



Sawyer County

Agenda

County Board of Supervisors Meeting

Budget Public Hearing

Thursday, October 17, 2024 @ 6:30 PM

Sawyer County Board Room

Revised: Thursday, October 17, 2024 4:43 PM

Page

1. CALL TO ORDER

- a. To view or participate in the **virtual meeting** from a computer, iPad, or Android device please go to <https://zoom.us/j/95015680309>. You can also use the dial in at **1-312-626-6799** with the Webinar ID: 950 1568 0309. Use *9 to Raise/lower hand and *6 to Unmute/mute. If additional assistance is needed please contact the County Clerk's Office at 715-634-4866 prior to the meeting. This meeting will be recorded and will be available on our website at: <https://sawyercountygov.org>.

2. ROLL CALL

3. PLEDGE OF ALLEGIANCE

4. CERTIFICATION OF COMPLIANCE WITH THE OPEN MEETINGS LAW

5. MEETING AGENDA

6. 2025 BUDGET DISCUSSION (DISCUSSION AND POSSIBLE ACTION)

- | | | |
|---------|----|---|
| 5 | a. | 2025 Budget Hearing Notice
2025 Budget Hearing Notice |
| 6 - 24 | b. | 2025 Budget Presentation
1 Budget Hearing 2025 Administrator Budget Presentation |
| 25 - 53 | c. | 2025 County Fee Schedule
2025 Fee Schedule |
| 54 | d. | 2025 Capital Improvement Summary
3 Budget Hearing Capital Summary 2025 |
| 55 | e. | Employee FTE County |

[4 Budget Hearing FTE Count](#)

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- f. 2025 Pay Grid
[5 Budget Hearing 2025 Grids](#)

7. PUBLIC HEARING ON 2025 BUDGET

At this time, members of the public will be given the opportunity to address the Board to provide comments on the 2025 Budget. Please adhere to the following when addressing the Board: · Comments will be limited to 3 minutes or less per individual. · Comments should be directed to the Board as a whole and not directed to individual Board members. · The Board cannot respond to your comments during this time. · Please sign in and fill out a public comment sheet if you wish to speak on an item

8. PUBLIC COMMENTS

- a. At this time, members of the public will be given the opportunity to address the Board. Please adhere to the following when addressing the Board:
- Comments will be limited to 3 minutes or less per individual.
 - Comments should be directed to the Board as a whole and not directed to individual Board members.
 - The Board cannot respond to your comments during this time.
 - Please sign in and fill out a public comment sheet if you wish to speak on an item.

9. CONSIDER APPROVAL OF MINUTES FROM PREVIOUS MEETING

57 - 59

- a. [9.17.24 County Board Minutes DRAFT](#)

10. PUBLIC WORKS COMMITTEE

- a. Chair Report
- 60 - 92 b. Airport Master Plan Update - Recommended Development Alternative (discussion and possible action)
[HYR_Ch5_v1-EX_Web](#)
[Recommended Development Alternative](#)
- 93 - 102 c. Ron Korthals Hangar Sale (discussion and possible action)
a) Amendment to Lease – Extension
b) Legal Description
c) Resolution Waiving Right of First Refusal and Approving Assignment
[1\) AmendmentLeaseKorthals](#)
[2\) ResolutionKorthalsFox](#)
[KorthalsLegal](#)

- 103 - 108 d. Airport Management Contract with Hayward Aviation (discussion and possible action)
 Amendment and Restatement of Airport Management Agreement (discussion and possible action)
 a. CLOSED SESSION (DISCUSSION AND POSSIBLE ACTION) CLOSED SESSION (DISCUSSION AND POSSIBLE ACTION) a. Pursuant to Wisconsin Statutes 19.85(1)(e) to enter closed session for the purpose of deliberating or negotiating the purchasing of public properties, the investing of public funds, or conducting other specified public business, whenever competitive or bargaining reasons require a closed session. Airport Management Contract

Open Session - Possible Action as a Result of Closed Session
[Amended and Restated Airport Management Agreement](#)

11. HEALTH AND HUMAN SERVICES BOARD

- 109 - 128 a. Chair Report
- b. Tourist Rooming House Ordinance (discussion and possible action)
 1) TRH Ordinance for Sawyer County Board Meeting 9-19-24
 2) Tourist Rooming House Ordinance Resolution
 3) TRH Data 9-12-24
 4) TRH FAQ Draft
 [1\) TRH Data 2024.09.12](#)
 [2\) TRH Resolution10-2024](#)
 [3\) TRH Ordinance FAQ Draft 2024.07.26](#)
 [4\) TRH Ordinance for SC Board Meeting 09 19 24](#)

12. PUBLIC SAFETY COMMITTEE

- 129 - 130 a. Chair Report
 [10.3.24 Public Safety Minutes DRAFT](#)
- 131 - 137 b. Public Safety Radio Network (discussion and possible action)
 1. Review Updated Gen Comm project proposal for Public Safety Radio Network Rebuild
 2. Resolution Authorizing Public Safety Radio Network Rebuild

 [1\) Sawyer County Radio Proposal 2024 10-2-24](#)
 [2\) Res 2024- Proceeding with Public Safety Radio System Improvements](#)
- 138 - 140 c. Joint MOU with LCO (discussion and possible action)
 [MOU Between LCO and SC Board RE CJCC 9.24.24](#)

13. ZONING COMMITTEE

- a. Chair Report

14. LAND, WATER, AND FOREST RESOURCES COMMITTEE

- a. Chair Report
- b. Resolution for AIS Authorization Grant (Discussion/Action)
Resolution granting Sawyer County Zoning & Conservation Administrator to be representative agent to secure grant funding
[Res 2024- Aquatic Invasive Species](#)

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15. ECONOMIC DEVELOPMENT & UW EXTENSION COMMITTEE

- a. Chair Report

16. FINANCE COMMITTEE

- a. Chair Report

17. BOARD APPOINTED COMMITTEE UPDATES

18. COUNTY ADMINISTRATOR'S REPORT

- a. [Administrator's Report 2024-10](#)

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19. CORRESPONDENCE, REPORTS FROM CONFERENCES AND MEETINGS

20. ADJOURNMENT

DISCLAIMER:

Copy sent via email to: County Clerk and News Media. Note: Any person wishing to attend whom, because of a disability, requires accommodation should call the Sawyer County Clerk's Office (715.634.4866) at least 24 hours before the scheduled meeting so appropriate arrangements can be made.

Mission Statement: *The Sawyer County Board of Supervisors will strive to provide excellent services and responsible leadership to protect and enhance Sawyer County citizens, businesses, and resources, while preserving our unique heritage.*

**NOTICE OF PUBLIC BUDGET HEARING FOR SAWYER COUNTY, WISCONSIN
2025 BUDGET**

NOTICE IS HEREBY GIVEN, That on October 17, 2024 at 6:00 PM at the Sawyer County Courthouse, Hayward, Wisconsin, the County Board will hold a public hearing on the proposed budget for the year 2025. The following is a summary of the proposed 2025 budget. A detailed account of the proposed budget is available on the County website or may be inspected at the County Administration offices.

GENERAL FUND

EXPENDITURE AND OTHER USES:

	2024 Budget	2025 Proposed	Percentage Change
General Government	\$ 5,074,741	\$ 5,464,901	
Public Safety	\$ 9,475,808	\$ 9,459,867	
Public Works	\$ 134,375	\$ 113,500	
Health & Human Services	\$ 768,781	\$ 804,207	
Culture, Recreation and Education	\$ 503,254	\$ 517,846	
Conservation & Development	\$ 1,088,986	\$ 1,240,094	
Other Financing Uses	\$ 750,000	\$ 169,163	
Total Expenditures and Other Uses	\$ 17,795,945	\$ 17,769,578	-0.15%

REVENUE AND OTHER SOURCES:

Property Tax Levy	\$ 7,488,881	\$ 7,232,933	
Taxes (other than levy)	\$ 3,149,581	\$ 3,303,457	
Intergovernmental Grants & Aids	\$ 1,544,133	\$ 1,466,701	
Licenses & Permits	\$ 248,000	\$ 288,000	
Fines, Forfeitures & Penalties	\$ 25,000	\$ 25,000	
Public Charges for Services	\$ 3,545,159	\$ 3,206,580	
Intergovernmental Charges for Services	\$ 111,791	\$ 61,019	
Miscellaneous Revenues	\$ 863,400	\$ 1,079,200	
Other Financing Sources	\$ 820,000	\$ 1,106,688	
Total Revenues and Other Sources	\$ 17,795,945	\$ 17,769,578	-0.15%

Governmental and Proprietary Funds Combined

	Estimated Fund Balance	Total Revenues	Total Expenditures	Estimated Fund Balance	Property Tax Levy
	1/1/2025			12/31/2025	
General Fund	\$ 13,172,999	\$ 17,088,563	\$ 17,769,578	\$ 12,491,984	\$ 5,683,637
Special Revenue Funds	\$ 3,986,678	\$ 10,628,753	\$ 12,472,662	\$ 2,142,769	\$ 4,427,739
Debt Service Funds	\$ 10,496	\$ 3,002,765	\$ 3,002,765	\$ 10,496	\$ 3,002,765
Capital Projects Funds Internal Service Funds	\$ 2,395,087	\$ 5,553,460	\$ 5,552,460	\$ 2,396,087	\$ -
Highway Department	\$ 3,352,811	\$ 5,889,489	\$ 5,889,489	\$ 3,352,811	\$ 1,775,533
Office Expense	\$ -	\$ 25,000	\$ 25,000	\$ -	\$ -
Fiduciary Fund	\$ 86,399	\$ 60,000	\$ 60,000	\$ 86,399	\$ -
Total	\$ 23,004,470	\$ 42,248,030	\$ 44,771,954	\$ 20,480,546	\$ 14,889,674

	2024 Budget	2024 Levy Rate Per \$1,000	2025 Proposed Budget	2025 Levy Rate Per \$1,000	Percent Change
County Equalized Value (TID Out)	\$ 5,376,954,500		\$ 6,045,302,300		12.43%
Total County Tax Levy	\$ 14,388,911	\$2.68	\$ 14,889,674	\$2.46	3.48%
Debt Service	\$ 1,931,851	\$0.36	\$ 3,002,765	\$0.50	55.43%
Library	\$ 334,505	\$0.06	\$ 348,509	\$0.06	4.19%
EMS - Operating	\$ 1,517,460	\$0.28	\$ 1,200,787	\$0.20	-20.87%
EMS - Capital	\$ 235,500	\$0.04	\$ 0	\$0.00	-100.00%
Culverts	\$ 129,679	\$0.02	\$ 20,576	\$0.00	-84.13%
Operating	\$ 10,231,756	\$1.90	\$ 10,317,037	\$1.71	0.83%
State Charges	\$ 8,160	\$0.00	\$ 0	\$0.00	-100.00%
Tax Rate (Per \$1,000 Valuation)	\$ 2.68		\$ 2.46		-8.21%



2025 Administrator Budget Presentation

Budget Hearing

Thursday, October 17, 2024



2025 Budget Highlights:

- Net New Construction is 1.32%, about \$140,000 - The highest level in the last 15 years, just above 2024.
- All Non-Union Staff include a proposed 2% increase January 1, 1% increase July 1, and 1.25% steps as scheduled.
- All proposed salary increases are included in each department's budget, not as a line-item contingency.
- Health Insurance includes a 5% increase.
- Sales Tax Revenue has slowed, but is still growing.
- We are seeing great returns on our investments.



