and creates the appearance of unfairness in election
21 administration; and

22 **WHEREAS**, in order to have a well-functioning election, voters need to have trust in the fairness of the process.

23 **NOW, THEREFORE, BE IT RESOLVED** by the Winnebago County Board of Supervisors that it prohibits the
24 use of private donations from special interest groups, people, or other private entities by government for the
25 purposes of election administration within Winnebago County.

26
27 **Fiscal Impact:** None.

28 Respectfully submitted by:

29 **NATE GUSTAFSON, DISTRICT 28**

30 **CONLEY HANSON, DISTRICT 26**

31
32 Respectfully submitted by:

33 **JUDICIARY AND PUBLIC SAFETY COMMITTEE**

34 Committee Vote: **4-1**

35 Vote Required for Passage: **MAJORITY**

36
37 Approved by the Winnebago County Executive this ____ day of _____, 2022.

38
39 _____
40 Jonathan D. Doemel
41 Winnebago County Executive
42

1 86-082022

2
3 **RESOLUTION: Authorize the Sheriff's Office to accept a reimbursement grant of**
4 **\$150,000 for Medication-Assisted Treatment Program from the Wisconsin**
5 **Department of Justice Division of Law Enforcement Services,**
6 **Comprehensive Opioid, Stimulant and Substance Abuse site-based**
7 **program**
8

9 **TO THE WINNEBAGO COUNTY BOARD OF SUPERVISORS:**

10 **WHEREAS,** Winnebago County has seen an increase in substance use disorders adversely affecting lives; and

11 **WHEREAS,** this reimbursement grant will allow for the creation of Winnebago County's Medication-Assisted
12 Treatment program; and

13 **WHEREAS,** the reimbursement grant will allow for direct purchase of requisite medication which is the
14 backbone of the program, and associated training if needed; and

15 **WHEREAS,** the program will also assist individuals receiving medical treatment to obtain continued care and
16 more treatment options post incarceration; and

17 **WHEREAS,** the program will help participants on a successful path to recovery after their release into the
18 community; and

19 **WHEREAS,** the reimbursement grant must be used before July 31, 2023.

20
21 **NOW, THEREFORE, BE IT RESOLVED** by the Winnebago County Board of Supervisors that it hereby
22 authorizes the Winnebago County Sheriff's Office to accept a reimbursement grant of \$150,000 from Wisconsin
23 Department of Justice, Division of Law enforcement Services, Comprehensive Opioid, Stimulant and Substance
24 Abuse site-based program.
25

26 **FISCAL IMPACT:** \$150,000 from the Wisconsin Department of Justice, Division of Law Enforcement
27 Services will be added to revenue and expense accounts, to be used as a reimbursement for program expenses.
28 There will be no impact on fund balances.
29

30 Respectfully submitted by:

31 **JUDICIARY AND PUBLIC SAFETY COMMITTEE**

32 Committee Vote: **5-0**

33 Respectfully submitted by:

34 **PERSONNEL AND FINANCE COMMITTEE**

35 Committee Vote: **5-0**

36 Vote Required for Passage: **Two-thirds of those members present**
37

38 Approved by the Winnebago County Executive this ____ day of _____, 2022.
39

40
41 _____
42 Jonathan D. Doemel
43 Winnebago County Executive

Agenda Item Report



Winnebago County
The Wave of the Future

DATE: August 2, 2022

FROM: Sheriff John Matz

RE: Wisconsin Department of Justice Reimbursement Grant

General Description:

Authorize the Sheriff's Office to accept a \$150,000 Wisconsin Department of Justice, Division of Law enforcement Services, Comprehensive Opioid, Stimulant and Substance Abuse site-based program, for a Medication- Assisted Treatment Program.

Action Requested:

Motion to approve resolution for the acceptance of \$150,000 grant from the Wisconsin Department of Justice, Division of Law enforcement Services, Comprehensive Opioid, Stimulant and Substance Abuse site-based program.

Procedural Steps:

(Show each level of committee and board approval needed, with meeting dates.)

Committee of Jurisdiction: Judiciary_____ Meeting date: 8/8/22

Action taken: _____ Vote: _____

Other Committee: Personnel and Finance_____ Meeting date: 9/1/22

Action taken: _____ Vote: _____

County Board Meeting date: _____

Background:

The Winnebago County Sheriff's Office will use the funds to implement a Medication Assisted Treatment (MAT) Program program to offer naltrexone, an FDA-approved medication to treat substance use disorders (SUD) to eligible individuals housed within the Winnebago County Jail. Naltrexone is a non-narcotic, non-addictive opioid antagonist that blocks the euphoric and sedative effects of other opioids. The Jail's SUD Counselor and the nursing staff will coordinate delivery the MAT program. The naltrexone purchased with the funds will provide treatment for SUD to individuals immediately prior to their release from custody. Program coordinators will also assist the individual receiving the medical treatment to obtain continued care and more treatment options after their release into the community.

Historically, the Winnebago County Jail has been limited in ability to even consider providing a service similar to this, as it has been very cost prohibitive. With this grant and the medication Winnebago County will be able to purchase, inmates with opioid dependency who leave the Winnebago County Jail face a much better chance of future success.

The vision of this program has been a collaborative effort, and involves a partnership among the Health Services Unit of the Winnebago County Jail, Winnebago County Jail Corrections Deputies, Winnebago County Department of Human Services, and Solutions Recovery Center.

Policy Discussion:

Across the U.S., opioid use and overdose deaths are at epidemic proportions. In 2017, 2.1 million people in the United States had an opioid use disorder and nearly 68 percent of overdose deaths involved opioids. Individuals reporting opioid use are significantly more likely to be involved with the criminal justice system compared to people with no opioid use, and the level of justice involvement increases with the level of opioid use. Within the criminal justice system, nearly 10 percent of justice-involved individuals self-report heroin use. Estimates indicate that about half of drug courts serve groups where over 20 percent report an opioid dependency; 22 percent of jails report that 10 percent or more of their jail populations have an opioid dependency. Among individuals sentenced to jail and state prison, regular use of opioids was reported at 17 and 19 percent, respectively. Studies show that MAT reduces drug use, disease rates, and overdose events, as well as, promotes recovery among individuals with opioid use disorders. Across the criminal justice system, MAT has been found to reduce criminal activity, arrests, as well as probation revocations and re-incarcerations. Jail re-entry and treatment courts are two areas in criminal justice that are leading the uptake of MAT into criminal justice programs and facilities. Nationwide Sheriffs and judges leading these efforts report fewer individuals with opioid use disorder cycling in and out of the local jails and individuals in treatment courts staying in treatment for longer periods of time. (SAMHSA)

Attachments:

Attachment 1-Resolution

Attachment 2-Budget Transfer

2
3 **RESOLUTION: Declaring Winnebago County, Wisconsin a First Amendment Sanctuary**

4
5
6 **TO THE WINNEBAGO COUNTY BOARD OF SUPERVISORS:**

7 **WHEREAS**, the First Amendment of the United States Constitution states, "Congress shall make no law
8 respecting an establishment of religion, or prohibiting the free exercise thereof; or abridging the freedom of speech, or of
9 the press, or the right of the people peaceably to assemble, and to petition the Government for a redress of grievances";
10 and

11 **WHEREAS**, the Wisconsin State Constitution, Article 1 Section 3 states, "Every person may freely speak, write
12 and publish his sentiments on all subjects, being responsible for the abuse of that right, and no laws shall be passed to
13 restrain or abridge the liberty of speech or of the press"; and

14 **WHEREAS**, the Wisconsin State Constitution, Article 1 Section 4 states, "The right of the people to
15 peacefully assemble, to consult for the common good and to petition the government, or any department thereof,
16 shall never be abridged"; and

17 **WHEREAS**, the Governor of the State of Wisconsin, and all members of the Wisconsin State Legislature, each
18 having been elected to their respective offices by the citizens of the State of Wisconsin, have each been duly sworn by
19 the Oath of Office to uphold the United States Constitution and the Constitution of the State of Wisconsin; and

20 **WHEREAS**, the Winnebago County Board of Supervisors is elected to represent the people of the County and
21 have been duly sworn by their oath of office to uphold the United States Constitution and the Constitution of the State of
22 Wisconsin; and

23 **WHEREAS**, the Winnebago County Board of Supervisors wish to express its deep commitment to the
24 freedoms enumerated in the Bills of Rights; and to express opposition to any order or law that would
25 unconstitutionally restrict the rights of the citizens of Winnebago County; and

26 **WHEREAS**, the Winnebago County Board of Supervisors wish to express its intent to stand as a Sanctuary
27 County for the Bill of Rights and the First Amendment; and to oppose, within the limits of the Constitutions of the
28 United States and the State of Wisconsin, any efforts to unconstitutionally restrict such rights, and to use such legal
29 means at its disposal to protect the citizens of Winnebago County to freely exercise their religion; to peaceably
30 assemble; to freely engage in commerce; to free movement of persons; and any other individual liberty recognized
31 as belonging to the People; and

32 **WHEREAS**, the means within the power of the Winnebago County Supervisors includes the power to initiate
33 legal action, the power to petition for redress of grievances, the power to appropriate funding for the law enforcement of
34 Winnebago County, ~~and the power to direct the employees of Winnebago County not to enforce any unconstitutional law~~
35 ~~or purported order.~~

36 **NOW, THEREFORE, BE IT RESOLVED** by the Winnebago County Board of Supervisors that it hereby
37 declares Winnebago County, Wisconsin, as a First Amendment Sanctuary and expresses its intent to uphold the
38 First Amendment and other clearly established rights of the people of Winnebago County, Wisconsin.

39 **BE IT FURTHER RESOLVED** by the Winnebago County Board of Supervisors that it hereby expresses its
40 intent that no Winnebago County funds will be used to restrict the First Amendment and other clearly established
41 constitutional rights.

42 **FISCAL IMPACT:** None.