2025 Budget Highlights:

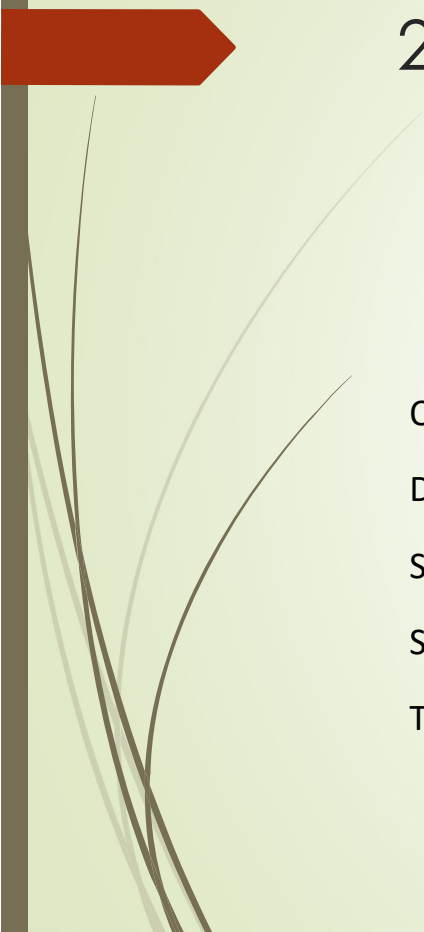
- ▀ Levy Limit Exemptions:
 - ▀ Bridge and Culvert Construction and Repair
 - ▀ Countywide EMS
 - ▀ Payments to Public Libraries
 - ▀ Payments of any General Obligation Debt
 - ▀ Property and Casualty Insurance Premiums
 - ▀ Court Ordered Placements

Expenditures**2024 Budget****2025 Admin****Fund: 100 General Fund****Expenditures**

General	\$ 750,000	\$ 169,163	Reduce Transfers to Other Funds
County Board	\$ 81,775	\$ 81,275	
Administration	\$ 201,126	\$ 221,480	Added Safety Training Budget
Circuit Court	\$ 724,001	\$ 721,653	
Criminal Justice	\$ 300,000	\$ 475,000	Contracted with Justice Point
Family Court Commissioner	\$ 18,000	\$ 18,000	
Medical Examiner	\$ 81,139	\$ 81,888	
Finance	\$ 293,568	\$ 293,692	
County Clerk	\$ 214,908	\$ 220,960	
Human Resources	\$ 147,531	\$ 154,905	
IT	\$ 472,557	\$ 538,789	Additional Software Licences
Treasurer	\$ 325,605	\$ 335,233	
District Attorney	\$ 282,335	\$ 283,316	
Register of Deeds	\$ 220,588	\$ 233,059	
Land Records	\$ 301,551	\$ 310,989	
Surveyor	\$ 205,196	\$ 244,925	New Family Insurance Plan
University Extension Service	\$ 127,049	\$ 127,637	
Zoning	\$ 505,743	\$ 628,879	Added Zoning Tech Position
Forestry Department	\$ 454,932	\$ 483,757	
County Parks	\$ 1,700	\$ 1,700	
911 System	\$ 38,000	\$ 36,000	
Building Maintenance	\$ 526,541	\$ 524,737	
Other Programs of General Gov.	\$ 1,311,247	\$ 1,381,078	
Sheriff's Department	\$ 6,412,512	\$ 6,709,894	Added Court Security Support Staff
Dog Pound	\$ 101,516	\$ 95,994	
Ambulance Service	\$ 2,868,119	\$ 2,559,151	
Emergency Management	\$ 157,177	\$ 154,822	
Airport	\$ 134,375	\$ 113,500	
Child Support Agency	\$ 352,162	\$ 356,611	
Veteran's Administration	\$ 184,992	\$ 211,491	New Family Insurance Plan
Expenditure Grand Totals:	\$ 17,795,945	\$17,769,578	



Expenditures	2024 Budget	2025 Admin	2025 Levy
General Fund Expenditures	\$ 17,795,945	\$ 17,769,578	\$ 7,232,933
Human Services	\$ 9,275,028	\$ 10,054,476	\$ 2,525,000
Debt Service	\$ 1,931,851	\$ 3,002,765	\$ 3,002,765
Capital Improvements	\$ 1,744,000	\$ 5,552,460	\$ -
Highway Department	\$ 5,392,599	\$ 5,889,489	\$ 1,754,957
Other Funds	\$ 1,849,082	\$ 2,503,186	\$ 374,019
Total Expenditures	\$ 37,988,505	\$ 44,771,954	\$ 14,889,674



2025 Proposed Sawyer county Levy

	Adopted 2024	Administrator 2025	Percent Increase
Operating Levy	\$ 10,231,756	\$ 10,317,037	0.83%
Deby Service Levy	\$ 1,931,851	\$ 3,002,765	55.43%
Special Purpose Levy	\$ 2,217,144	\$ 1,569,872	-29.19%
State Charges	\$ 8,160	\$ -	
Total Levy	\$ 14,388,911	\$ 14,889,674	3.48%

2025 Levy limit calculation

Section A: Determination of 2024 Payable 2025 Allowable Levy Limit			
1	2023 payable 2024 actual county levy plus 2024 personal property aid (17,581.27)	\$ 17,581	\$12,179,136
2	Exclude prior year levy for unreimbursed expenses related to an emergency		\$0
3	Exclude ²⁰²² levy for new general obligation debt authorized after July 1, 2005		\$1,724,596
4	2023 payable 2024 adjusted actual county levy (Line 1 minus Lines 2 and 3)		\$10,454,540
5	0.00% growth, plus terminated TID (0 %), plus TID subtraction (0 %) applied to 2022 adjusted actual levy	0.000%	\$10,454,540
6	Net new construction (1.19 %), plus terminated TID (0 %), plus TID subtraction (0 %) applied to 2023 adjusted actual levy	1.322%	\$10,592,749
7	Greater of Line 5 or Line 6		\$10,592,749
8	2024 levy limit before adjustments less 2025 personal property aid (\$17,581.27)	\$ 68,457	\$10,524,292
9	Total adjustments (from Sec. D, Line Q)		\$2,795,510
10	²⁰²⁴ Payable ²⁰²⁵ Allowable Levy (sum of Lines 8 and 9)		\$13,319,802



Requested Additions

Sheriff - Court Secretary Administrative Support	\$	63,482
Zoning - Technician	\$	86,078
Highway - Additional County Highway Construction	\$	514,745
Total Requested Additions	\$	664,305



Budget Adjustments

Fund Balance Draw Needed As Requested by Departments	\$ 2,849,149
General Fund (Surplus)Deficit	\$ 471,074
Increase in Final Net New Construction	\$ (209)
Decrease in Levy due to Increased Personal Property Aid	\$ 50,876
Transfer to HHS	\$ 1,812,663
Transfer to Highway - Operations	\$ 169,163
Transfer to Highway - County Highway Construction	\$ 345,582

Changes from Department Request to Administrative Budget	Request	Recommended	Savings
Senior Resource Center Request Reduction	\$ 229,889	\$ 220,000	\$ 9,889
Highway County Road Construction to CIP	\$ 514,745	\$ 169,163	\$ 345,582
HHS Fund Balance Draw	\$ 1,812,663	\$ -	\$ 1,812,663
Total Adjustments	\$ 2,557,297	\$ 389,163	\$ 2,168,134

Adjusted Fund Balance Draw	\$ 681,015
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Levy Components
Budget Year 2025

	Adopted 2023	Adopted 2024	Administrator 2025	Budget Percent
Operating Levy				
General Fund	\$ 5,580,812	\$ 5,636,916	\$ 5,683,637	42.67%
Health and Human Services	\$ 2,491,296	\$ 2,500,000	\$ 2,525,000	18.96%
Recreational Officer	\$ 143,727	\$ 142,151	\$ 142,151	1.07%
Land & Water Conservation	\$ 46,292	\$ 46,292	\$ 46,292	0.35%
Namekagon Transit	\$ 155,000	\$ 165,000	\$ 165,000	1.24%
Debt Service	\$ 1,724,730	\$ 1,931,851	\$ 3,002,765	22.54%
Capital Improvement Plan	\$ -	\$ -	\$ -	0.00%
Highway Department	\$ 1,689,345	\$ 1,739,345	\$ 1,754,957	13.18%
Previous Year Unused	Unused	2,052	-	0.00%
Total Operating Levy	\$ 11,831,202	\$ 12,163,607	\$ 13,319,802	100.00%
Operating Levy Allowed	\$ 11,833,254	\$ 12,161,555	\$ 13,319,802	
Unused	\$ 2,052	\$ (2,052)	\$ -	
Special Purpose Levy				
Northern Waters Library Service	\$ 23,868	\$ 24,584	\$ 25,321	
Weiss Community Library	\$ 200,000	\$ 200,000	\$ 200,000	
Winter Public Library	\$ 78,253	\$ 78,253	\$ 78,253	
LCO Public Library	\$ 20,047	\$ 11,961	\$ 17,624	
Out of County Library	\$ 17,849	\$ 19,707	\$ 27,311	
EMS-Operating	\$ 1,504,282	\$ 1,517,460	\$ 1,200,787	
EMS-Capital	\$ 223,500	\$ 235,500	\$ -	
Local Bridge Aid	\$ 99,645	\$ 129,679	\$ 20,576	
Total Special Purpose Levy	\$ 2,167,444	\$ 2,217,144	\$ 1,569,872	
				Increase
Total Levy	\$ 13,998,646	\$ 14,380,751	\$ 14,889,674	3.54%
State Charges	\$ 1,300	\$ 8,160	\$ -	
Total Levy and Charges	\$ 13,999,946	\$ 14,388,911	\$ 14,889,674	3.48%
County Valuation	\$ 4,535,440,000	\$ 5,367,993,300	\$ 6,045,302,300	
Tax Levy Rate	\$ 3.09	\$ 2.68	\$ 2.46	

Ambulance Service levy

	<u>2024</u>	<u>2025</u>
Ambulance Budget - Levy	\$ 1,260,165	\$ 962,617
Indirect and Allocated Costs	\$ 257,295	\$ 238,170
Total Operating Levy	<u>\$ 1,517,460</u>	<u>\$ 1,200,787</u>
Capital Purchases		
Ambulance	\$ 240,000	\$ -
Pave Parking Lot	\$ -	
Generator Upgrade	\$ -	
Auto CPR Compression System	\$ -	
IV Pumps		\$ -
Less - Sale of Ambulance	\$ (4,500)	\$ -
Total Capital Purchases	<u>\$ 235,500</u>	<u>\$ -</u>
Total Ambulance Service Levy	<u>\$ 1,752,960</u>	<u>\$ 1,200,787</u>
Equalized Value	\$ 5,376,954,500	\$ 6,045,302,300
Levy Rate/\$1,000	<u>\$ 0.326</u>	<u>\$ 0.199</u>

Library service

	<u>Levy</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>	<u>2025 Admin</u>	<u>Formula</u>
Northern Waters Library Service	Exempt	\$ 23,397	\$ 23,631	\$ 23,631	\$ 23,631	\$ 23,868	\$ 24,584	\$ 25,321	
Weiss Community Library	Exempt	\$ 200,000	\$ 200,000	\$ 200,000	\$ 210,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 132,321
Winter Public Library	Exempt	\$ 73,267	\$ 73,267	\$ 73,267	\$ 75,465	\$ 78,253	\$ 78,253	\$ 78,253	\$ 1,859
LCO Ojibwa Comm. Library	Exempt	\$ 27,947	\$ 31,737	\$ 25,802	\$ 25,802	\$ 20,047	\$ 11,961	\$ 17,624	\$ 17,624
LCO Ojibwa Comm. Library - capital	Exempt	\$ 10,500							
Ashland Vaughn Public Library	Exempt	\$ 970	\$ 425	\$ 205	\$ 76	\$ 58		\$ 301	
Barron Public Library	Exempt		\$ 64		\$ 164				
Bayfield Public Library	Exempt	\$ 44	\$ 74	\$ 25	\$ 70	\$ 2,784			
Bruce Area Library	Exempt	\$ 1,943	\$ 1,398	\$ 954	\$ 857	\$ 465	\$ 281		\$ 313
Calhoun Memorial Library (Chetek)	Exempt							\$ 71	
Cumberland Public Library	Exempt		\$ 143		\$ 38	\$ 50			-
Drummond Public Library	Exempt	\$ 1,136	\$ 217	\$ 1,448	\$ 917	\$ 23		\$ 161	
Forest Lodge Public Library	Exempt	\$ 3,352	\$ 3,243	\$ 3,476	\$ 5,459	\$ 2,784	\$ 5,578		\$ 7,683
Grantsburg Public Library	Exempt				\$ 5				
Iron River Public Library	Exempt			\$ 66				\$ 27	
Legion Memorial Library Mellen	Exempt			\$ 57					
Madeline Island Public Library	Exempt	\$ 553							
Park Falls Public Library	Exempt	\$ 1,097	\$ 672						
Rice Lake Public Library	Exempt	\$ 8,201	\$ 8,521	\$ 8,990	\$ 7,161	\$ 9,523	\$ 9,517		\$ 14,702
Rusk County Comm. Library	Exempt	\$ 10,405	\$ 6,137	\$ 3,158	\$ 3,825	\$ 1,821	\$ 1,102		\$ 932
Shell Lake Public Library	Exempt	\$ 215	\$ 155			\$ 36		\$ 21	
Spooner Memorial Library	Exempt	\$ 658	\$ 770	\$ 1,578	\$ 1,687	\$ 328	\$ 2,812		\$ 2,902
Superior Public Library	Exempt	\$ 1,108	\$ 798	\$ 1,005	\$ 232	\$ 245		\$ 158	
Washburn Public Library	Exempt	\$ 79	\$ 119	\$ 171	\$ 25	\$ 5		\$ 40	
Subtotal Out of County		\$ 40,047	\$ 22,794	\$ 21,231	\$ 20,429	\$ 17,849	\$ 19,707	\$ 27,311	\$ 27,311
Total Library Aid		\$ 364,659	\$ 351,429	\$ 343,931	\$ 355,327	\$ 340,017	\$ 334,505	\$ 348,509	

Outside organizations funded by General Fund Monies

Partner Organizations Requests	2017	2018	2019	2020	2021	2022	2023	2024	2025 Req	2025 Admin
Senior Resource Center	\$ 161,470	\$ 162,862	\$ 162,952	\$ 166,781	\$ 181,781	\$ 184,889	\$ 200,000	\$ 210,000	\$ 229,889	\$ 220,000
Namekagon Transit	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 155,000	\$ 165,000	\$ 165,000	\$ 165,000
Hayward Lakes Association	\$ 43,500	\$ 43,500	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000
Northwest Regional Planning	\$ 35,799	\$ 35,419	\$ 35,623	\$ 35,671	\$ 35,552	\$ 35,044	\$ 35,387	\$ 34,974	\$ 35,371	\$ 35,371
Sawyer County Fair	\$ 31,250	\$ 31,250	\$ 31,250	\$ 31,250	\$ 45,000	\$ 45,000	\$ 47,000	\$ 40,000	\$ 40,000	\$ 40,000
Sawyer County/LCO Economic Development Corp		\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 30,000	\$ 30,000	\$ 30,000
Total Increase Partner Organizations	\$ 422,019	\$ 448,031	\$ 454,825	\$ 458,702	\$ 487,333	\$ 489,933	\$ 512,387	\$ 529,974	\$ 550,260	\$ 540,371

Senior Resource Allocation	\$ 130,111	\$ 150,000	\$ 140,111
Senior Resource Flow Thru Grant	\$ 79,889	\$ 79,889	\$ 79,889



Appropriating funds to nonprofit organizations

Entity Name	Statutory Authority
Northern Waters Library Systems	Wis. Stat. § 43.53; Wis. Stat. § 43.57
Sawyer County Fair	Wis. Stat. § 50.56(4)
Senior Resource Center	Wis. Stat. § 59.53(11)
Hayward Lakes Visitors & Convention	Wis. Stat. § 59.56(10)
Northwest Regional Planning Commission	Wis. Stat. § 66.0309(13)-(14)
Economic Development Corp.	Wis. Stat. § 59.57 (1)
Namekagon Transit	Wis. Stat. § 59.58(3)
Clean Sweep	Wis. Stat. § 59.70

2025 - 2029 Requested Capital Projects Summary

	2025	2026	2027	2028	2029
Fund Balance - Beginning of Year	164,000	58,000	13,000	17,000	(28,000)
EXPENDITURES					
General Government	\$278,000	\$172,855	\$32,305	\$1,000,000	\$0
County Fleet	\$0	\$0	\$0	\$0	\$0
Justice and Public Safety	\$438,878	\$671,500	\$465,850	\$512,435	\$563,679
Public Works	\$160,000	\$0	\$0	\$0	\$0
Public Works - Highway	\$3,014,745	\$3,153,200	\$3,810,200	\$3,225,000	\$3,400,000
Veterans	\$0	\$49,000	\$0	\$49,000	\$0
Conservation & Development	\$876,000	\$84,000	\$0	\$0	\$0
Total Gross Expenditures	<u>\$4,767,623</u>	<u>\$4,130,555</u>	<u>\$4,308,355</u>	<u>\$4,786,435</u>	<u>\$3,963,679</u>
REVENUES					
Project Specific					
Veterans Transportation Grant	\$4,000	\$4,000	\$4,000	\$4,000	\$4,000
State-DNR Dam Grant	\$400,000	\$0	\$0	\$0	\$0
Airport Entitlement Funds	\$0	\$0	\$0	\$0	\$0
Airport State Funds	\$0	\$0	\$0	\$0	\$0
Sale of Assets - Vehicles	\$150,000	\$110,000	\$165,000	\$120,000	\$180,000
Land Records/Surveyor - 212 Grant	\$0	\$0	\$0	\$0	\$0
Transfer from Other Funds	\$400,000	\$0	\$0	\$0	\$0
LRIP Funds	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
Proceeds From Debt Issuance-Dams	\$0	\$0	\$0	\$0	\$0
Proceeds From Debt Issuance-Equipment	\$1,638,460	\$2,021,555	\$2,143,355	\$2,567,435	\$1,683,679
Subtotal Revenues-Project Specific	<u>\$2,692,460</u>	<u>\$2,235,555</u>	<u>\$2,412,355</u>	<u>\$2,791,435</u>	<u>\$1,967,679</u>
Transfers & Fund Balance Applied					
Transfer From Fund 223 - Car Pool	\$0	\$0	\$0	\$0	\$0
Subtotal Transfers for Capital Uses	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
Tax Levy					
Operating Levy	\$0	\$0	\$0	\$0	\$0
EMS	\$0	\$0	\$0	\$0	\$0
Highway Levy	\$1,969,163	\$1,850,000	\$1,900,000	\$1,950,000	\$2,000,000
Subtotal Tax Levy	<u>\$1,969,163</u>	<u>\$1,850,000</u>	<u>\$1,900,000</u>	<u>\$1,950,000</u>	<u>\$2,000,000</u>
Total Revenues	<u>\$4,661,623</u>	<u>\$4,085,555</u>	<u>\$4,312,355</u>	<u>\$4,741,435</u>	<u>\$3,967,679</u>
Fund Balance - End of Year	<u>\$58,000</u>	<u>\$13,000</u>	<u>\$17,000</u>	<u>(\$28,000)</u>	<u>(\$24,000)</u>

Budget Year 2025

Capital Purchases through Debt Issue

IT - Wireless Access Point Upgrade	\$ 25,000	
IT - New Surveillance Cameras	\$ 25,000	
Maintenance - Jail Huber Roof	\$ 120,000	
Maintenance - Huber Air Handler & AC	\$ 60,000	
Maintenance - Oasis Roof	\$ 38,000	
County Fair - Main Gate Security Fencing	\$ 7,500	
County Fair - Animal Barn Lighting	\$ 2,500	
Law Enforcement - Sheriff- UTV	\$ 40,000	
Law Enforcement - Sheriff- Transport Van	\$ -	
Law Enforcement - Squads and Setup (5)	\$ 385,000	
Law Enforcement - Toughbooks for Squads	\$ 13,878	
Airport - Various State Project Match	\$ 160,000	
Zoning-Tiger Dam Inspection	\$ 4,000	
Zoning-Zoning Ordinance Rewrite	\$ 15,000	
Zoning-Fishtrap Dam Repair/Replacement	\$ 800,000	
Forestry - Admin 3/4 Ton Truck	\$ 57,000	
Highway - 1 Ton Dump Patrol Truck	\$ 100,000	
Highway - Tri-Axle Truck Body	\$ 150,000	
Highway - Tandem Axle Truck Body	\$ 180,000	
Highway - Sand Screener	\$ 120,000	
Highway - Mastic Kettle 400 Gallon	\$ 100,000	
Highway - Commissioner Vehicle	\$ 50,000	
Highway - County Highway Construction	30,837	
Highway - County Hwy B	\$ 215,545	
Highway - County CC Bridge	\$ 99,200	
Requested CIP		\$ 2,798,460
Revenue Sources		
Sale of Assets - Squads	\$ 20,000	
Airport CIP Fund Balance Applied	\$ 110,000	
State DNR Dam Grant	\$ 400,000	
Transfer from Resource Development Fund	\$ 400,000	
LRIP Funds	\$ 100,000	
Sale of Highway Equipment	\$ 130,000	
Total Revenue Sources		\$ 1,160,000
CIP Debt Issue	\$ 1,638,460	

Calendar Year	Balance	Communication Tower Debt Issue				Total Levy		
		Notes (est)			Total Debt Service Levy	Total Levy	(TID Out) Equalized Value (Year -1)	Total Levy Rate (000's)
		2,750,000		Par				
				Dated				
				5.00%				
		Principal	Premium	Interest				
2024	2,750,000				-	-	6,043,835,500	\$ -
2025	2,500,000	250,000		137,500	387,500	387,500	6,105,755,323	\$ 0.0635
2026	2,320,000	180,000		125,000	305,000	305,000	6,166,812,876	\$ 0.0495
2027	2,125,000	195,000		116,000	311,000	311,000	6,228,481,005	\$ 0.0499
2028	1,915,000	210,000		106,250	316,250	316,250	6,290,765,815	\$ 0.0503
2029	1,690,000	225,000		95,750	320,750	320,750	6,353,673,473	\$ 0.0505
2030	1,450,000	240,000		84,500	324,500	324,500	6,417,210,208	\$ 0.0506
2031	1,195,000	255,000		72,500	327,500	327,500	6,481,382,310	\$ 0.0505
2032	920,000	275,000		59,750	334,750	334,750	6,546,196,133	\$ 0.0511
2033	625,000	295,000		46,000	341,000	341,000	6,611,658,094	\$ 0.0516
2034	-	625,000		31,250	656,250	656,250	6,677,774,675	\$ 0.0983
		2,750,000		874,500				