43

44

Respectfully submitted by:

45

NATE GUSTAFSON, DISTRICT 28

46

CONLEY HANSON, DISTRICT 26

47

48

Respectfully submitted by:

49

JUDICIARY AND PUBLIC SAFETY COMMITTEE

50 Committee Vote: **5-0**

51

52 Vote Required for Passage: **Majority**

53

54 Approved by the Winnebago County Executive this ____ day of _____, 2022.

55

56

57

58

Jonathan D. Doemel
Winnebago County Executive

1 **88-082022**

2
3 **RESOLUTION:** Authorize acceptance of a grant in the amount of \$173,535 covering the fiscal years 2022-
4 2024 for a lead abatement program in Winnebago County.
5
6

7 **TO THE WINNEBAGO COUNTY BOARD OF SUPERVISORS:**

8 **WHEREAS**, the Winnebago County Health Department has successfully partnered with the State Department of
9 Human Services to apply for lead safe housing funding; and

10 **WHEREAS**, the funds from the State Lead Safe Housing Program (LSHP), the Housing and Urban
11 Development Program (HUD) and the City of Oshkosh CDBG have afforded the Winnebago County Health Department
12 the opportunity to fully fund a Lead Abatement Program coordinator position; and

13 **WHEREAS**, the Lead Abatement Program Coordinator will oversee and promote the use of HUD and LSHP
14 funds to pay for lead abatement in homes where children reside. The funds will primarily target older homes (pre-
15 1950), lower income occupants or tenants and residences that house children under the age of six; and

16 **WHEREAS**, the initial goal is to complete abatement in 15-30 homes during the grant period which runs through
17 June 20, 2024. Additional funds are anticipated to be available during the renewal process.

18 **NOW, THEREFORE, BE IT RESOLVED** by the Winnebago County Board of Supervisors that it hereby
19 authorizes acceptance of a grant in the amount of \$173,535.00 covering the fiscal years 2022-2024 for a lead
20 abatement program in Winnebago County.

21
22 **FISCAL IMPACT:** There will be no net impact on tax levy or fund balance. Necessary funds are
23 already included in 2022 approved budget.
24

25 Respectfully submitted by:

26 **BOARD OF HEALTH**

27 Committee Vote: **7-0**

28 Respectfully submitted by:

29 **PERSONNEL AND FINANCE COMMITTEE**

30 Committee Vote: **5-0**

31 Vote Required for Passage: **two-thirds of those members present**
32

33 Approved by the Winnebago County Executive this ____ day of _____, 2022.
34

35 _____
36 Jonathan D. Doemel
37 Winnebago County Executive
38
39
40
41
42



Winnebago County

The Wave of the Future

DATE: June 1, 2022
TO: Board of Health
FROM: Doug Gieryn, Public Health Director
RE: Lead Abatement Grants

Background:

Childhood lead poisoning remains to be a preventable condition although much progress has been made over the past few decades. Lead in paint is still the single largest source of exposure to children and the largest barrier to its removal is the cost to the homeowner. With higher burdens of lead poisoning in larger cities it has been difficult to bring in additional funding to address this issue in Winnebago County.

The health department has now successfully partnered with the State DHS on an application to HUD and the State has made available an additional source of lead safe housing funding. These two grant sources combined with a commitment from the City of Oshkosh CDBG funds have provided the opportunity to fully fund a Lead Abatement Program Coordinator to oversee and promote the use of HUD and State funding to pay for lead abatement in homes with lead poisoned children, homes with children in them and homes where property owners will rent to families with children after abatement.

The current grant funding agreement with HUD runs to June 30, 2024 and additional funds are anticipated to be available in a renewal process. Current funds will also be used to train contractors, promote the program to contractors and property owners. Our initial goal is to complete abatement in 15-30 homes in this grant period with access to additional funds if capacity exists to do more. The funds primarily target older homes (pre-1950), lower income owner occupants or tenants, house children under age 6, be assessed under \$200K for two-family or under \$150K for a single family, and be current on taxes and code enforcement issues.

Policy Discussion:

This program is fully grant funded.

Requested Action:

To approve the budget transfer for allocation of the lead abatement grant funds.

Committee Action:

May 20 Board of Health - Voted 7-0 to pass.

1 **89-082022**

2
3 **RESOLUTION:** Authorize acceptance of the Mobilizing Community for a Just Response Grant (MC4JR) in
4 the amount of \$63,089 to support a just recovery initiative for communities
5 disproportionately impacted by the pandemic, by structural inequities, and for all public
6 health issues.
7

8
9 **TO THE WINNEBAGO COUNTY BOARD OF SUPERVISORS:**

10 **WHEREAS**, in the summer of 2021 the Winnebago County Health Department conducted key stake holder
11 interviews to learn more about the impact of the pandemic and what aspects of the COVID response worked well; and

12 **WHEREAS**, using the information obtained from key stakeholder interviews, the Winnebago County Health
13 Department applied for and was awarded the Mobilizing Community for a Just Response Grant (MC4JR).

14 **WHEREAS**, The MC4JR grant supports a just recovery initiative for communities impacted by the pandemic,
15 structural inequities and public health issues. Specifically, the grant will support communities in their efforts to influence
16 change and expand understanding of what creates health. Focus will be on building relationships, cultivating trust and
17 implementing systems change as opposed to direct service provision.

18 **NOW, THEREFORE, BE IT RESOLVED** by the Winnebago County Board of Supervisors that it hereby
19 authorizes the acceptance of the Mobilizing Community for a Just Response Grant (MC4JR) in the amount of
20 \$63,089.00 to support a just recovery initiative for communities disproportionately impacted by the pandemic,
21 structural inequities and public health, and approves the attached budget transfer for 2022.
22

23 **FISCAL IMPACT:** There will be no net impact on tax levy or fund balance. The amount of \$63,089 will be
24 added to revenue and expense accounts for the 2022 budget.
25

26 Respectfully submitted by:

27 **BOARD OF HEALTH**

28 Committee Vote: **7-0**

29 Respectfully submitted by:

30 **PERSONNEL AND FINANCE COMMITTEE**

31 Committee Vote: **3-2**

32 Vote Required for Passage: **two-thirds of those members present**
33
34

35 Approved by the Winnebago County Executive this ____ day of _____, 2022.
36

37 _____
38 Jonathan D. Doemel
39 Winnebago County Executive



Winnebago County

The Wave of the Future

DATE: June 1, 2022
TO: Board of Health
FROM: Doug Gieryn, Public Health Director
RE: MC4JR (Mobilizing Community for a Just Response) Grant Summary

Background:

Last summer, Winnebago County Health Department (WCHD), along with other regional partners conducted key stakeholder interviews in order to learn more from our partners about the impact of the pandemic and what aspects of the COVID response worked well. Interview analysis showed the fragility of the current social safety net, an increase in basic needs requests, and the importance of addressing complex issues holistically. Respondents said safe and affordable housing, economic stability, affordable childcare, social connection and a sense of belonging in the community were all important before the pandemic, and intensified as a result of the pandemic. Key stakeholders also identified involving people with lived experience is crucial when identifying strategies to improve community conditions.

Using the information from the Key Stakeholder interviews, WCHD applied and was awarded the Mobilizing Community for a Just Response grant.

Mobilizing Community for a Just Response

The Wisconsin Department of Health Services (DHS) has been funded by the Centers for Disease Control (CDC) to support a *just recovery* initiative for communities disproportionately impacted by the pandemic, by structural inequities, and for all public health issues. The funding, training, technical assistance, and coaching available as part of the “Mobilizing Communities for a Just Response” grant program will support communities in their effort to influence change and increase the opportunity for a shared and expanded understanding of what creates health, with a focus on social determinants of health and health equity.

The “Mobilizing Communities for a Just Response” grant program seeks to engage local and tribal government agencies and community-based organizations to address COVID-19-related health disparities and address community recovery through opportunities for engagement and partnerships in order to expand community capacity for equity and change. This program is not intended for direct services, but rather focuses on:

- Building broader upstream efforts that will help to address overall COVID-19 prevention (e.g., paid sick leave, childcare assistance, housing programs, etc.).
- Addressing the broader consequences of the pandemic through systems change as opposed to direct service provision, including: chronic disease prevention; violence prevention; social connectedness and cohesion; substance use; infant mortality; and social determinants of health, including food and housing insecurity.
- Building relationships of respect and cultivating trust.



Winnebago County

The Wave of the Future

- Develop partnerships for change.
- Strengthening data availability and quality for communities' planning and analysis

DHS awarded grants to applicants at different stages of project readiness. The WCHD grant project is focused on relationship building in order to lay the foundation for greater community involvement in addressing health disparities and improving systemic barriers impacting health.

As WCHD transitions from COVID mitigation to community recovery, we are evaluating our community needs. WCHD is starting a new community health assessment (CHA), a process that involves compiling data in order to assess community needs and resources that will be used to determine priorities for a new community health improvement plan (CHIP). The grant project will enable us to conduct listening sessions with populations in our community who have been disproportionately impacted by the COVID pandemic. The information from the listening sessions will be included in the new CHA and CHIP.

Please see the included scope of work for additional details.

Policy Discussion:

Requested Action:

To approve the budget transfer for allocation of the MC4JR grant funds.

Committee Action:

June 17th Board of Health - Voted 7-0 to pass.

1 **90 -082022**

2
3 **RESOLUTION:** Authorize acceptance of a Public Health and Safety Team Grant (PHAST) in the amount of
4 \$148,102 to develop a rapid response initiative aimed at responding to non-fatal overdoses
5 and preventing overdose deaths.
6

7
8 **TO THE WINNEBAGO COUNTY BOARD OF SUPERVISORS:**

9 **WHEREAS**, the Winnebago County Public Health Department received a grant from the CDC Foundation in the
10 amount of \$148,102.00.

11 **WHEREAS**, the grant is intended to support a collaboration between the Winnebago County Health Department
12 and the Oshkosh Fire Department to implement a toolkit which compliments a rapid response initiative aimed at
13 responding to non-fatal overdoses and preventing overdose deaths.

14 **WHEREAS**, the grant is primarily pass-through funding to Solutions Recovery. Solutions Recovery will use a
15 portion of the funds to cover the salary cost of a program supervisor for 6.5 months, wages for recovery coaches for 3
16 months in addition to purchasing program supplies and providing transportation assistance.

17 **WHEREAS**, the Winnebago County Health Department will use a portion of the funds to cover costs for training
18 of recovery coaches and purchasing technology to create a data base for the program.

19 **NOW, THEREFORE, BE IT RESOLVED** by the Winnebago County Board of Supervisors that it authorizes
20 acceptance of a Public Health and Safety Team Grant (PHAST) in the amount of \$148,102.00 to develop a rapid
21 response initiative aimed at responding to non-fatal overdoses and preventing overdose deaths, and approves the
22 attached budget transfer for 2022.
23

24 **FISCAL IMPACT:** There will be no net impact on tax levy or fund balance. The amount of \$148,102
25 will be added to revenue and expense accounts for the 2022 budget.
26
27

28 Respectfully submitted by:

29 **BOARD OF HEALTH**

30 Committee Vote: **7-0**

31 Respectfully submitted by:

32 **PERSONNEL AND FINANCE COMMITTEE**

33 Committee Vote: **5-0**

34 Vote Required for Passage: **two-thirds of those members present**
35

36 Approved by the Winnebago County Executive this ____ day of _____, 2022.
37

38 _____
39 Jonathan D. Doemel
40 Winnebago County Executive



Winnebago County

The Wave of the Future

DATE: May 12, 2022
TO: Board of Health
FROM: Doug Gieryn, Public Health Director
RE: PHAST Grant

Background:

This is a PHAST (Public Health And Safety Team) grant from the CDC Foundation. The grant is intended to support a collaboration between WCHD and Oshkosh Fire Department to implement the CDC's PHAST toolkit, which compliments the overdose prevention work currently being done through the Overdose Fatality Review Team. Public Health and safety partners have agreed to direct funding to the initial implementation of Winnebago County Systems of Support (SOS), a rapid response initiative aimed at responding to non-fatal overdoses and preventing overdose deaths.

This grant is primarily pass-through funding to Solutions Recovery Inc. to support the initial implementation of Winnebago County Systems of Support (SOS). The Winnebago County Health Department will be the fiscal sponsor. Solutions Recovery, Inc. will use funds to cover salary costs for the program supervisor for 6.5 months and wages for recovery coaches for 3 months, program supplies, transportation assistance, and a database. The Health Department will use funds to cover costs for training of the recovery coaches and the purchasing of technology for the program.

Policy Discussion:

Much of the work of the Overdose Fatality Review Team and work on recommendations from that team is grant funded. Please see our latest annual report for more detail:
https://www.co.winnebago.wi.us/sites/default/files/uploaded-files/2020_2021_winnebago_ofr_annual_report.pdf

Requested Action:

To approve the budget transfer for allocation of the PHAST grant funds.

Committee Action:

May 20 Board of Health - approved 7-0

1 91-082022

2 **RESOLUTION: Authorize Payment of Excess Committee Days (April 1, 2021, through**
3 **March 31, 2022)**
4

5 **TO THE WINNEBAGO COUNTY BOARD OF SUPERVISORS:**

6 **WHEREAS**, §59.13(2)(b), Wis Stats, provides that in counties with a population of 25,000 persons or more,
7 the Board of Supervisors may, by a two-thirds vote of the members present, increase the number of days for
8 compensation and mileage that may be paid in any year and fix the compensation for each additional day or portion
9 thereof; and

10 **WHEREAS**, your undersigned Committee recommends that a per diem payment be made to those
11 committee members who have committee days in excess of thirty (30) days for the period between April 1, 2021,
12 through March 31, 2022.

13
14 **NOW, THEREFORE, BE IT RESOLVED** by the Winnebago County Board of Supervisors that it hereby
15 approves a per diem compensation for persons serving on committees for more than thirty (30) days as is shown in
16 the attached report, which is hereby made a part of this Resolution, for the period of April 1, 2021, through
17 March 31, 2022.

18
19 **FISCAL IMPACT:** The per diems paid for excess committee days during this period total \$1,900, which
20 have already been paid and were included in the respective annual budgets.

21
22 Respectfully submitted by:

23 **PERSONNEL AND FINANCE COMMITTEE**

24 Committee Vote: **5-0**

25
26 Vote Required for Passage: **Majority**

27
28 Approved by the Winnebago County Executive this ____ day of _____, 2020.

29
30
31 _____
32 Jonathan D. Doemel
Winnebago County Executive

Agenda Item Report



Winnebago County
The Wave of the Future

DATE: July 27, 2022

FROM: Sue Ertmer

RE: Resolution to Authorize Payment of Excess Committee Days (April 1, 2021 thru March 31, 2022)

General Description:

This resolution is done annually in accordance with Sec. 59.13(2)(b), Wis. Stats.

Action Requested:

Motion to approve the attached resolution

Procedural Steps:

Committee of Jurisdiction: Personnel & Finance Meeting date: August 4, 2022

Action taken: _____ Vote: _____

County Board

Meeting date: August 16, 2022

Background:

Per 59.13(2)(b), Winnebago County Board supervisors are limited to, "30 days for services on committees..." Any days of service on a committee in excess of 30 must be approved by a 2/3rds vote of members present at the county board meeting when this resolution is presented.

No funding is needed, because the supervisors have already been paid. This is an "after the fact" action of the board.

Policy Discussion:

Attachments:

Draft resolution will be attached.....

YEAR END REPORT FOR: APRIL 2021 - MARCH 2022

| BOARD MEMBERS | COMMITTEE MEETINGS | | | | SEMINARS / CONVENTIONS | | TOTAL ASSIGNED COMMITTEE DAYS | TOTAL EXCESS DAYS | No Per Diems Submitted |
|----------------|--------------------|------------|----------|------------|------------------------|----------|-------------------------------|-------------------|------------------------|
| | Whole Day | | Half Day | | Whole Day | Half Day | | | |
| | Assigned | Unassigned | Assigned | Unassigned | | | | | |
| ALBRECHT | 1 | 0 | 44 | 0 | 11 | 0 | 23 | -7 | |
| BINDER | 1 | 0 | 44 | 0 | 3 | 0 | 23 | -7 | |
| BOLANTE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -30 | X |
| BORCHART | 0 | 0 | 21 | 1 | 0 | 0 | 11 | -19 | |
| BRUNN | 0 | 0 | 24 | 2 | 2 | 1 | 13 | -17 | |
| BUCK | 0 | 0 | 14 | 0 | 0 | 0 | 7 | -23 | |
| COX | 0 | 0 | 18 | 4 | 2 | 0 | 11 | -19 | |
| DEFFERDING | 0 | 0 | 27 | 1 | 3 | 2 | 14 | -16 | |
| EGAN | 0 | 0 | 54 | 0 | 0 | 0 | 27 | -3 | |
| EISEN | 0 | 0 | 32 | 2 | 0 | 0 | 17 | -13 | |
| ELLIS | 0 | 0 | 49 | 0 | 0 | 0 | 24.5 | -5.5 | |
| FARREY | 1 | 0 | 20 | 2 | 2 | 0 | 12 | -18 | |
| FINCH | 3 | 0 | 10 | 2 | 0 | 0 | 9 | -21 | |
| GABERT | 0 | 0 | 53 | 0 | 0 | 0 | 26.5 | -3.5 | |
| GORDON | 0 | 0 | 9 | 0 | 0 | 0 | 4.5 | -25.5 | |
| JOAS | 0 | 0 | 38 | 0 | 0 | 0 | 19 | -11 | |
| KELLER | 0 | 0 | 65 | 0 | 0 | 0 | 32.5 | 2.5 | |
| KONETZKE | 2 | 0 | 25 | 0 | 0 | 0 | 14.5 | -15.5 | |
| KONRAD | 0 | 0 | 14 | 0 | 0 | 0 | 7 | -23 | |
| LAUTENSCHLAGER | 2 | 0 | 87 | 3 | 10 | 0 | 47 | 17 | |
| LENZ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -30 | X |
| LOCKE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -30 | X |
| NEUHOFF | 1 | 0 | 5 | 0 | 0 | 0 | 3.5 | -26.5 | |
| NORTON | 6 | 0 | 63 | 4 | 17 | 2 | 39.5 | 9.5 | |
| NUSSBAUM | 1 | 0 | 22 | 0 | 0 | 0 | 12 | -18 | |
| POWERS | 0 | 2 | 19 | 3 | 0 | 0 | 13 | -17 | |
| RAMOS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -30 | X |
| RASMUSSEN | 0 | 0 | 28 | 0 | 2 | 1 | 14 | -16 | |
| SCHELLENGER | 0 | 0 | 1 | 0 | 0 | 0 | 0.5 | -29.5 | |
| SCHORSE | 0 | 0 | 25 | 0 | 0 | 0 | 12.5 | -17.5 | |
| SNIDER | 12 | 0 | 52 | 2 | 14 | 0 | 39 | 9 | |
| STAFFORD | 1 | 0 | 8 | 0 | 0 | 0 | 5 | -25 | |
| WARNKE | 1 | 0 | 11 | 0 | 0 | 0 | 6.5 | -23.5 | |
| WINGREN | 0 | 0 | 39 | 2 | 0 | 0 | 20.5 | -9.5 | |
| YOUNGQUIST | 0 | 0 | 6 | 0 | 0 | 0 | 3 | -27 | |
| ZELLMER | 0 | 0 | 13 | 0 | 0 | 0 | 6.5 | -23.5 | |
| TOTAL | 31 | 2 | 896 | 28 | 55 | 6 | 495 | 465 | |

41 airport development projects described above which are to be paid by the sponsor to the Secretary of the Wisconsin
42 Department of Transportation (hereinafter referred to as the Secretary) to be held in trust for the purposes of the
43 project; any unneeded and unspent balance after the project is completed is to be returned to the sponsor by the
44 Secretary; the sponsor will make available any additional monies that may be found necessary, upon request of the
45 Secretary, to complete the project as described above; the Secretary shall have the right to suspend or discontinue
46 the project at any time additional monies are found to be necessary by the Secretary, and the sponsor does not
47 provide the same; in the event the sponsor unilaterally terminates the project, all reasonable federal and state
48 expenditures related to the project shall be paid by the sponsor; and
49

50 **WHEREAS**, the sponsor is required by Wis. Stat. §114.32(5) to designate the Secretary as its agent to accept,
51 receive, receipt for and disburse any funds granted by the United States under the Federal Airport and Airway
52 Improvement Act, and is authorized by law to designate the Secretary as its agent for other purposes.
53

54 "DESIGNATION OF SECRETARY OF TRANSPORTATION AS SPONSOR'S AGENT"

55 **THEREFORE, BE IT RESOLVED**, by the sponsor that the Secretary is hereby designated as its agent and is
56 requested to agree to act as such, in matters relating to the airport development project described above, and is
57 hereby authorized as its agent to make all arrangements for the development and final acceptance of the completed
58 project whether authorized as its agent to make all arrangements for the development and final acceptance of the
59 completed project whether by contract, agreement, force account or otherwise; and particularly, to accept, receive,
60 receipt for and disburse federal monies or other monies, either public or private, for the acquisition, construction,
61 improvement, maintenance and operation of the airport; and, to acquire property or interests in property by purchase,
62 gift, lease, or eminent domain under Wis. Stat. §32.02; and, to supervise the work of any engineer, appraiser,
63 negotiator, contractor or other person employed by the Secretary; and, to execute any assurances or other
64 documents required or requested by an agency of the federal government and to comply with all federal and state
65 laws, rules, and regulation relating to airport development projects.
66

67 **FURTHER**, the sponsor request that the Secretary provide, per Wis. Stat. §114.33(8)(a), that the sponsor may
68 acquire certain parts of the required land or interests in land that the secretary shall find necessary to complete the
69 aforesaid project.
70

71 "AIRPORT OWNER ASSURANCES"

72 **AND BE IT FURTHER RESOLVED**, that the sponsor agrees to maintain and operate the airport in accordance with
73 certain conditions established in Wis. Admin. Code Trans §55, or in accordance with sponsor assurances
74 enumerated in a federal grant agreement.
75

76 **AND BE IT FURTHER RESOLVED THAT THE** County Executive and County Clerk be authorized to sign and
77 execute the agency agreement and federal block grant owner assurances authorized by this resolution.
78

79 **Fiscal Note:** No Impact.
80

Respectfully submitted by:

AVIATION COMMITTEE

Committee Vote: **5-0**

Vote Required for Passage: **Majority of Those Present**

Approved by the Winnebago County Executive this ____ day of _____, 2022.