Current Debt Service Repayment Schedule
Budget Year 2025

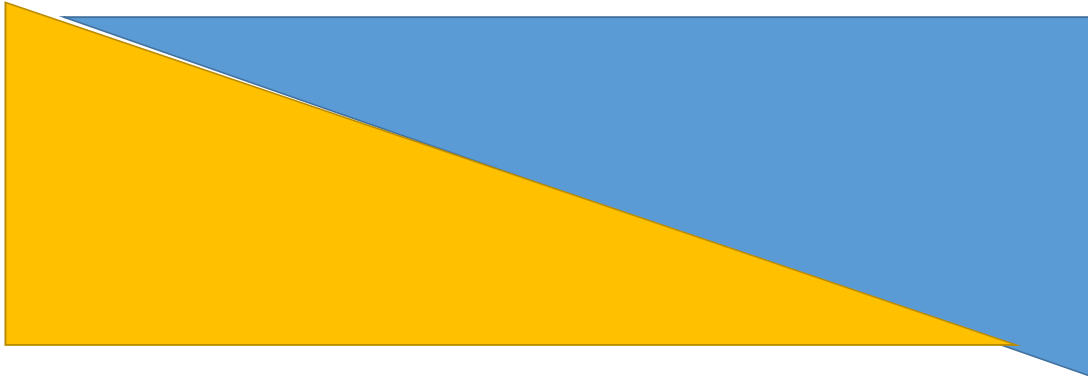
	2019 Ambulance	2022 Courthouse	2023 Courthouse/CIP	2024 CIP	2024 Comm Towers	Payment Total(Levy)
Beginning Balance 2025	\$ 331,587	\$ 7,345,000	\$ 2,950,000	\$ 1,638,460	\$ 2,750,000	\$ 15,015,047
Principal	\$ 62,244	\$ 315,000	\$ 250,000	\$ 1,638,460	\$ 250,000	\$ 2,515,704
Interest	\$ 10,511	\$ 207,125	\$ 106,925	\$ 25,000	\$ 137,500	\$ 487,061
Total 2026	\$ 72,755	\$ 522,125	\$ 356,925	\$ 1,663,460	\$ 387,500	\$ 3,002,765
Principal	\$ 64,217	\$ 325,000	\$ 260,000		\$ 180,000	\$ 829,217
Interest	\$ 8,538	\$ 197,525	\$ 96,725		\$ 125,000	\$ 427,788
Total 2027	\$ 72,755	\$ 522,525	\$ 356,725		\$ 305,000	\$ 1,257,005
Principal	\$ 66,253	\$ 335,000	\$ 270,000		\$ 195,000	\$ 866,253
Interest	\$ 6,502	\$ 187,625	\$ 86,125		\$ 116,000	\$ 396,252
Total 2028	\$ 72,755	\$ 522,625	\$ 356,125		\$ 311,000	\$ 1,262,505
Principal	\$ 68,353	\$ 345,000	\$ 280,000		\$ 210,000	\$ 903,353
Interest	\$ 4,402	\$ 177,425	\$ 75,125		\$ 106,250	\$ 363,202
Total 2029	\$ 72,755	\$ 522,425	\$ 355,125		\$ 316,250	\$ 1,266,555
Principal	\$ 70,520	\$ 355,000	\$ 295,000		\$ 225,000	\$ 945,520
Interest	\$ 2,235	\$ 166,925	\$ 63,625		\$ 72,500	\$ 305,285
Total 2030-2043	\$ 72,755	\$ 521,925	\$ 358,625		\$ 297,500	\$ 1,250,805
Principal	\$ -	\$ 5,670,000	\$ 1,595,000	\$ -	\$ 1,690,000	\$ 8,955,000
Interest	\$ -	\$ 1,130,030	\$ 114,963	\$ -	\$ 294,000	\$ 1,538,993
Total	\$ -	\$ 6,800,030	\$ 1,709,963	\$ -	\$ 1,984,000	\$ 10,493,993
Ending Balance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

*It is anticipated that the County will continue to issue capital improvement debt in 2025 and beyond with a projected annual Debt Service Levy of **\$2,700,000-\$3,100,000**. Variance due to bi-annual ambulance purchase.



Sawyer County Tax Rate History

Sawyer County Tax Rate History		
Year	Tax Rate	% Increase
2025 est	\$2.46	-8.21%
2024	\$2.68	-13.27%
2023	\$3.09	-5.45%
2022	\$3.27	-1.60%
2021	\$3.32	4.53%
2020	\$3.18	-1.58%
2019	\$3.23	3.99%
2018	\$3.10	-0.26%
2017	\$3.11	3.84%
2016	\$3.00	-0.26%
2015	\$3.01	0.00%
2014	\$2.99	1.02%
2013	\$2.94	6.99%
2012	\$2.75	2.62%



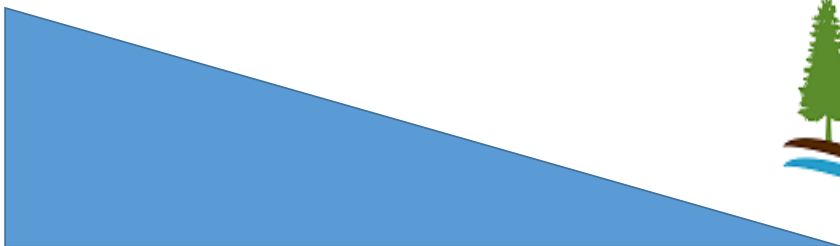
SAWYER COUNTY

FEES & PAYMENTS

**By
Department**

2025

Updated 6/25/2024



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SAWYER COUNTY AMBULANCE

(rate adjustments to be considered 11/24)

Charge

Basic Life Support Transport	\$	1,000.00
Advanced Life Support 1 Transport	\$	1,200.00
Advanced Life Support 2 Transport	\$	1,500.00
Basic Life Support on Scene Care	\$	400.00
Advanced Life Support on Scene Care	\$	650.00
Specialty Transport	\$	1,800.00
Event Coverage:		
BLS Staffed Ambulance (1)		\$175/per hour
ALS Staffed Ambulance (1)		\$225/per hour
Mileage -	\$24.00/per loaded mile	

SAWYER COUNTY CHILD SUPPORT

	<u>Charge</u>	
Photo Copies:		
1 Sided	\$ 0.25	Page
2 Sided	\$ 0.35	Page
Reports:		
KIDS System	\$ 1.75	
Participant Account Statements	n/c	
Locate a Parent Service Fee	\$ 25.00	

SAWYER COUNTY CLERK

	<u>Total Charge</u>	<u>County Share</u>	<u>Mediation Share</u>	<u>Statute</u>	<u>State Share</u>	<u>Statute</u>
Marriage License	\$ 100.00	\$ 55.00	\$ 20.00	767.405	\$ 25.00	765.002
Marriage License Waiver Fee	\$25	\$25				
Plat book	\$ 30.00	\$ 30.00				
County Directory	\$2.50	\$2.50				
Copy Charge	0.25	0.25				
Election Fees - Municipal Clerks	\$1.50	Maintain WISVOTE	\$1 Per Registered Voter			\$1.50
These s/b less	\$1.25	Scan Poll Book	\$1 Per Registered Voter			\$1.25
	\$1.25	Monitor Absentees				
	\$50 per reconciliation	Troubleshoot/correct errors on reconciliation				

SAWYER COUNTY CORONER/MEDICAL EXAMINER

Charge

Current Rates

Death Certificate	\$ 100.00	\$ 103.40
Cremation Release	\$ 50.00	\$ 51.70
Mileage Reimbursement	\$ 0.53	Mile
Hourly Rate	\$ 16.00	

Coroners Office Services

Local Removal (when unable to locate family)	\$ 250.00	
Refrigeration	\$ 10.00	Day
Transport to Eau Claire	\$ 225.00	\$ 232.65
Transport to Minneapolis	\$ 475.00	\$ 491.15
Transport to Eau Claire w/Driver	\$ 250.00	\$ 258.50
Transport to Minneapolis w/Driver	\$ 300.00	\$ 310.20
Body Bag	\$ 50.00	

Resolution 24-32 - Fees adjusted in January of every year based on prior year CIP - through 2029

SAWYER COUNTY CRIMINAL JUSTICE

	<u>Charge</u>
Electronic Monitoring	\$ 20.00 Per Day
Portable Breath Test Kiosk	\$ 2.50 Each Test
Recovery Court Participation	\$0 Phase 1
	\$50 Phase 2
	\$50 Phase 3
	\$50 Phase 4
	\$50 Phase 5

SAWYER COUNTY DISTRICT ATTORNEY

	<u>Charge</u>
Public Defender	\$ 0.20 Page
Private Attorney	\$ 5.00 Up to 25 Pages
Private Attorney	\$ 10.00 Over 25 Pages
Private Attorney	\$ 0.25 Page over 50 Plus Postage
CD's	\$ 5.00 Per
Flash Drives	\$ 10.00 Per

SAWYER COUNTY ANIMAL CONTROL (DOG POUND)

	<u>Charge</u>	<u>County</u>	<u>State</u>
Dogs			
Spayed	\$ 10.00	\$ 9.85	\$ 0.15
Neutered	\$ 10.00	\$ 9.85	\$ 0.15
Unspayed/neutered	\$ 15.00	\$14.60	\$ 0.40
Kennel/Board Fee	\$ 20.00	\$20/inpound \$20/day	
Late Fee - Per Dog			
December 1 - March 31	\$ -	\$ -	
April 1 - May 31	\$ 20.00	\$20.00	
June 1 - November 30	\$ 30.00	\$30.00	
Multiple Dog Licenses (up to 12 dogs)	\$ 75.00	\$73.25	\$ 1.75
Late Fee Multiple Dogs			
December 1 - March 31	\$ -	\$ -	
April 1 - May 31	\$ 25.00	\$25.00	
June 1 - November 30	\$ 50.00	\$50.00	
Facility Fees			
(1) Breeding Facility			
Tier 1	\$150.00	\$150.00	
Tier 2	\$250.00	\$250.00	
Tier 3	\$500.00	\$500.00	
(2) Kennel Permits	\$50.00	\$50.00	
(3) Pet Shop Permits	\$50.00	\$50.00	
(4) Riding Stable Permits	\$50.00	\$50.00	
(5) Auction Permits	\$50.00	\$50.00	
(6) Zoological Park	\$50.00	\$50.00	
(7) Circus Permits	\$50.00	\$50.00	
(8) Grooming Shop Permits	\$50.00	\$50.00	
(9) Petting Zoo Permits	\$50.00	\$50.00	
(10) Guard Dog Training Center Permits	\$50.00	\$50.00	

SAWYER COUNTY FORESTRY DEPARTMENT

	<u>Charge</u>	<u>County Share</u>	<u>Township Share</u>
Firewood/Wood Residue Permit (2 sites per permit)	\$ 10.00	\$10.00	
Christmas Tree Permit Max of 3 trees per permit	\$ 5.00	\$ 4.50	\$ 0.50
Bough Cutting Permit			
Individual Use Permit	\$ 10.00	\$ 9.00	\$ 1.00
Seller's Permit	\$ 50.00	\$45.00	\$ 5.00
Camping Permit (max of 10 days per permit)	\$ 7.00	\$ 7.00	Per Night, Unit
Low Use Access Permit (good for 5 years)	\$ 25.00	\$25.00	
Disability Permit (to use motorized vehicles in closed areas of Sawyer County Forest)	Free	See terms and conditions on permit application	
Pavilion Reservation at Hatchery Creek Park	\$ 50.00	\$ 50.00	Day

SAWYER COUNTY HIGHWAY

Permit Fees

Adopted February 2024, Resolution #24-9

Right-of-Way	\$ 25.00
Wood	\$ 25.00
Driveway	\$ 50.00
Hauling	\$ 50.00
Hauling (Waste Hauler-1 time-Seasonal)	\$ 500.00
Utility	
Application & Review Fee*	\$ 50.00
Fee Per Inspection**	\$ 100.00
Open Cuts Across Paved Roadways***	\$ 350.00

*Permit not required for trimming & brushing operations

**Fee per inspection – there shall be no charge for final site inspection.

If, however, the right-of-way has not been property restored at the time of inspection and additional inspections are required, a \$100.00 fee shall be charged for each subsequent inspection until the right-of-way has been successfully restored

***Open cuts will require a restoration agreement between the utility and the Highway Department in addition to the permit fee.