Jonathan D. Doemel
Winnebago County Executive

CERTIFICATION

I, Susan T. Ertmer, Clerk of Winnebago County, Wisconsin, do hereby certify that the foregoing is a correct copy of a resolution introduced at a monthly meeting of the Winnebago County Board of Supervisors on - _____ 2022, adopted by a majority vote, and recorded in the minutes of said meeting.

Susan T. Ertmer, County Clerk



Wittman Regional Airport
Oshkosh

Jim Schell, C.M.
Airport Director

525 W. 20th Avenue
Oshkosh, Wisconsin 54902-6871
920-236-4930 • Fax 920-233-7522

MEMORANDUM

TO: Winnebago County Aviation Committee

FROM: Cameron Hallock, Deputy Airport Director

RE: Airport Development Petition for Federal and State Aid

DATE: July 7, 2022

SCOPE: As a part of receiving federal and state airport aid, Wisconsin public airports have to petition the state every 5 years. The petition process for Wittman Regional Airport included a hearing for public comments that took place on June 1, 2022. The comments are included as an attachment.

The projects listed in the petition were derived through traditional capital planning and the Airport's Master Plan. There are no funding or prioritization elements included in the petition, just potential projects.

This resolution allows the County Executive to sign the Agency Agreement and Federal Block Grant Owner Assurances document. This authorizes the state to act as agent for Winnebago County for airport capital projects and accepts the federal block grant owner assurances. The end result of this petition allows for projects to be placed on the Wisconsin Bureau of Aeronautics Capital Improvement Plan and be eligible for future grant assistance.

RECOMMENDATION: Approve the resolution authorizing the County Executive to sign the Agency Agreement and Federal Block Grant Owner Assurances.

**AGENCY AGREEMENT AND
FEDERAL BLOCK GRANT OWNER ASSURANCES**

Department of Transportation

Bureau of Aeronautics

Madison, Wisconsin

WHEREAS, Winnebago County, Wisconsin, hereinafter referred to as the sponsor, desires to sponsor an airport development project to be constructed with federal aid and/or state aid, specifically, the Wittman Regional Airport projects to:

Taxiway P Extension, East General Aviation Area Redevelopment, Construct Aviation Business Park Ramp, Reconstruct or Rehabilitate and widen Taxiway A and replace associated lighting and signs, Reconfigure, reconstruct or rehabilitate taxiways, taxiway connectors & associated lighting and signs, joint seal Runway 27 and Runway 36, Replace culverts under Runway 18/36, Reconstruct or rehabilitate Taxiway F and adjacent aprons, add lighting and signs, Taxiway P concrete panel replacement, Conduct USDA wildlife site visit, Terminal Area redevelopment, 2009 Oshkosh Striker Retrofit for self-contained AFFF Testing, ARFF Truck Replacement, Zoning code update, Land Acquisition reimbursement – Aviation Business Park, Taxiway reimbursement – Aviation Business Park, Construct new or expand existing snow removal equipment building, Airfield pavement maintenance, Airfield drainage improvements, Clear and maintain runway approaches as stated in Wis. Admin. Code Trans §55, and any necessary related work

WHEREAS, the sponsor adopted a resolution on _____, 20____, a copy of which is attached and the prescribed terms and conditions of which are fully incorporated into this agreement, designating the Secretary as its agent and requesting the Secretary to act as such as set forth in the resolution, and agreeing to maintain and operate the airport in accordance with certain conditions; and

AGENCY AGREEMENT.....

WHEREAS, upon such request, the Secretary is authorized by law to act as agent for the sponsor until financial closing of this project;

NOW THEREFORE, the sponsor and the Secretary do mutually agree that the Secretary shall act as the sponsor's agent in the matter of the airport development as provided by law and as set forth in the referenced resolution; provided, however, that the Secretary is not required to provide legal services to the sponsor.

By: SECRETARY OF TRANSPORTATION

David M. Greene, Director (Date)
Bureau of Aeronautics

FEDERAL BLOCK GRANT OWNER ASSURANCES.....

WHEREAS, the sponsor does agree to the conditions established in Wis. Admin. Code Trans §55, and for projects receiving federal aid, to the attached federal sponsor assurances, which are a condition of a federal grant of funds. The federal block grant owner assurances shall remain in full force and effect

throughout the useful life of the facilities developed under this project, but in any event not to exceed twenty (20) years from the date of the finding (except for land projects, which shall run in perpetuity);

Acceptance: The sponsor does hereby accept the agency agreement and the federal block grant owner assurances.

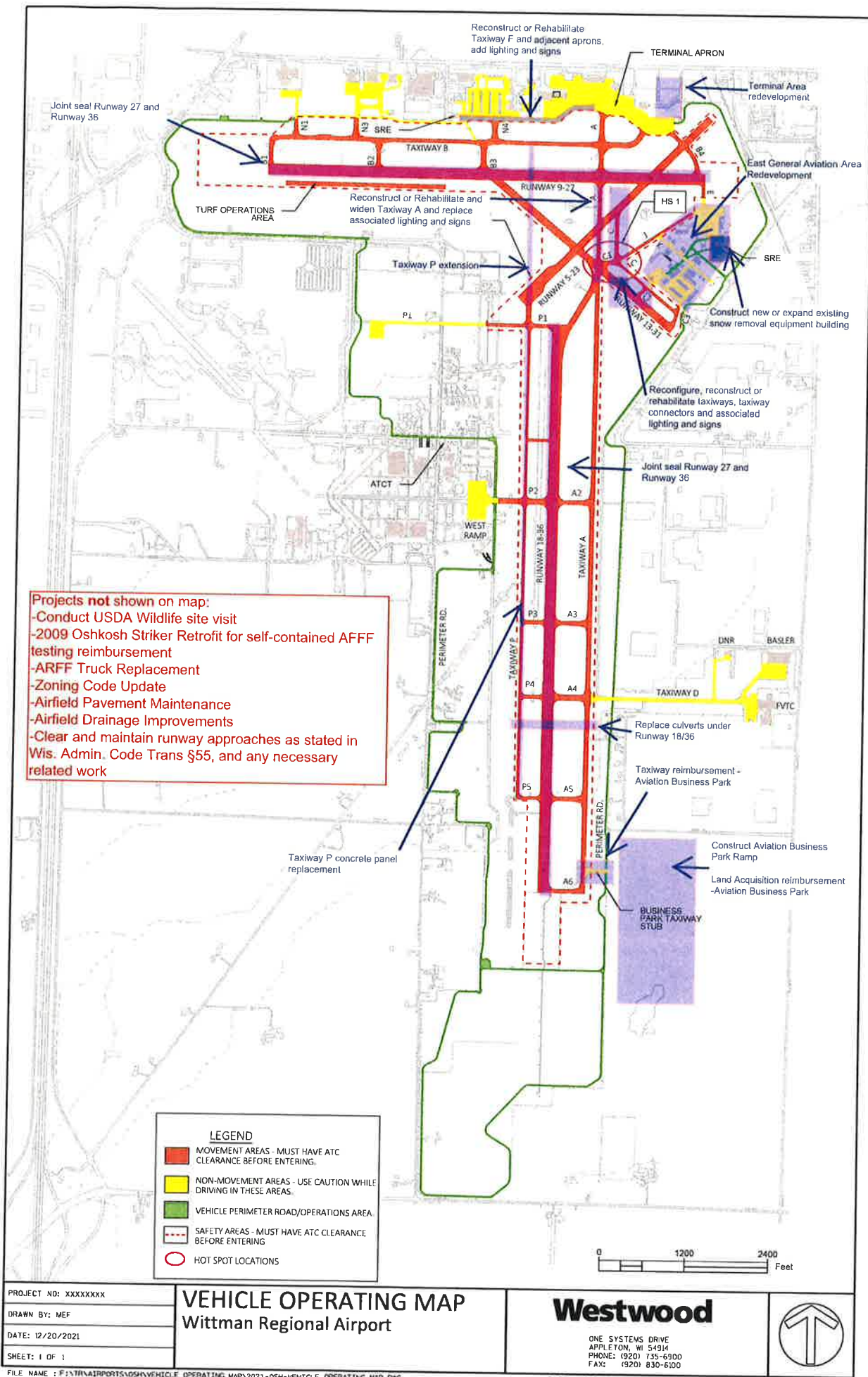
Sponsor: Winnebago County, Wisconsin

Jon Doemel
Winnebago County Executive

Sue Ertmer
Winnebago County Clerk

Date

Date



IN THE STATE OF WISCONSIN

WINNEBAGO COUNTY

WITTMAN REGIONAL AIRPORT

IN THE MATTER OF:

WITTMAN REGIONAL AIRPORT

REGARDING:

PUBLIC HEARING IN THE MATTER OF STATE AND FEDERAL AID AT WITTMAN REGIONAL
AIRPORT

TRANSCRIPT OF PROCEEDINGS

PUBLIC HEARING

JUNE 1, 2022

JIM SCHELL

Airport Director

10:00 a.m.

At Wittman Regional Airport

525 West 20th Avenue

Oshkosh, WI

Kim Maki

Administrative Associate, Wittman Regional Airport, Transcribing

APPEARANCES

JIM SCHELL, Airport Director, and CAMERON HALLOCK, Deputy Director, Wittman
Regional Airport, 525 West 20th Avenue, Oshkosh, Wisconsin, 54902

Present: Maribeth Gabert, Supervisor District 12, Winnebago County; John Hinz, Supervisor District 21, Winnebago County; Ralph Harrison, Supervisor District 31, Winnebago County; Fred Stadler, Wittman Regional Airport Tenant; Tom Gabert, Wittman Regional Airport Tenant; Jim Busha, EAA; Jack Pelton, EAA

Virtual: Conley Hanson, Supervisor District 26, Winnebago County; Justin Rust, Basler Flight Service

PROCEEDINGS

(10:00 a.m.)

MR. SCHELL: Thank you all for joining us. For those on Zoom, I'm assuming you can still hear us OK – Justin?

MR. RUST: Yeah, I can hear you, Jim.

MR. SCHELL: So I imagine everyone else on Zoom can hopefully hear us. For those on the Zoom call, can you just introduce yourself if you're on? Your name and if you represent a company or if you are a county board supervisor, your district.

MR. RUST: Justin Rust, Basler Flight Service, GM

MR. HANSON: Conley Hanson, District 26

MR. SCHELL: For those of you in the audience, thank you for coming. Thank you to everybody on Zoom for attending. We are recording the meeting as per our county board guidelines now. So we have Zoom going now and we are recording, so please be aware of that. We are taking minutes of course for the public hearing. With that, I don't necessarily know that we need to go around the room and introduce everybody. Hopefully everybody in the room is familiar with us. We've got John Hinz and Maribeth Gabert from our Aviation Committee in attendance. From the airport staff we have Cameron Hallock, Kim Maki, and then myself as the Airport Director. So the purpose of this meeting is to hold, by statute we are required every five years to hold a petition, a public hearing for petition process to the state of Wisconsin in order to have anything that's included in our capital plan, capital improvement plan that's run by the Bureau of Aeronautics and the FAA in order to have anything that's in that plan eligible for federal or state grant funding. So it's a part of that process in ensuring that while we do capital planning year round, and annually with the Bureau, we may put things in our CIP with the FAA or the state that necessarily haven't gone through this petition process because it generally is about every five years. You can actually do the

petition process as often as you would like, from what we understand. I know we did our last three petitions were in 2010, 2012 and then 2017. You can do them more frequently, I think the time we did it in 2012 it was to add one or two projects that weren't currently in our CIP that had cropped up and weren't eligible for grant funding until we went to the petition. And so, up on the slide is kind of a snapshot of our typical funding scenario with both the FAA and the state. Most of our large AIP projects are runway reconstructions or taxiway reconstructions, are generally eligible for up to 90% federal share. So when our most recent one, when we did our taxiway Alpha reconstruction and finished that up in 2020, that was an FAA discretionary funded project and we received 95% grant assistance between the federal and the state share. So 5% then would fall back on the sponsor for our matching share of those type of projects. Every project is a bit different as far as the match depending on if federal dollars are used or if it is state aid only. So at times we may have a state and local only project and typically those splits are 80/20 if it qualifies for state aid only. Then 20% match from us as the sponsor. As far as the list of projects that we're going to run through, a number of them came out of our Master Plan process that we're just wrapping up here in the next few months. But also, again, we do capital planning year-round. We haven't done a Master Plan update since 2003, so that is obviously on-going right now and has driven some of these additions to our CIP. We have done a number of petitions between the last time the Master Plan was updated and today. Recently completed projects that we've had grant assistance on would be this building, the GA Terminal facility, the taxiway Alpha project that I mentioned before, taxiway Bravo was reconstructed in 2017, and again the Master Plan is on-going. I should mention this public hearing, as we go through each project, there will be a time for anybody to comment on the project, whatever you might have to say about it as far as it's inclusion in our proposed CIP update. The process is outlined on the slide here. We're at step one, which is the petition process. In order to get into our CIP with eligibility for grant assistance, then, I think the next slide outlines it better, but I'll stick on this one for now. In order to get through into the CIP for eligible grant assisted projects, it then would be included in a resolution ultimately to the county board and that list of projects would be in there much like it is on this presentation and also the project list that was published in the Northwestern kind of flows with the rest of what we are talking about today. So ultimately, we are at step one in that process. Again, certain projects are included in the CIP before they are petitioned for at times. Any of these projects then will be eligible for grant assistance once they're in there. And then, the county also has its own capital improvement plan which we maintain a section in. Our list is quite lengthy so we typically don't put everything that is on this list into the county's plan until it gets closer to year. So about three or four years out we are typically putting the

projects in, prioritizing them by year and funding type and a number of other variables. If we put twenty-five projects or twenty projects into the CIP that would be a bit tough to keep up with on an annual basis, so we like to bring those projects forward in the more near term as far as the CIP with the county. Every airport that receives federal funding has a CIP. It varies by state as far as who handles it. In this case, we work typically through the Bureau of Aeronautics. We are the block grant – Wisconsin is a Block Grant Program. So any of our federal dollars flow through the State Aeronautics Division and thereby are applied to each project that is awarded a grant. Sorry, I kind of jumped ahead a little bit. But each project comes into our CIP both our state maintained one and our county CIP and then ultimately it goes through the county's own funding request process. I won't draw that out. Each project comes on a case by case basis for funding at least to the county and then we also simultaneously with our AIP projects start the process of applying for our federal or state aid at that time. This process – maybe next slide – this process lists out all the projects that may occur in the next ten years. It's not necessarily prioritized and it certainly has no funding commitments associated with them – not only today but throughout the process all the way through the resolution of the county board. It's intended for a public hearing, public comment on any of the projects and then once adopted into our CIP and through the petition process then again we come on a case by case based project by project basis for the funding requests. As far as this resolution goes, then it goes to the Aviation Committee and the County Board of Supervisors for subsequent meetings. Next slide. So we've got a list and if you've had a chance, we've got a diagram on the back table there – we'll have it on the next slide for those on Zoom – this is our list, our proposed list of capital projects. We'll go through them one by one in a little bit more detail on each slide. Our proposed list of capital projects to include in this petition. I won't go through them on this slide in detail, I will go through them after the next one we'll start going through and then after I present on each project, I will give you a chance make your public comment at that time. It is a pretty exhaustive list. It's meant to be all encompassing of anything we may look to pursue for grant assistance in the next five to ten years. Trying to look out at times beyond that five-year planning window as well because we always have capital projects in our CIP that may not be funded in five years, but we want to keep them on for planning purposes in order to be funded down the line in subsequent years. Next slide. I know that for those on Zoom it may be a little bit more difficult to see, but this map essentially depicts the location of all the ones that are airfield-based projects. We'll go through these each one by one, but if you had a chance to grab the paper copy you can follow along as we're going. Depicts the ones that are airfield pavements and different areas on the field that are physical locations and then the box in red is

all those projects that aren't necessarily an airfield project. ARFF truck replacement, zoning code update, a retrofit of one of our existing ARFF trucks will be some examples of those, but are not something that has a geographic area on the airfield. With that, we'll start one by one going through the projects, so next slide.

The first one up is an extension – this coming out of our Master Plan process and is being defined as one of our preferred alternatives for a future project – but it's an extension of taxiway Papa. Papa is the north/south taxiway on the west side of the airfield and it's just west of runway 18/36 and we propose to extend Papa potentially all the way up to taxiway Bravo. We've still got some things to work through with the FAA on the eligibility of a project like this, but it would allow for easier aircraft movements not only during AirVenture, but on our regular movements throughout the rest of the year. As it stands now, our only official north/south taxiway route from the southside of the field getting up to the north side is taxiway Alpha, which at times, can be a bottleneck. Certainly, during our normal operations, but it can – I think everyone from EAA can attest – its bottleneck during AirVenture operations as well. Probably more so during that event as we have a significant traffic volume that's navigating the southside of the field to the north side of the field pretty much throughout the entire week. And so this taxiway extension would be from where it intersects Papa one all the way up to the southside of Bravo taxiway is the proposal. So with that, I'll pause and happy to have any public comment, if there is any, on the taxiway Papa project. – Pause - Hearing not anything – and if you have anything, at the end, we can certainly circle back to any of these as well – next slide.

Over on the east general aviation side of the field, which is in the area near Sonex, Myers Aviation, we've got one project that's already going forward for a funding request as we've talked about with a number of folks that are in the room and probably on Zoom as well. This is a more general overview of that east general aviation side. We've got a number of other future projects, primarily constructing new hangars, on that side of the field that's associated with our Master Plan preferred alternatives. Again, I won't read through this verbatim, but it would include hangar construction, additional taxi lane construction, aircraft parking aprons, and a redevelopment of existing facilities where necessary. Just in the overall effort of increasing our available hangar space over on the east side of the field and also our availability for business expansion as well. This would be a number of projects, potentially, down the line that would be part of that Master Plan alternative for redeveloping the area and constructing – in certain areas – constructing new improvements on areas that are green field sites today. With that, happy to answer any questions on or take any public comment on East GA redevelopment.

MR. HALLOCK: Want to let the people on Zoom know that they can just chime in since I can't see their hands.

MR. SCHELL: Sure. And if you're on Zoom if you want to – if you do have any comment on Zoom, if you want to just unmute your microphone. You can certainly – when we pause after each one, you can certainly do it that way. I don't think anybody's muted on our end. –Pause – OK, next slide.

In our Aviation Business Park on the southeast end of the airfield, we have already as of 2020 constructed a small taxiway connection that links in the rest of the airfield via taxiway Alpha over to the east – if you see it on your diagram, it's the big block on the very southeast end – so we have already constructed that taxiway connector. We have not constructed anything in the business park proper as far as any airfield pavement or any other facilities to date. This project would allow – and really right now it's quite a blank slate. It's a green field site with all the infrastructure in. At the time where we locate an anchor tenant for the park there may be some common use or public use ramp area that would need to be constructed in that area for future tenant. This project would allow us to pursue funding – depending on what type of ramp, what size, what configuration – in order to apply for grant assistance potentially down the road in order to construct that type of facility in the Aviation Business Park. Open up for public comment. – Pause – Seeing none, we'll go to the next one.