Copies

Charge

One Sided

8 1/2 x 11	\$ 0.25
8 1/2 x 14	\$ 0.25
11 x 14	\$ 0.35
Ledger Sized	\$ 1.00

Two Sided

8 1/2 x 11	\$ 0.35
8 1/2 x 14	\$ 0.35
11 x 14	\$ 0.50

Reproduction of Recorded Tape

\$ 5.00 Per Tape

Fax Fee

\$ 1.00
\$ 0.25 Page

Engineer Copy

\$ 0.67 Per Sq Ft

14 x 16	\$ 1.25
18 x 24	\$ 2.00
24 x 36	\$ 4.00
36 x 36	\$ 6.00
36 x 42	\$ 7.00
County-Wide Road Map	\$ 10.00
911 Township Maps	\$ 7.00
Northwoods Beach	\$ 4.00

SAWYER COUNTY HIGHWAY

Computer Color Print

11 x 17

Color 911 Maps	\$ 3.50
Color Zone District Map	\$ 3.50

Blue Prints

14 x 16	\$ 1.00
18 x 24	\$ 2.00
30 x 30	\$ 3.00

Plotter Generated Color

Zone District Map	\$ 15.00	Per Township
911 Map	\$ 15.00	Per Township
County-Wide Road Map	\$ 25.00	

Plotted Color Maps (mr = mapping rate)

Line and Vector Drawings

24 x 24	\$ 4.00	Plus mr/hr
24 x 36	\$ 8.00	Plus mr/hr
36 x 36	\$ 12.00	Plus mr/hr
36 x 42	\$ 14.00	Plus mr/hr

Custom Plotting

Digital Orthophotography and Solid Fill Drawing	\$ 2.10	Per Sq Ft Plus mr/hr
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Mapping Rate

\$ 30.00 Per Hour

Digital Format

Digital Data	\$ 15.00	Minimum Charge
	\$ 0.15	Per Megabyte

Digital Orthophotography	\$ 25.00	Base Per Township
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Compact Disc	\$ 2.00
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Entire County (License Required)

Mr Sid 1 CD, Tiff 8 CD's	\$ 950.0
911 Layer With Roads on CD	\$ 12.50

24 x 36 Glossy printed Ortho Photo	1" = 400'	\$ 30.00
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24 x 36 Matte Printed Ortho Photo	1" = 400'	\$ 30.00
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SAWYER COUNTY HEALTH AND HUMAN SERVICES

Behavioral Health Services Fees		<u>Charge</u>
OWI Assessment	\$	250.00
AODA/MH Intake Counseling Session	\$	200.00
AODA/MH Hourly Session	\$	150.00
No Show/Late Cancellation Fee	\$	50.00
Victim Impact Panel	\$	50.00
Out of County Additional Fee	\$	50.00
Drug Test Fees		
Drug Test	\$	20.00
Public Health		
Sharps Container Disposal Fee	\$9.00	Per Pound
Reproductive Health		
New Client (15 min)	\$	156.50
New Client (30 min)	\$	240.80
Established Client (5 min)	\$	49.10
Established Client (10 min)	\$	121.20
Established Client (20 min)	\$	196.80
Established Client (30 min)	\$	279.70
Non-Med FP Education	\$	117.00
Water Tests		
Coliform Bacteria	\$	30.00
Nitrate	\$	50.00
Arsenic (Single Metal)	\$	50.00
Basic Homeowners Package	\$	75.00
Metal Package	\$	100.00
Comprehensive Homeowners Package	\$	150.00
Bottle Replacement for each bottle	\$	1.00

SAWYER COUNTY HEALTH AND HUMAN SERVICES

Reproductive Helth Supplies

OCP (Birth Control)	\$	45.00	
Depo (Varies by Shipment) (Birth Control)	\$	11.00	
Fee is established by 340B - varies by shipment)			
Nuva Ring (Price Varies by Current Shipment)	\$7.00 / \$9.00		
Fee is established by 340B - varies by shipment)			
Azithromycin 1g	\$	30.00	
Ceftriaxone 250 mg 1m	\$	30.00	
EPT (Expedited Partner Therapy)	\$	30.00	
Metronidazole 2g	\$	30.00	
Emergency Contraception	\$30.00/\$45.00		Generic/Brand
Male Condoms	\$	0.90	
Female Condoms	\$	4.80	

Reproductive Health Tests

Dipstick UA	\$	8.00	
CT, GC, Trich		NC	
Pregnancy Test	\$	19.40	
Hemoglobin	\$	5.30	
HIV-1, HIV-2 Combo (Blood)	\$	30.90	
Lab Handling Fee	\$	8.40	
Copies	\$	0.25	Per Page

Licensing Fees (through March 31, 2024)

Facility/License Type	Annual License Fee	Pre-inspection Fee	Re-inspection Fee	Second & Subsequent Re-inspection Fee	Late Fee	Operating without a License Fee	Special Condition Inspection Fee	Duplicate License Fee
Bed and Breakfast Establishments								
Bed and Breakfast Establishments	155	300	128	170	85	749	175	15
Lodging								
Tourist Rooming House	155	300	128	170	85	749	175	15
Hotel / Motel 5 - 30 Rooms	240	480	218	290	85	749	175	15
Hotel / Motel 31 - 99 Rooms	325	665	300	400	85	749	175	15
Hotel / Motel 100 - 199 Rooms	410	795	379	505	85	749	175	15
Hotel / Motel 200 + Rooms	565	1185	525	700	85	749	175	15
Campgrounds								
Campgrounds (1 - 25 sites)	205	380	180	240	85	749	175	15
Campgrounds (26 - 50 sites)	290	565	263	350	85	749	175	15
Campgrounds (51 - 100 sites)	355	700	319	425	85	749	175	15
Campgrounds (101 - 199 sites)	410	830	375	500	85	749	175	15
Campgrounds (200 + sites)	475	965	435	580	85	749	175	15
Recreational and Educational Camps								
Recreational or Educational Campgrounds	585	1200	540	720	85	749	175	15
Safety, Maintenance and Operation of Public Swimming Pool								
Pool/Hot Tub	175	150	75	50	85	749	175	15
Water Attraction	205	175	75	50	85	749	175	15
Water Attraction with up to 2 pools slides	290	250	125	50	85	749	175	15
Restaurants								
Prepackaged Restaurant	125	130	98	130	85	749	175	15
Simple Restaurant	265	320	240	320	85	749	175	15
Moderate Restaurant	380	470	353	470	85	749	175	15
Complex Restaurant	625	770	578	770	85	749	175	15
Temporary Restaurant	200	0	0	0	85	749	175	15
Mobile Restaurant Base w/out food prep	125	165	98	130	85	749	175	15
Additional Area	95	0	0	0	85	749	175	15
DPI Schools								
Production	510	0	0	0	0	0	0	0
Satellite	290	0	0	0	0	0	0	0
Retail Food Establishments								
Food Sales of \$1,000,000 and processes potentially hazardous food	790	350	450	450	137	100	175	15
Food Sales of \$25,000 but less than \$1,000,000 and processes potentially hazardous food	305	250	190	190	53	100	175	15
Food Sales of at least \$25,000 and is engaged in food processing, but does not process potentially hazardous food	220	150	190	190	38	100	175	15
Food sales of less than \$25,000 and is engaged in food processing	75	125	90	90	12	100	175	15
Does not engage in food processing	55	100	90	90	9	90	175	15
Last Updated: April 1, 2020								

Licensing Fees (effective April 1, 2024)

Facility/License Type	Annual License Fee	Pre-inspection Fee	Re-inspection Fee	After 1st Re-inspection Fee	Late Fee	Tier 1: Operating Without a License Fee	Tier 2: Operating without a License Fee	Special Condition Inspection Fee
Bed and Breakfast Establishments								
B and B Establishments	250	390	150	200	50	250	750	200
Lodging								
Tourist Rooming House	250	390	150	200	50	250	750	200
Hotel / Motel 5 - 30 Rooms	270	625	150	200	55	250	750	200
Hotel / Motel 31 - 99 Rooms	365	865	150	200	75	250	750	200
Hotel / Motel 100 - 199 Rooms	465	1035	150	200	95	250	750	200
Hotel / Motel 200 + Rooms	640	1540	150	200	130	250	750	200
Campgrounds								
Campgrounds (1 - 25 sites)	230	495	150	200	45	250	750	200
Campgrounds (26 - 50 sites)	325	735	150	200	65	250	750	200
Campgrounds (51 - 100 sites)	400	910	150	200	80	250	750	200
Campgrounds (101 - 199 sites)	465	1080	150	200	95	250	750	200
Campgrounds (200 + sites)	535	1255	150	200	110	250	750	200
Recreational and Educational Camps								
Rec and Ed - Simple	640	1275	150	200	130	250	750	200
Rec and Ed - Simple with Hospital	705	1405	150	200	145	250	750	200
Rec and Ed - Moderate	690	1380	150	200	140	250	750	200
Rec and Ed - Moderate with Hospital	825	1655	150	200	165	250	750	200
Rec and Ed - Complex	745	1485	150	200	150	250	750	200
Rec and Ed - Complex with Hospital	930	1860	150	200	190	250	750	200
Public Pools and Water Attractions								
Pool - Simple	260	260	150	200	55	250	750	200
Pool - Simple with Features	435	435	150	200	90	250	750	200
Pool - Moderate	390	390	150	200	80	250	750	200
Pool - Moderate with Features	565	565	150	200	115	250	750	200
Pool - Complex	490	490	150	200	100	250	750	200
Pool - Complex with Features	660	660	150	200	135	250	750	200
RETAIL FOOD - SERVING MEALS (RESTAURANT)								
RF-SM - Prepackaged	140	170	150	200	30	250	750	200
RF-SMs - Simple	300	420	150	200	60	250	750	200
RF-SM - Moderate	430	615	150	200	90	250	750	200
RF-SM - Complex	705	1005	150	200	145	250	750	200
RETAIL FOOD - SERVING MEALS (Transient)								
RF-Tran - TCS	225	0	150	200	45	250	750	200
RRF-Trans - Prepackaged	60	0	150	200	25	250	750	200
RF-Trans - Non-TCS	80	0	150	200	25	250	750	200
RETAIL FOOD - SERVING MEALS (Mobile)								
RF-SMM - Prepackaged	140	170	150	200	30	250	750	200
RF-SMM - Simple	300	420	150	200	60	250	750	200
RF-SMM - Moderate	430	615	150	200	90	250	750	200
RF-SMM - Complex	705	1005	150	200	145	250	750	200
RF-SMM - No Prep	60	130	150	200	25	250	750	200
RF-SMM - Simple	300	420	150	200	60	250	750	200
RF-SMM - Moderate	430	615	150	200	90	250	750	200
RF-SMM - Complex	705	1005	150	200	145	250	750	200
Additional Area	105	0	150	200	25	250	750	200
DPI Schools								
DPI School - Production	575	0	0	0	115	0	0	200
DPI School - Satellite	325	0	0	0	65	0	0	200
Retail Food - Not Serving Meals								
RF-NSM - Complex	890	455	150	200	180	250	750	200
RF-NSM - Moderate	345	325	150	200	70	250	750	200
RF-NSM - Simple TCS	250	195	150	200	50	250	750	200
RF-NSM-Simple Non-TCS	80	165	150	200	25	250	750	200
RF-NSM - Prepackaged	60	130	150	200	25	250	750	200
Fees Effective April 1, 2024								

SAWYER COUNTY LAND RECORDS

Photo Copies		<u>Charge</u>	
One Sided			
	8 1/2 x 11	\$ 0.25	Page
	8 1/2 x 14	\$ 0.25	Page
	11 x 14	\$ 0.35	Page
Two Sided			
	8 1/2 x 11	\$ 0.35	Page
	8 1/2 x 14	\$ 0.35	Page
	11 x 14	\$ 0.50	Page
Large Format Copier			
	14 x 16	\$ 1.50	Page
	18 x 24	\$ 2.50	Page
	24 x 36	\$ 5.00	Page
	36 x 36	\$ 6.00	Page
	36 x 42	\$ 7.00	Page
	36 x 48	\$ 8.00	Page
	Northwood's Beach	\$ 5.00	Page
	Odd Sized Paper	Round up to the next page size	
Printed Map Products			
	(cr = custom rate)		
	18 x 24	\$ 6.00	Plus cr/hour
	24 x 24	\$ 8.00	Plus cr/hour
	24 x 36	\$12.00	Plus cr/hour
	36 x 36	\$18.00	Plus cr/hour
	36 x 42	\$27.00	Plus cr/hour
	Custom Page Size	\$ 2.00	Per Sq. foot, plus ch/hour
	Custom Project Hourly Rate (cr/hour)	\$30.00	

SAWYER COUNTY LAND RECORDS

Printed Map Products - Continued

Orthophotography & Plat Book			
8 1/2 x 1 email & counter	\$	1.00	Page
8 1/2 x 1 email & counter	\$	1.25	Page
11 x 17 email & counter	\$	2.00	Page
Postal mailing	\$	0.50	Page
24 x 36 Orthophotography on photo paper	\$	30.00	Page

Digital Format - Add material costs to all projects

Materials cost

1 CD	\$	2.00
1 DVD	\$	3.00

Orthophotography

Raphy or GIS Data	\$30/hr, \$10 min. charge
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SAWYER COUNTY LAW ENFORCEMENT

	<u>Charge</u>	
Copies		
Open Records	\$ 0.25	Page
CD	\$ 5.00	
Paper Service	\$ 75.00	
Alarms	\$ 25.00	
Huber Fee	\$ 119.00	Week
Booking Fee - Jail	\$ 25.00	
Daily Inmate Fee (Setenced inmates)	\$ 20.00	
Urine Analysis	\$ 10.00	
Event Coverage/Building Moves	\$ 65.00	Hourly

SAWYER COUNTY REGISTER OF DEEDS

Real Estate	<u>Statute</u>	<u>Charge</u>	
Recorded Documents	59.43(ar)	\$	30.00
Plats	59.43(a1)(h)	\$	50.00
Transportation Plat & Amendmen	59.43(ar)	\$	25.00
Transfer Fee			0.20%
Vital Records			Additional
			Copies
Birth	69.22(1)	\$	20.00 \$ 3.00
Death	69.22(1)	\$	20.00 \$ 3.00
Marriage	69.22(1)	\$	20.00 \$ 3.00
Divorce	69.22(1)	\$	20.00 \$ 3.00
Copies			
Real Estate Copies	59.43(2)(B)	\$	2.00 \$1.00 add 'l page
Reports	Ordinance	\$	0.25 Page
Tax Statements	Ordinance	\$	0.25 Page
Fax	Ordinance	\$	1.00
Certified Stamp	59.43(2)(b)	\$	1.00
Online Services			
Laredo (public)			Free
Authorized Credit card		\$	1.50 PNP keeps
Laredo External Users		\$	85.00 Minimum Monthly plus .50 page/print
Official Records Online		\$	2.50 Per vital record
Tapestry		\$	500.00 Average per month

SAWYER COUNTY SURVEYOR

The items and amounts described below are PAYMENTS (outgoing) as bounties to remonumentation, reestablish, or set set new references for corners

	<u>Payment</u>
Fee for each government corner perpetuated or reestablished for which there is no U.S. Public Land Survey Monument Record on file.	\$ 300.00
Fee will be paid for each corner perpetuated for which there is an existing U.S. Public Land Survey Monument Record on file, there are existing references, and a new monument needs to be set.	\$ 200.00
Tax Deed	
Fee will be paid for each corner perpetuated for which there is an existing U.S. Public Land Survey Monument Record on file, there is an existing monument in good condition, and new references need to be	\$ 150.00

Payment will be made while funds are available on a first come first served basis.
The completed U.S. Public Land Survey Monument Record along with an invoice shall be submitted to the Sawyer County Surveyor

Approval for payment will be made by the County Surveyor

The County Surveyor reserves the right to deny application or payment for remonumentation, if the applicant has failed to provide information to substantiate a reasonable corner position.

SAWYER COUNTY TREASURER

	<u>Charge</u>	
Returned Check Fee	\$	35.00
Delinquent Tax Listing	\$	50.00
Copy/Research	\$	0.25
Tax Deed		
Advertising Fee	\$	10.00
Mailing, Mowing/Upkeep, Advertising, etc	Actual Cost	
Tax Deed Expense	\$	70.00
Preference to Previous Owner		
Administration Fee	\$	200.00

SAWYER COUNTY ZONING DEPARTMENT

Land Use Permits - Industrial Structures:	<u>Charge</u>
New industrial related establishments	\$ 250
Plus \$5.00 per \$1,000 cost of Construction	
Additions/alterations to existing industrial buildings	\$ 150
Plus \$5.00 per \$1,000 cost of Construction	
Accessory buildings for existing industrial property	\$ 150
Plus \$5.00 per \$1,000 cost of Construction	
Land Use Permits - New Business Fees (in existing building):	
Home Occupation	\$ 25
New Small Business, up to 10 employees and up to 3,000 Sq. Ft. Floor Area	\$ 50
New Business, 10-20 employees, and up to 5,000 square feet	\$ 100
New Business over 20 employees, and up to 10,000 square feet	\$ 200
New Business over 20 employees, over 10,000 square feet	\$ 500
Land Use Permits - New Commercial Building:	
New Commercial Building - Plus \$5.00 per \$1,000 cost of construction	\$ 250
Additions/alterations to existing commercial buildings	
Plus \$5.00 per \$1,000 cost of construction	\$ 150
Accessory buildings for existing commercial property	
Plus \$5.00 per \$1,000 cost of construction	\$ 150
Telecommunications Facility	
New Construction or Substantial Modification (Class 1 Collocation)	\$ 3,000
Class 2 Collocation	\$ 500
Certified Soil Tests	
Review and filing fee for all certified soil tests	\$ 50
Sanitary Permits	
Conventional, holding tanks, mounds, at-grade and in-ground pressure	\$ 400
or other SBD6398 systems (\$100.00 State/\$300.00 County)	
Reconnection/Connection permit or other County Permit	\$ 100
Privies (sealed vault or pit type) or other Non-Plumbing Sanitary Permit	\$ 150
Revision/Transfer fee (plumber to plumber, owner to owner, site change)	\$ 50
Renewal fee (one year)	\$ 100
Register of Deeds	
*Recording Fee-Sawyer County Register of Deeds (subject to change):	\$ 30
POWTS Maint. Agreement for Holding Tanks and Aerobic	
Treatment Unit Servicing Contracts, **FLAT FEE	
Wisconsin Fund Grant Program - site inspection and filing	\$ 125

SAWYER COUNTY ZONING DEPARTMENT

Wind Energy Systems Types	
Personal and Small	\$ 75.00
Large	\$ 500.00
Manure Storage Permit	\$1 / AU
Manure Storage Closure	\$0
New Mining Pit - also requires Conditional Use Application fee	\$ 200.00
Rezoning Applications - Public Hearing filing fee	\$ 500.00
Refilling Fee (If application needs to be republished)	\$ 150.00
Conditional Use Applications - Public Hearing filing fee + appl. Permit fee if approve	\$ 350.00
Conditional Use Renewal Fee and Special Events Fee	\$ 300.00
Refilling Fee (If application needs to be republished)	\$ 150.00
Zoning Ordinance Book	\$ 15.00
Variance Applications	
Board of Appeals	\$ 750.00
Administrative Appeals Application or Appeals of Zoning Committee Decisions	\$ 750.00
Refilling Fee (If application needs to be republished)	\$ 150.00
Writ Preparation - (plus \$0.25 per page copy fee)	\$30/hr
Property Inspection - (Contact the Zoning Office for details)	\$ 75.00
County Plat - (\$100.00 Zoning/\$400.00 Technical) plus (\$3.00 Zoning/\$27.00 Technical) for each lot over eight (8) (May also require Conditional Use Application fee)	\$ 500.00
Sign Permits	
Class C and Class E	\$ 75.00
Class D (Billboards)	\$ 250.00
Certified Survey Map Review - \$100.00 per map plus \$50.00 per lot (25% Zoning/75% Technical)	
State Platted Subdivisions - preliminary	
Filing fee and review plus \$30.00 per lot (may also require Conditional Use Application fee)	\$ 500.00
Field inspection - per day	\$ 100.00
911 Applications	
New sign	\$ 125.00
Replacement sign	\$ 100.00
(2) Temporary Guest Quarters Sign (Yellow Fire Number Sign)	\$ 100.00
Land Use Permits - For Principal Structures (Dwellings):	
Dwellings: Onsite constructed, manufactured, and mobile homes. Fee is based on total square footage of habitable area. Includes basement, second story, third story and loft.	

SAWYER COUNTY ZONING DEPARTMENT

Do not include open decks, roofed or screened-in porches, unheated entryways, breezeways they are considered accessory structures. Detached or attached garages use Accessory Building fee chart.

Square Footage	Primary Structure		Addition/ Alteration
100 to 199 sq. ft.	\$100 temp. guest structure only		\$ 75
200 to 349 sq. ft.	\$150 temp. guest structure only		\$ 100
350 to 499 sq. ft.	\$200 temp. guest structure only		\$ 125
500 to 999 sq. ft. min. prinipal structure	\$ 250		\$ 150
1,000 to 1,499 sq. ft.	\$ 300		\$ 175
1,500 to 1,999 sq. ft.	\$ 350		\$ 200
2,000 to 2,499 sq. ft.	\$ 400		\$ 225
2,500 to 2,999 sq. ft.	\$ 450		\$ 250
3,000 to 3,499 sq. ft.	\$ 500		\$ 275
3,500 to 3,999 sq. ft.	\$ 550		\$ 300
4,000 to 4,499 sq. ft.	\$ 600		\$ 325
4,500 to 4,999 sq. ft.	\$ 650		\$ 350
5,000 to 5,499 sq. ft.	\$ 700		\$ 375
5,500 to 5,999 sq. ft.	\$ 750		\$ 400
6,000 to 6,499 sq. ft.	\$ 800		\$ 425
6,500 to 6999 sq. ft.	\$ 850		\$ 450
7,000 to 7,499 sq. ft.	\$ 900		\$ 475
7,500 to 7,999 sq. ft.	\$ 950		\$ 500
8,000 to 8,499 sq. ft.	\$ 1,000		\$ 525
8,500 to 8,999 sq. ft.	\$ 1,050		\$ 550
9,000 to 9,499 sq. ft.	\$ 1,100		\$ 575
9,500 to 9,999 sq. ft.	\$ 1,150		\$ 600

Add \$50.00 per 499 square feet.