Taxiway Alpha on the more northern, middle, middle portion of the airfield. We reconstructed taxiway Alpha from Alpha six to the – about in line with the threshold of runway 18. That project was completed in 2020. There is a piece of taxiway Alpha between the southside of runway 27 and where the last project left off that is yet to be reconstructed. That taxiway, or that concrete, for taxiway Alpha in that stretch was last constructed in 1967. It certainly is in need of replacement, however, we have been undergoing the Master Plan process as it relates to all the geometry concerns that we have and the FAA has as far as non-standard geometry's with intersecting taxiways and runways that all interconnect through that corridor. We don't have the final design yet for this project. That's kind of a piece coming out of the Master Plan which we're hoping to wrap up here shortly. Understanding that each project comes as its own funding request and also the design and engineering of them kind of go in line with that. This would be to reconstruct taxiway Alpha through that corridor, replace the associated light system and signage and also upgrade the lighting through that corridor like we've done with just about every one of our major taxiway stretches; proposed to do that in LED lighting like we have in other areas. Also potentially widen that taxiway from the southern portion of taxiway Alpha. With the last project we did was widen to sixty feet wide to

accommodate its utilization as a parallel runway during AirVenture. The last piece of this we may pursue widening, but at some point in time the FAA may come back and say you know that piece isn't used as a runway so it's potential that they could be opposed to widening through that corridor. However, the piece of Alpha that's north of runway 27 was already widened to sixty feet, and that was done during the Bravo project. All of the intersections that currently tie into taxiway Alpha are kind of the unknown piece right now as to how that will exactly look in the future. With this project, we endeavor to reconstruct as many of the intersections taking into account the FAA design standards on the geometries of taxiway and runway intersections that we're able to get approved by the FAA through the Master Plan process. Happy to have any public comment on the remainder of the taxiway Alpha reconstruction.

MR. HINZ: Question for you. You were saying that you don't think the federal funding might be there for making that section wider. Now would one of the ways to solve that not be that you are also helping to eliminate the bottlenecks because you would be more able to stagger the aircrafts instead of them being single file? I mean, I'm just trying to throw something out there that maybe could help in the process because of how busy it gets.

MR. SCHELL: Sure.

MR. HINZ: I mean – it needs to be more than just a runway extension there. Like you were saying, with the aircraft getting bottlenecked because of lack of space to maneuver out there, I would think that would be another way to solve that.

MR. SCHELL: So I'll do my best to answer any of the public comments, but I think for the most part, if I don't have an answer to it, we'll just let it go as public comment. That could be part of the design process with the project and getting FAA approvals so there's a lot of things yet to be figured out as far as what that's going to look like.

MR. HINZ: Right – I just wanted to throw that one – it's easy to overlook sometimes the most obvious.

MR. SCHELL: Sure. My proposal to the FAA is we have already widened it from Alpha six to in line with 18 and we've already widened it on the north side of 27, so while we could, it would all be in line when it's reconstructed, but it would be kind of interesting to go from sixty feet to fifty feet right back to sixty feet. However, again, there's a lot left to figure out of how that will all end up being reconstructed. Any other public comment on this project?

MR. STADLER: You're exactly right. Obviously the traditional thing however that we are used to, our AirVenture does do a great deal of two way taxiing but the FAA standard rule they never two way taxi. From a standard point, I think Jim is right that our

best take is to say that it does potentially represent somewhat of a safety hazard if you have a narrowing of the taxiway in two directions. You're narrowing it for no particular reason. Taxiways don't normally narrow, so since we've got sixty feet to the north and sixty feet to the south, there's some logic to say just fill it in the sixty feet.

MR. SCHELL: Any other public comment from the audience or those on Zoom? - Pause – All right. Next slide.

In association with taxiway Alpha, this last piece of the taxiway Alpha reconstruction, there's a number of taxiway connectors to and from Alpha. The intersection of where Charlie taxiway intersects that area, some of these may need to be reconstructed outside of the scope of what's going to be done with the taxiway Alpha project. This project would essentially work on those other contributing taxiway connections that go into and out of the intersection in the middle of the airfield where Alpha crosses runway 5/23, runway 31, Alpha one, Charlie one – in that area. That's outlined as well with a note on the diagram as well. Open up for any public comment on that project. – Pause – Hearing no one, we'll move onto the next one.

This is a fairly broad project. Typically speaking, we've got a couple of pavement maintenance programs that we can access through the state Bureau of Aeronautics. They do a number of things with airports on a state-wide basis. One of them is joint seal, crack sealing and seal coating of different pavements. With the joint seal on runway 9/27 and runway 18/36, since they've been reconstructed, a number of areas and some pretty good stretches have already started to relieve themselves of their joint seal. This can contribute to erosion of the subgrade underneath the pavement causing different pavements to fail prematurely, if not restored. There are some areas that we typically would look at, if they're small areas, to do in house, but some of these sections of joint seal that have since come out of the joints in both runways are pretty significant in some areas, so this is something where we had some discussions with the Bureau of getting this into our CIP as far as the state wide program so we can get not only some economies of scale when lumping these together with other airports in the state but also a reduced share of the cost ourselves. This is something we will continue to push forward for in the near future in order to restore the joint seal on both of those runways. I don't know if this is two separate projects, but we have this lumped together on one slide for this public hearing. With that, I would love to open it up for public comment on this project. – Pause – Nobody wants to talk about joint seal? OK – next project.

This is something that we identified when we reconstructed taxiway Alpha on the south end. With that project we had a scoping or an inspection of the

culverts that run underneath runway 18/36 and they also run under taxiway Alpha on the south end. The diagram depicts it in a general location, it's not the exact location, however, it's down south of taxiway Delta, that intersection. With the Alpha project we rebuilt and replaced the culverts that run under the section where Alpha taxiway is. We were not able to replace the culverts that run under 18/36. The one we replaced was replaced with concrete culverts and the one that continues to run under runway 18/36 is corrugated metal. We did see some signs of possible deterioration of those culverts when we had them inspected. Granted, that inspection took place, I think it was in February, so it was a little difficult with some ice and things in there that we couldn't necessarily see everything. We did have to the west of runway 18/36, we believe some associated sink holes, small sink holes to the west of runway 18/36 a couple summers ago. We don't know that they're related, but they're in the vicinity of where that culvert runs. This project could be a small fix, could be a more substantial fix depending on the nature of how badly damaged those culverts are. This project would allow us to seek grant assistance and also would allow us to start the process of evaluating what we've got as far as the status of those culverts under our main runway. As you can imagine, it's a very important one for us, it's a very important one for all the users of our primary runway to ensure we've got the integrity of the runway going forward. So it's something that we've identified in the last year or so in order to pursue this further and find out what the best course of action might be on that culvert. With that, I will open up to any questions on this project. – Pause – You guys are a really quiet bunch today. Anybody on Zoom? Anybody on Zoom? - Pause – Alright. Next slide.

Reconstruct or rehabilitate taxiway Foxtrot and the adjacent aprons and add lighting and signage. So taxiway Foxtrot is actually a taxi lane that runs across a portion of our apron on the north side of the field. It roughly runs from the airports fire station linking that all the way over to the apron area just to the west of the new terminal. Kind of terminating in the vicinity of where Alpha joins up with the north side apron. Taxiway Foxtrot is an asphalt taxiway that is heavily used by the north side airfield tenants. It is the link between everybody on the north side and the self-serve fueling as well. The adjacent apron that would be just to the north of taxiway Foxtrot, there are some areas that are getting past their useful life and the apron especially and becoming a regular on-going maintenance issue for FOD and those sorts of things with some of the asphalts falling. This project would take a look at that taxiway Foxtrot corridor with an emphasis on the public use apron to the north of it that may need some reconstruction in the near future. With this, I would be happy to answer any questions or open up to public comment on this project. – Pause – Hearing none, we'll go to the next one.

So again, taxiway Papa, this is a project on taxiway Papa. It is again that north/south taxiway, it is on the west side of runway 18/36. Runs from Papa five to Papa one. The majority of runway 18/36 parallels it. We have identified a few years ago some sections of taxiway Papa that the concrete panels are deteriorating in areas where they meet the jointing of the concrete. We have some corner breaks, some panels that have breaks through entire panels. Just cracking over time that's happened with the concrete. We've got a number of concrete panels that may either require repair or potential replacement depending on when this project may happen. So in order to extend the life of taxiway Papa we look to replace or, if possible, repair certain sections of those panels with a project like this. This is pretty straight forward, but I would like to open up to public comment on this project. -Pause - You guys like taxiway Papa, right? It's a good one. So at any rate, we're looking at that a little bit more closely now. Next slide.

This is one that I think the Bureau of Aeronautics is looking for a lot of airports to do statewide. Commercial service airports have what they call a Wildlife Hazard Management Plan, which is an official part of their part 139 certification to host commercial service. We haven't had a wildlife visit done in a number of years – I can't recall the last wildlife visit that we had. It's an official assessment conducted by the USDA to look at the wildlife hazards that you may have at your airport. It not only looks at the airborne type of wildlife and the various bird species that are in the area the vicinity or utilize the airport for their habitat at times, but it also looks at different concerns you may have surrounding deer, fox, other animals that are prevalent on certain airports. This project would be to have the USDA Wildlife come out, it's my understanding they spend a fair amount of time on the airfield observing different trends, different populations, different numbers that come and go onto the airport. What comes out of this is a set of recommendations and a wildlife hazard assessment that helps us better control our wildlife issues that we may have on the airport. It's good to do it periodically because over time things change. Different migratory patterns, different species come and go at times, and certain other factors change the hazards that we do have. One of the nice things that we have on this airport is a perimeter fence going all the way around. Not every GA airport has that. As you can imagine, with all the wildlife we have in Wisconsin, in our case being located very close proximity to Lake Winnebago, well, the fence doesn't keep the birds out, we've got a huge asset there in not allowing most larger species, deer and those sorts of things onto the airfield. It's obviously good to keep deer and airplanes separate. Happy to open up for public comment on the USDA Wildlife visit. – Pause - Hearing none, we'll move to the next one.

Just to the east of the new GA terminal facility, on the site where the former commercial service building once stood, there's a large stretch of land that has been restored to a green field site. There is a significant amount of concrete aircraft parking apron that formerly serviced the old terminal that would be very beneficial to future development, of large hangar facilities, most likely. The concept here, and we've got some alternatives outlined in the Master Plan of how that would look, as far as the new development, but essentially, outside of what the air carrier apron is currently, the rest of the site is fairly blank slate as far as redevelopment. This project would help assist the redevelopment of that site. May include apron areas, additional apron areas for the servicing of future hangars on that site. May include access road configuration in order to construct a new parking lot to serve those hangar facilities and any other utility access that may need to be implemented to serve those type of facilities as well. We hadn't, until we executed the GA terminal project, had the ability to actively redevelop that site and now that we're at that point in time, we're working on getting a project in our CIP to help assist with that. I'll open up to public comment on this project. – Pause – Is everybody on Zoom still hearing us OK?