Land Use Permits - For Accessory Structures and Buildings:

Fees for decks, porches and patios may combine square footage for project on same permit.
Other garages/sheds are calculated as separate fees and projects. (Fee amount includes additions/alterations to accessory buildings)

100 square feet to 199 square feet (also fee for storage sheds on vacant land up to 144 sq ft)	\$ 50
200 square feet to 349 square feet	\$ 75
350 square feet to 499 square feet	\$ 100
500 square feet to 999 square feet	\$ 150
1,000 square feet to 1,499 square feet	\$ 200
1,500 square feet to 1,999 square feet	\$ 250
2,000 square feet to 2,499 square feet	\$ 300
2,500 square feet to 2,999 square feet (Add \$50 per 499 square feet.)	\$ 350
Boat House Permit Includes Grading Permit	\$ 375
Minor Grading Permit See Section 8.21 S.C. Shoreland-Wetland Ordinance	\$ 100
Filling, Grading, Land use as a separate use (Grading more than 10,000 sq. ft. up to 1 Acre)	\$ 300
Other/Miscellaneous (Blacktop, pavement, regrind surfacing)	\$ 75
Shoreline Restoration Project	\$ 75

SAWYER COUNTY ZONING DEPARTMENT

Photocopies black & white Add \$.75 more for color	
8 1/2 x 11 (1-sided)	\$0.25
8 1/2 x 11 (2-sided)	\$0.35
8 1/2 x 14 (1-sided)	\$0.25
8 1/2 x 14 (2-sided)	\$0.35
11 x 14 (1-sided)	\$0.35
11 x 14 (2-sided)	\$0.50
Ledger	\$1.00
Reproduction of Recorded Tapes - Requester provides tapes	\$5.00 each
Fax & Scan: \$1.00 for sending/receiving plus \$0.25 per additional page	\$1.00 + \$0.25

The following fees are based on the Sawyer County Public Records Fee Schedule.

All fees are double the amount for action conducted prior to receiving permit.

SAWYER COUNTY VETERANS DEPARTMENT

Round Trip Transportation to the Minneapolis VA Hospital

35.00

SAWYER COUNTY PUBLIC RECORDS REQUEST FEE SCHEDULE – 2024

"An authority may impose a fee upon the requester of a copy of a record which may not exceed the actual, necessary and direct cost of reproduction and transcription of the record, unless a fee is otherwise specifically established or authorized to be established by law." Wis. Stat. § 19.35(3)(a).

Sawyer County establishes its fees based on the cost of materials involved, the staff time involved, and postage. Staff time is calculated based on the pay rate of the lowest paid employee able to fulfill the request. For clerical only requests, the hourly pay rate will be \$23.06. For requests exceeding clerical needs, pay rate will be calculated using actual hourly rate of employee plus benefits of the lowest paid staff capable of performing the task. It is assumed that staff time on electronic tasks and

Location of Records – No charges will be made for time locating records unless it is anticipated that the cost of staff time to locate the records will exceed \$50.00. If location costs are charged, they may be added to the record production costs listed below.

Inspection of Records without Copies – If a requester wishes to examine records in the departmental offices but does not choose to obtain copies, there will be no charge unless there are more than a total of two hours of staff time devoted to locating the records.

Paper Copies of Paper Records – If a requester seeks paper copies of a paper record on a standard, business-sized sheet, the fee is \$0.25 per page for black-and-white copies, reflecting the cost of materials. If staff time is more than the assumed five minutes to print the copies, it will be charged at \$1.92 for each five-minute increment, which is based on the pay rate of the lowest paid staff capable of performing the task. If mailed, actual postage cost may be added.

Paper Copies of Digital Records – If a requester seeks paper copies of an electronic record, on a standard, business-sized sheet, the fee is \$0.25 per page for black-and-white copies, reflecting the cost of materials. If staff time is more than the assumed five minutes to print the copies, it will be charged at \$1.92 for each five-minute increment, which is based on the pay rate of the lowest paid staff capable of performing the task. If mailed, actual postage costs may be added.

Paper Records to Digital Copies via E-mail Attachments – If a requester seeks digital copies via e-mail of a paper record, the fee is \$0.25 per page, plus \$1.92, reflecting the assumed staff time involved to scan the document, attach it, and e-mail it. If staff time is more than the assumed five minutes, it will be charged at \$1.92 for each five-minute increment, which is based on the pay rate of the lowest paid staff capable of performing the task.

Digital Records to Digital Copies via E-mail Attachments – If a requester seeks digital copies via e-mail of a digital record, the fee is \$1.92, reflecting the assumed staff time involved to attach the document and e-mail it and is based on the pay rate of the lowest paid staff capable of performing the task.

Digital Records to Digital Copies via Physical Medium – If a requester seeks digital copies via physical medium, the fee per thumb drive is \$5.00 for 64GB or under, and \$10.00 for 128GB. In addition, there will be a charge of \$1.92 reflecting the assumed staff time involved in making the copies, which is based on the pay rate of the lowest paid staff capable of performing the task. If staff time is more than the assumed five minutes, it will be charged at 1.92 for each five-minute increment. For requests requiring additional skill or capabilities to perform the task, the pay rate will be calculated using actual hourly rate of employee plus benefits of the lowest paid staff capable of performing that advanced task. If mailed, actual postage costs may be added. Other media will be based on the actual cost of the medium. The requester may not provide its own medium based of safety and security concerns.

Conversion of File Format – If the requester seeks a digital record in a file format other than the one in which it is maintained by the County, staff time for reproduction in the preferred format will be charged at \$23.06 per hour.

Requests to Law Enforcement for Audio and Video Records – Subject to 2023 Wisconsin Act 253, creating Wis. Stat. §§ 19.35 (3)(h), the Sheriff's Department may impose a fee upon a requester for the actual, necessary, and direct cost of redacting, whether by pixelization or other means, recorded audio or video content to the extent redaction is necessary to comply with applicable constitutional, statutory, or common law. The ability to charge a fee is subject to the provisions as written in Wis. Stat. §§ 19.35 (3)(h).

Prepayment – If it is anticipated that the fees will exceed \$5.00, the County may request prepayment, if over \$50.00 the County will require prepayment.

Minimum Fee – No fees will be assessed if the total cost of the request is less than \$5.00. Therefore, in many instances, assuming the staff time is no more than five minutes and there are no postage or copy costs, many record requests will be fulfilled at no cost to the requester.

Budget Year 2025

Capital Purchases through Debt Issue

IT - Wireless Access Point Upgrade	\$ 25,000	
IT - New Surveillance Cameras	\$ 25,000	
Maintenance - Jail Huber Roof	\$ 120,000	
Maintenance - Huber Air Handler & AC	\$ 60,000	
Maintenance - Oasis Roof	\$ 38,000	
County Fair - Main Gate Security Fencing	\$ 7,500	
County Fair - Animal Barn Lighting	\$ 2,500	
Law Enforcement - Sheriff- UTV	\$ 40,000	
Law Enforcement - Sheriff- Transport Van	\$ -	
Law Enforcement - Squads and Setup (5)	\$ 385,000	
Law Enforcement - Toughbooks for Squads	\$ 13,878	
Airport - Various State Project Match	\$ 160,000	
Zoning-Tiger Dam Inspection	\$ 4,000	
Zoning-Zoning Ordinance Rewrite	\$ 15,000	
Zoning-Fishtrap Dam Repair/Replacement	\$ 800,000	
Forestry - Admin 3/4 Ton Truck	\$ 57,000	
Highway - 1 Ton Dump Patrol Truck	\$ 100,000	
Highway - Tri-Axle Truck Body	\$ 150,000	
Highway - Tandem Axle Truck Body	\$ 180,000	
Highway - Sand Screener	\$ 120,000	
Highway - Mastic Kettle 400 Gallon	\$ 100,000	
Highway - Commissioner Vehicle	\$ 50,000	
Highway - County Highway Construction	\$ 30,837	
Highway - County Hwy B	\$ 215,545	
Highway - County CC Bridge	\$ 99,200	
Requested CIP		\$ 2,798,460
Revenue Sources		
Sale of Assets - Squads	\$ 20,000	
Airport CIP Fund Balance Applied	\$ 110,000	
State DNR Dam Grant	\$ 400,000	
Transfer from Resource Development Fund	\$ 400,000	
LRIP Funds	\$ 100,000	
Sale of Highway Equipment	\$ 130,000	
Total Revenue Sources		\$ 1,160,000
CIP Debt Issue	\$ 1,638,460	

SAWYER COUNTY

FULL TIME EQUIVALENTS (FTE)

	Approved 2024	Changes	Requested 2025
ADMINISTRATION	5.00		5.00
CLERK OF COURT	8.60		8.60
CRIMINAL JUSTICE	-		-
CORONER	-		-
MEDICAL EXAMINER	1.00		1.00
COUNTY CLERK	2.00		2.00
INFORMATION TECHNOLOGY	2.00		2.00
TREASURER	3.00		3.00
DISTRICT ATTORNEY	2.40		2.40
VICTIM WITNESS	1.00		1.00
REGISTER OF DEEDS	2.00		2.00
LAND RECORDS	3.00		3.00
FORESTRY	5.00		5.00
LAND/WATER CONSERVATION	2.00		2.00
SURVEYOR	2.00		2.00
UW EXTENSION	-		-
DOG POUND	0.40		0.40
CODE ENFORCEMENT	1.00		1.00
ZONING	5.00	1.00	6.00
MAINTENANCE	6.50		6.50
SHERIFF	24.00	1.00	25.00
REC OFFICER	2.00		2.00
TRIBAL LAW ENFORCEMENT	-		-
JAIL	19.00		19.00
DISPATCH	7.00		7.00
AMBULANCE	24.25		24.25
EMERGENCY MANAGEMENT	0.75		0.75
HIGHWAY	23.50		23.50
AIRPORT	0.50	(0.50)	-
CHILD SUPPORT	4.00		4.00
VETERANS	2.00		2.00
HUMAN SERVICES	45.90		45.90
Total	204.80	1.50	206.30