MR. RUST: Everything's fine, thank you.

MR. SCHELL: OK. Just checking. So this project would actually be a reimbursement since we already retro fitted one of our ARFF vehicles – Aircraft Rescue Fire Fighting. We've got a 2009 Oshkosh Striker 1500. It's our primary Aircraft Rescue Fire Fighting vehicle. There's been some progress made on new environmental standards concerning the foam that's utilized in that vehicle and in fire fighting vehicles nationwide. Pursuant to those standards, we retrofitted the truck with a self-contained system that allows us to do our foam proportioning and concentration testing on our fire fighting foam that allows it to be tested without any discharge into the environment. We were able to already see where these regulations were going a couple of years ago, we worked on getting a budget for retrofitting that Striker vehicle. I believe the total cost was in the neighborhood of \$25,000 in order to retrofit that vehicle. We subsequently made our case to the state Bureau of Aeronautics on a reimbursement for the retrofit since this was a new state requirement that came out through the state legislature the last couple of years. They actually set aside some funding for airports throughout the state of Wisconsin, primarily commercial service airports that could retrofit these vehicles with these type of systems. As we do have these type of vehicles, although we are not commercial service, we did get the Bureau of Aeronautics approval to have this eligible for reimbursement of that new system that was retrofit on the truck. That's probably more than what's on the slide. Happy to open it up for public comment on this item. – Pause – Hearing none, we'll move onto the next one.

The airport has two primary crash vehicles, fire fighting vehicles. The first one was just mentioned, the 2009 Striker. We actually still have a 1986 T1500, which is very similar, but quite a bit older than the 09 and this truck is definitely trending towards the end of its useful life. One of the things we're having an ongoing struggle with is locating replacement parts. The manufacturer, Oshkosh Corporation, which of course they're right next door, is no longer supplying us with most of the replacement parts that we need on this truck which are unique to its chassis and its systems. We're having to source these replacement parts in alternative ways and it really just becomes fairly expensive at times and also just difficult to locate those type of replacement parts. With anything that's thirty-six years old, a fire truck like this, they start aging out to the point where at some point they need to be replaced. As I mentioned before, we're not a commercial service airport, but it is utilized through limited exemption from CFR 139 during EAA's Airventure week in order to provide fire coverage for the vast myriad of aircraft that visit our airport during that week. We become the busiest airport in the world. Not only is it beneficial for that week, but our fifty-one week out of the year usage with some of the corporate operators, some of the larger aircraft that are in here regularly, we not only have the primary vehicle with the 09 Striker, but this 1986 serves as our back up vehicle and our supplementary vehicle in order to respond to any aircraft accident. Especially one that may result in any kind of fire. At some point in time, we'll need to pursue a replacement of this vehicle. We would – the reason it's in the petition – we would try to work with FAA and then the state potentially getting grant assistance. That would be something that, kind of like the taxiway Alpha project, would be a fair amount of back and forth in order to get a case made for that. However, we do want to put it in our CIP. With that, happy to open up to any public comment.

MS. GABERT: Maribeth Gabert, District 12, Winnebago County. At one point in time, when we were buying vehicles, and I think maybe this one, but I'm not sure, Oshkosh Corp had demos. And I bring this up because I ran across an article yesterday. Two engineers from Oshkosh Corp are working on electric ARFF vehicles. Switching over to electrical. So, if I remember right, we were able to purchase one from them as a demo. And so I'm bringing that up perhaps we'll check with someone in the near future at Oshkosh Corp. The CEO is no longer there that I had contact with, but he said the next time you are looking at a vehicle to call him and see. That deal may still be able to be done and save the county quite a bit of money. So I'm just bringing that up as a kind of sideline. So either you or I could call and check with them because whenever we can save money, doing something like that, I think would be a good idea. But they're switching all of those vehicles

over to electric. And it brought up, you know, what we got going on up front. So, I'm just bringing that up for a comment.

MR. SCHELL: Certainly something we'll keep in mind as we get closer to pursuing this one. I'll only mention that depending on if its sponsor only or if its grant assisted, there's different requirements on how we procure a vehicle like this. Any other public comment on the ARFF truck replacement? - Pause -

The next project is an update – a proposed update – to our airports zoning code. We were approached some time ago by the City of Oshkosh with the potential to update our existing code. Our zoning code – and our Aviation Committee has already seen one draft of it – we're still in the process of this project. The city has enlisted a consulting firm, Mead & Hunt, in order to propose some updates to our zoning code. Our last – the code was officially adopted in 2012 and there are a number of areas that we've identified that may be overly restrictive in the vicinity of the airport that wouldn't allow certain future developments in existing zones that may be allowed in an adjacent zone. So we are working through this already currently with the city and the consultant firm. The city had approached us on the possibility for this being grant reimbursable because it is the airport zoning. The state had indicated the potential for reimbursement. Until we get the petition process through, it wouldn't be eligible until we've gotten through this process. It is an on-going project and is something that we'll be advocating to put in our CIP. Open up to public comment on the zoning code update. – Pause – Next project.

Back in 2013 through a joint venture with the City of Oshkosh, the airport - the county and the city – purchased property on the southeast end of the airport that's now become our Aviation Business Park. The airport owned, or the county owned parcel of land is fifty acres adjacent to the southern end of runway 18/36 is actively, of course, being marketed for future aeronautical development. It is eligible for possible land reimbursement for the cost of the acquisition through the Bureau of Aeronautics potentially for state or federal assistance. With that, we do have a reimbursable agreement with the state of Wisconsin. However, we haven't actually petitioned for this project in our CIP, so I believe the total purchase price was in the neighborhood of a million dollars for the entire property. I don't know if that was for the fifty acres, it might have been for the eighty, but at any rate, this would allow for that project to be grant assisted for the reimbursement. And I'll open up to any public comments. – Pause – Seeing none, I'll move onto the next one.

This is an associated project to the prior one. In 2020 we constructed a taxiway to the Aviation Business Park. This connected taxiway Alpha to the park property itself. We did enter a reimbursable agreement again with the State

Bureau of Aeronautics on the taxiway, so similar to the land reimbursement, the taxiway reimbursement could occur in the future once we have anchor tenant and development going on in the park. Again, this would be just to get this in our active petition in order to pursue funding for the costs of constructing the taxiway. That project came in right around half of a million dollars for the construction of the taxiway to the park. That would be a snapshot of what has been constructed there. Open up to any public comment. – Pause - Hearing none, we'll move onto the next one.

Constructing a new or expanding our existing snow removal equipment building. This building was constructed in 1979. It's over on the east side of the field. Very close to where Sonex and Myers Aviation are, just to the north of there. It currently houses all of the airport owned snow removal equipment in the winter time and then in the summer time all of our primarily mowing equipment. Then our maintenance vehicles as well as hosting the maintenance space to work on all of our airport owned equipment. That's one of the facilities. Adjacent to that we have an unheated pole barn building that's kind of our overflow storage. Between the two buildings, they can't house all of the equipment that we currently have. At times, we have to find other spaces to store certain vehicles whether they be snow removal or mowing equipment or otherwise in other facilities on the airport. It would advantageous to have all of our equipment in one building, if possible. We're looking at this through the Master Plan of the possibility of expanding the current one or possibly in the future relocating it and constructing a larger facility at some point in the future. Be happy to open up to public comment on this project. – Pause – Hearing none, we'll move onto the next one.

This is a general project very much in line with what we had specified for the joint seal project on our two main runways. This would be again in line with the state's pavement maintenance program and would potentially include joint sealing, crack sealing, seal coating, small repairs and concrete panel replacement. Just depending on which section of the airfield we're identifying for the scope in that year of that project. For example of a recent project that was done through the state's pavement maintenance program, we crack sealed and seal coated the apron where our north T hangars are a couple of years ago now. Also taxiway Foxtrot which we talked about earlier and also with that same project we seal coated and crack sealed taxiway Delta as well on the south end. We were able to participate in that project, I believe it was in 2019 and we're looking to identify areas where we could participate again in a future project with the state. The Bureau of Aeronautics has asked that we put this in as a general project so that it's included in our petition. Open up to public comment

on this project. – Pause – So hearing none, we'll move onto the next one. I promise we're getting close to the end.

Airfield drainage improvements. Again, it's a general project requested by the Bureau of Aeronautics to be in a number of airports capital improvement plans. Anywhere we're reconstructing a taxiway, for instance, we always look to improve our drainage through that corridor. We did so with our last two major taxiway reconstructions with taxiway Alpha and Bravo. At times, certain projects – their storm water facilities and their drainage may extend a little bit outside of the project scope itself. This would be a general project to help tie some of those storm water improvements in generally to existing projects, but I guess it could be a stand-alone project as well, depending on the area of the airfield and the issues that we're trying to address with a project like this. Happy to open it up to public comment on this project. -Pause - Hearing none, we'll move onto the next one and I think this is the final one.

I guess this is a fairly boiler plate project that the Bureau is asking all airports in the state to include in their CIP's, which is ensuring the safety and operational abilities of the airfield and its users. In order to do everything in our power to clear runway approaches from obstructions and maintain those appropriately so we have the ability – if assistance is available and pursued on keeping our runway approaches cleared. A lot of times this has to do with tree maintenance in and around the airport. As much as we can, we try to do that periodically throughout the course of a year, several years, in order to ensure that we've got everything to the standard that we need it to provide safe approaches into all of our runways. Happy to open up to any public comment. On this project or any projects on the list. Or any general comment that you may have for this hearing. -Pause – Anybody on Zoom have any comment on the project list or anything regarding this hearing? – Pause - With that, I think we have one more slide.

So our next steps as we've talked about before, we're going to summarize the public comment that we had today into a set of minutes and publish those. Those will be incorporated into the ultimate resolution that eventually goes to the county board supervisors here in the coming months. Prior to that, our Aviation Committee will get to hear an abridged version of this project list at their next committee meeting for approval onto the county board for adoption into our capital plan. So those are the next steps. I appreciate everybody's attendance and interest in our capital planning for the airport. I know it's an exhaustive list, but it's meant to be any of the projects that we may pursue in the next five to ten years. It's a pretty comprehensive list, we spent a fair amount of time putting it together. Thank you for your participation.

(Hearing adjourned at 10:56 a.m.)

1 93-082022

2
3 **RESOLUTION:** Amend Rule 8.3 to require that all materials for Winnebago County Board Meetings and all
4 commission, board, and committee meetings only be delivered electronically by the
5 Winnebago County Clerk's Office to Winnebago County Board Supervisors.
6
7

8 **TO THE WINNEBAGO COUNTY BOARD OF SUPERVISORS:**

9 **WHEREAS**, Rule 8.3 currently reads: "This Agenda, along with appropriate attachments, shall be sent, mailed
10 or made available, electronically posted and accessible, emailed or otherwise deposited for delivery at least seven (7)
11 days before the Board meeting and must provide the supervisors with all necessary access information to attend
12 remotely if the remote option is invoked for said meeting."

13 **WHEREAS**, there is significant time and cost incurred by the Winnebago County Clerk's office to mail all
14 materials to Winnebago County Board Supervisors for Winnebago County Board meetings and commission, committee
15 and board meetings; and

16 **WHEREAS**, Rule 8.3 shall read:

17 8.3 This Agenda, along with appropriate attachments, shall be sent, ~~mailed or made available,~~ to all supervisors
18 electronically and with use of their Winnebago County iPad. It shall be electronically posted and made accessible,
19 emailed or otherwise deposited for delivery at least seven (7) days before the Board meeting and must provide the
20 supervisors with all necessary access information to attend remotely if the remote option is invoked for said meeting.
21 All materials for County Board meetings and all commissions, boards, and committees meetings shall only be delivered
22 electronically to supervisors by the Winnebago County Clerk's office but can be mailed to citizen members.

23 **NOW, THEREFORE, BE IT RESOLVED** by the Winnebago County Board of Supervisors that it hereby
24 amends Rule 8.3 of the Winnebago County Rules to read as follows:

25 8.3 This Agenda, along with appropriate attachments, shall be sent to all supervisors electronically and with
26 use of their Winnebago County iPad. It shall be electronically posted and made accessible, emailed or otherwise
27 deposited for delivery at least seven (7) days before the Board meeting and must provide the supervisors with all
28 necessary access information to attend remotely if the remote option is invoked for said meeting. All materials for
29 County Board meetings and all commission, board, and committee meetings shall only be delivered electronically to
30 supervisors by the Winnebago County Clerk's Office but can be mailed to citizen members.

31 **FISCAL NOTE:** No budget amendment is necessary. There will be some savings, in amounts not yet
32 determined, in postage and photocopying expense.

33 Respectfully submitted by:

34 **MIKE NORTON, DISTRICT 20**

35
36 Vote Required for Passage: two-thirds of those members present

37
38 Approved by the Winnebago County Executive this ____ day of _____, 2022.
39

40 _____
41 Jonathan D. Doemel
42 Winnebago County Executive

1 **94-082022**

2
3 **RESOLUTION: Authorize Electric and Natural Gas Underground Easement Between Winnebago County**
4 **and Wisconsin Public Service**

5
6
7 **TO THE WINNEBAGO COUNTY BOARD OF SUPERVISORS:**

8 **WHEREAS**, the Wisconsin Public Service Corporation has requested that Winnebago County grant it an
9 easement for the installation of underground electric and natural gas utilities, operation, maintenance, repair, replacement
10 and extension of electrical and natural gas lines on the Winnebago County Park View Health Center Training Facility
11 grounds; and

12 **WHEREAS**, your undersigned Facilities and Property Management Committee believes that granting said
13 easement is appropriate and necessary to provide electrical and natural gas service to the Training Facility; and
14

15 **NOW, THEREFORE, BE IT RESOLVED** by the Winnebago County Board of Supervisors that it hereby
16 authorizes execution of the Electric Underground and Gas Easement Agreement between Winnebago County and
17 the Wisconsin Public Service Corporation on that property described within the Agreement for the purpose of
18 providing electrical and gas service to the Park View Health Center Training Facility. Said Agreement is attached
19 hereto and made a part of this Resolution herein by reference.
20

21 **FISCAL NOTE:** No fiscal impact.

22
23 Respectfully submitted by:

24 **FACILITIES AND PROPERTY MANAGEMENT**
25 **COMMITTEE**

26 Committee Vote: **5-0**

27
28 Vote Required for Passage: **Majority**

29
30 Approved by the Winnebago County Executive this ____ day of _____, 2022.
31

32
33 _____
34 Jonathan D. Doemel
35 Winnebago County Executive
36

Agenda Item Report



Winnebago County
The Wave of the Future

DATE: *DATE MEMO PREPARED*
FROM: *DIRECTORS PROPOSING ITEM*
RE: *NAME OF ITEM ON THE AGENDA*

General Description:

WPS requires an easement be invoked whenever they provide utility services to a building.

Action Requested:

Motion to approve the attached easement for the electric and natural gas utility services for the Park View Health Center Training Facility.

Procedural Steps:

(Show each level of committee and board approval needed, with meeting dates.)

| | |
|---------------------------------|-------------------------|
| Committee of Jurisdiction _____ | Meeting date: 7/13/2022 |
| Action taken: _____ | Vote: _____ |
| Other Committee: _____ | Meeting date: _____ |
| Action taken: _____ | Vote: _____ |
| County Board _____ | Meeting date: _____ |

Background:

The Park View Health Center Training Facility is currently being constructed just north of the Park View facility. The Training Center is planned to be finished this fall. In order to receive utility services from WPS, an easement is required along the route of the electric and natural gas routes.

This would be a no cost easement.

Policy Discussion:

This is a requirement of WPS in order for the company to provide utility services to a building. There are no other alternatives for electric or natural gas service to the building.

Attachments:

Easement
Resolution

ELECTRIC UNDERGROUND AND GAS EASEMENT

THIS INDENTURE is made this _____ day of _____, by and between **WINNEBAGO COUNTY, a Wisconsin municipal corporation** ("Grantor") and **WISCONSIN PUBLIC SERVICE CORPORATION**, a Wisconsin Corporation, along with its successors and assigns (collectively, "Grantee") for good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, Grantor, owner of land, hereby grants and warrants to, Grantee, a permanent easement upon, within, beneath, over and across a part of Grantor's land hereinafter referred to as "easement area" more particularly described as follows:

Part of the Southwest Quarter of the Northeast Quarter (SW 1/4-NE 1/4) of Section 36, Township 19 North, Range 16 East, **City of Oshkosh, County of Winnebago, State of Wisconsin**,

as shown on the **attached Exhibit "A"**.

Return to:
Wisconsin Public Service Corp.
Real Estate Dept.
P.O. Box 19001
Green Bay, WI 54307-9001

Parcel Identification Number (PIN)
91529500000

- 1. Purpose: ELECTRIC UNDERGROUND AND GAS** - The purpose of this easement is to construct, install, operate, maintain repair, replace and extend underground utility facilities, conduit and cables, electric pad-mounted transformers, concrete slabs, power pedestals, riser equipment, terminals and markers, together with all necessary and appurtenant equipment under and above ground, as well as pipeline or pipelines with valves, tieovers, main laterals and service laterals, together with all necessary and appurtenant equipment under and above ground, including cathodic protection apparatus used for corrosion control, as deemed necessary by Grantee, for the transmission and distribution of electric energy, signals; natural gas and all by-products thereof, or any liquids, gases, or substances which can or may be transported or distributed through a pipeline, including the customary growth and replacement thereof. Trees, bushes, branches and roots may be trimmed or removed so as not to interfere with Grantee's use of the easement area.
- 2. Access:** Grantee shall have the right to enter on and across any of the Grantor's property outside of the easement area as may be reasonably necessary to gain access to the easement area and as may be reasonably necessary for the construction, installation, operation, maintenance, inspection, removal or replacement of the Grantee's facilities.
- 3. Buildings or Other Structures:** Grantor agrees that no structures will be erected in the easement area or in such close proximity to Grantee's facilities as to create a violation of all applicable State of Wisconsin electric and gas codes or any amendments thereto.
- 4. Elevation:** Grantor agrees that the elevation of the ground surface existing as of the date of the initial installation of Grantee's facilities within the easement area will not be altered by more than 4 inches without the written consent of Grantee.

5. **Restoration:** Grantee agrees to restore or cause to have restored Grantor's land, as nearly as is reasonably possible, to the condition existing prior to such entry by Grantee or its agents. This restoration, however, does not apply to any trees, bushes, branches or roots which may interfere with Grantee's use of the easement area.
6. **Exercise of Rights:** It is agreed that the complete exercise of the rights herein conveyed may be gradual and not fully exercised until sometime in the future, and that none of the rights herein granted shall be lost by non-use.
7. **Binding on Future Parties:** This grant of easement shall be binding upon and inure to the benefit of the heirs, successors and assigns of all parties hereto.
8. **Easement Review:** Grantor acknowledges receipt of materials which describe Grantor's rights and options in the easement negotiation process and furthermore acknowledges that Grantor has had at least 5 days to review this easement document *or* voluntarily waives the five day review period.

[REMAINDER OF PAGE LEFT BLANK]

WITNESS the hand and seal of the Grantor the day and year first above written.

WINNEBAGO COUNTY

Corporate Name _____

Sign Name _____

Print name & title _____

Sign Name _____

Print name & title _____

STATE OF _____)
COUNTY OF _____)SS
_____)

This instrument was acknowledged before me this _____ day of _____, _____, by the above-named _____

WINNEBAGO COUNTY, to me known to be the Grantor(s) who executed the foregoing instrument on behalf of said Grantor(s) and acknowledged the same

Sign Name _____
Print Name _____

Notary Public, State of _____
My Commission expires: _____

This instrument drafted by: Donald Schmoll
Wisconsin Public Service Corporation

| Date | County | Municipality | Site Address | Parcel Identification Number |
|-----------------|---------------|-----------------|----------------|------------------------------|
| May 6, 2022 | Winnebago | City of Oshkosh | 713 BUTLER AVE | 91529500000 |
| Real Estate No. | WPSC District | WR# | WR Type | I/O |
| 1063128 | Oshkosh-40 | 3310373 | JCA | 21800001EC |

TEMPORARY EXHIBIT "A"

NOT TO SCALE
FOR REFERENCE ONLY