2025 PAY STRUCTURE - STEP PLAN											7/1/2025		1% Increase								
	Minimum																Control	Maximum			
	87.5%	88.75%	90.0%	91.25%	92.5%	93.75%	95.0%	96.25%	97.5%	98.75%	100.0%	101.25%	102.50%	103.75%	105.00%	112.5%					
GRADE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15						
S	\$42.62	\$43.23	\$43.84	\$44.45	\$45.06	\$45.67	\$46.27	\$46.88	\$47.49	\$48.10	\$48.71	\$49.32	\$49.93	\$50.54	\$51.15	\$54.80					
R	\$39.82	\$40.39	\$40.96	\$41.53	\$42.10	\$42.67	\$43.23	\$43.80	\$44.37	\$44.94	\$45.51	\$46.08	\$46.65	\$47.22	\$47.79	\$51.20					
Q	\$37.98	\$38.52	\$39.06	\$39.60	\$40.15	\$40.69	\$41.23	\$41.77	\$42.32	\$42.86	\$43.40	\$43.94	\$44.49	\$45.03	\$45.57	\$48.83					
P	\$36.15	\$36.66	\$37.18	\$37.70	\$38.21	\$38.73	\$39.24	\$39.76	\$40.28	\$40.79	\$41.31	\$41.83	\$42.34	\$42.86	\$43.38	\$46.47					
O	\$34.28	\$34.77	\$35.26	\$35.75	\$36.24	\$36.73	\$37.22	\$37.71	\$38.20	\$38.69	\$39.18	\$39.67	\$40.16	\$40.65	\$41.14	\$44.08					
N	\$32.43	\$32.89	\$33.35	\$33.82	\$34.28	\$34.74	\$35.21	\$35.67	\$36.13	\$36.60	\$37.06	\$37.52	\$37.99	\$38.45	\$38.91	\$41.69					
M	\$30.57	\$31.01	\$31.45	\$31.88	\$32.32	\$32.76	\$33.19	\$33.63	\$34.07	\$34.50	\$34.94	\$35.38	\$35.81	\$36.25	\$36.69	\$39.31					
L	\$28.71	\$29.12	\$29.53	\$29.94	\$30.35	\$30.76	\$31.17	\$31.58	\$31.99	\$32.40	\$32.81	\$33.22	\$33.63	\$34.04	\$34.45	\$36.91					
K	\$26.85	\$27.23	\$27.61	\$28.00	\$28.38	\$28.76	\$29.15	\$29.53	\$29.91	\$30.30	\$30.68	\$31.06	\$31.45	\$31.83	\$32.21	\$34.52					
J	\$24.99	\$25.35	\$25.70	\$26.06	\$26.42	\$26.78	\$27.13	\$27.49	\$27.85	\$28.20	\$28.56	\$28.92	\$29.27	\$29.63	\$29.99	\$32.13					
I	\$23.14	\$23.47	\$23.80	\$24.13	\$24.46	\$24.79	\$25.12	\$25.45	\$25.78	\$26.11	\$26.44	\$26.77	\$27.10	\$27.43	\$27.76	\$29.75					
H	\$21.29	\$21.59	\$21.90	\$22.20	\$22.51	\$22.81	\$23.11	\$23.42	\$23.72	\$24.03	\$24.33	\$24.63	\$24.94	\$25.24	\$25.55	\$27.37					
G	\$19.43	\$19.71	\$19.99	\$20.27	\$20.54	\$20.82	\$21.10	\$21.38	\$21.65	\$21.93	\$22.21	\$22.49	\$22.77	\$23.04	\$23.32	\$24.99					
F	\$17.66	\$17.91	\$18.16	\$18.41	\$18.67	\$18.92	\$19.17	\$19.42	\$19.68	\$19.93	\$20.18	\$20.43	\$20.68	\$20.94	\$21.19	\$22.70					

2025 PAY STRUCTURE - STEP PLAN											1/1/2025		2% Increase							
	Minimum																Control	Maximum		
GRADE	87.5%	88.75%	90.0%	91.25%	92.5%	93.75%	95.0%	96.25%	97.5%	98.75%	100.0%	101.25%	102.50%	103.75%	105.00%	112.5%				
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15					
S	\$42.20	\$42.80	\$43.41	\$44.01	\$44.61	\$45.22	\$45.82	\$46.42	\$47.02	\$47.63	\$48.23	\$48.83	\$49.44	\$50.04	\$50.64	\$54.26				
R	\$39.43	\$39.99	\$40.55	\$41.12	\$41.68	\$42.24	\$42.81	\$43.37	\$43.93	\$44.50	\$45.06	\$45.62	\$46.19	\$46.75	\$47.31	\$50.69				
Q	\$37.60	\$38.14	\$38.67	\$39.21	\$39.75	\$40.28	\$40.82	\$41.36	\$41.90	\$42.43	\$42.97	\$43.51	\$44.04	\$44.58	\$45.12	\$48.34				
P	\$35.79	\$36.30	\$36.81	\$37.32	\$37.83	\$38.34	\$38.86	\$39.37	\$39.88	\$40.39	\$40.90	\$41.41	\$41.92	\$42.43	\$42.95	\$46.01				
O	\$33.94	\$34.43	\$34.91	\$35.40	\$35.88	\$36.37	\$36.85	\$37.34	\$37.82	\$38.31	\$38.79	\$39.27	\$39.76	\$40.24	\$40.73	\$43.64				
N	\$32.10	\$32.56	\$33.02	\$33.48	\$33.94	\$34.40	\$34.86	\$35.31	\$35.77	\$36.23	\$36.69	\$37.15	\$37.61	\$38.07	\$38.52	\$41.28				
M	\$30.27	\$30.70	\$31.13	\$31.56	\$32.00	\$32.43	\$32.86	\$33.29	\$33.73	\$34.16	\$34.59	\$35.02	\$35.45	\$35.89	\$36.32	\$38.91				
L	\$28.43	\$28.83	\$29.24	\$29.65	\$30.05	\$30.46	\$30.87	\$31.27	\$31.68	\$32.08	\$32.49	\$32.90	\$33.30	\$33.71	\$34.11	\$36.55				
K	\$26.58	\$26.96	\$27.34	\$27.72	\$28.10	\$28.48	\$28.86	\$29.24	\$29.62	\$30.00	\$30.38	\$30.76	\$31.14	\$31.52	\$31.90	\$34.18				
J	\$24.75	\$25.10	\$25.45	\$25.81	\$26.16	\$26.51	\$26.87	\$27.22	\$27.57	\$27.93	\$28.28	\$28.63	\$28.99	\$29.34	\$29.69	\$31.82				
I	\$22.91	\$23.23	\$23.56	\$23.89	\$24.22	\$24.54	\$24.87	\$25.20	\$25.53	\$25.85	\$26.18	\$26.51	\$26.83	\$27.16	\$27.49	\$29.45				
H	\$21.08	\$21.38	\$21.68	\$21.98	\$22.28	\$22.58	\$22.89	\$23.19	\$23.49	\$23.79	\$24.09	\$24.39	\$24.69	\$24.99	\$25.29	\$27.10				
G	\$19.24	\$19.52	\$19.79	\$20.07	\$20.34	\$20.62	\$20.89	\$21.17	\$21.44	\$21.72	\$21.99	\$22.26	\$22.54	\$22.81	\$23.09	\$24.74				
F	\$17.48	\$17.73	\$17.98	\$18.23	\$18.48	\$18.73	\$18.98	\$19.23	\$19.48	\$19.73	\$19.98	\$20.23	\$20.48	\$20.73	\$20.98	\$22.48				

**Minutes of the September 19, 2024, meeting of the Sawyer County
Board of Supervisors Special Meeting
Sawyer County Courthouse/Virtual**



Voting Committee		Roll Call	
Members Present (X)		District	Wards
☐ Steve Kariainen-exc		01	T Lenroot W-1, T Hayward W-7, C Hayward W-5
☐ Kay Wilson - exc		02	T Lenroot W-2, T Round Lake W-1
☒ Tweed Shuman	YY	03	T Hayward W-1 & 2
☒ Stacey Hessel	YY	04	T Hayward W-3 & 4
☒ Randy Neumann	YY	05	T Hayward W-5 & 6
☒ Marc D. Helwig	YY	06	C Hayward W-1 & 2
☒ Thomas W. Duffy	YN	07	C Hayward W-3 & 4
☒ Marshal Savitski	YY	08	T Bass Lake W-1 & 2
☐ Brian Bisonette - exc		09	T Bass Lake W-3 & 4
☒ Chuck Van Etten @ 6:49 pm	YY	10	T Sand Lake, T Edgewater W-1
☒ Jeff Hoehne	YY	11	T Edgewater W-2, T Bass Lake W-5, T Meteor, T Couderay, V Couderay
☒ John Righeimer	YY	12	T Spider Lake, T Round Lake W-2, T Winter W-1
☒ Ron Kinsley	YY	13	T Hunter, T Radisson W-1, T-Ojibwa W-1, V Radisson
☒ Ron Buckholtz	YN	14	T Radisson W-2, T Ojibwa W-2, T Weirgor, V Exeland, T Meadowbrook
☒ John Suralski	YN	15	T Winter W-2, T Draper, V Winter

Call to Order/Pledge of Allegiance— Chair Kinsley called the meeting to order at 6:30 pm. Roll call was taken; quorum was met.

Certification of Compliance with the open meeting law was met.

Meeting Agenda –

Public Comments – Jim Strandlund, Mike Feldner, Louise Ladenthin, Linda Zillmer

Minutes from the previous meeting dated: August 15, 2024

Motion to approve made by: Mr. Duffy Second by: Mr. Righeimer
Motion carried without negative vote.

Minutes from the previous meeting dated: September 5, 2024

Motion to approve made by: Mr. Buckholtz Second by: Ms. Hessel
Motion carried without negative vote.

Zoning Committee -

Chair Report – Mr. Buckholtz updated the Board on department approvals and unique conditions placed on the property. The zoning timelines will be discussed at a future meeting.

Zoning District Map Amendment RZN #24-011 Jason Turnbull – Mr. Kozlowski presented this request for 20-acre hobby farm. A motion was made by Mr. Shuman to approve the request; second by Ms. Hessel. Motion carried without negative vote.

Public Works Committee --

Chair Report – Vice Chair Helwig provided a verbal update of the September meeting. The airport master plan meeting will be October 9th starting at 4pm.

Fandler Airport Renewal – Mr. Albarado presented the 10-year hangar extension request from David Fandler. A motion was made by Mr. Helwig; second by Mr. Buckholtz. Motion carried without negative vote.

Public Safety Committee --

Chair Report – Mr. Buckholtz provided a verbal update. Our jail numbers have continued to decrease. Committee reports were reviewed; the National Night Out was a success. Two search and rescue calls ended with positive results. Narcan use continues to increase, as well as costs of our drugs for the ambulance service.

Resolution Adjusting Medical Examiner Fees – Mr. Albarado presented the resolution to adjust medical examiner fees that was passed at Committee. A motion was made by Mr. Shuman to approve the Resolution; second by Mr. Savitski. Motion carried without negative vote.

Land, Water, and Forest Resources Committee -

Chair Report – Mr. Suralski provided a review of the September meeting. The fall timber sale bids will go out in October; Bayfield County received their first carbon credit payment. Zoning continues to monitor water levels of dams.

Health and Human Services Board --

Chair Report – Mr. Savitski provided a verbal update. The HHS 2025 budget was approved at Committee level. MAPP payments through the state have been very confusing to consumers and they will be directed to Shawna White at HHS for assistance. Cleansweep will be on 9/25 at the fairgrounds.

Tourist Rooming House Ordinance Presentation – Mr. Albarado presented the topic to the Board. TRH data information, a FAQ sheet and the ordinance were shared and are attached to the agenda packet. This will be reviewed for discussion only tonight and will come back in October for a vote. Sawyer is third highest in all counties having TRH facilities. Matt McKay and Julie McCallum of HHS presented the ordinance, background and mechanisms to act. Ad hoc chair, Ginny Chabek spoke to her position on the committee and provided a review of key elements of the ordinance, including septic system requirements.

Finance Committee -

Chair Report – Mr. Righeimer provided a verbal report. Sales tax expectations remain on target. CIP expenses were \$85,000+ for the month used for one more squad and door lock systems.

2025 Preliminary Budget Update and Timeline - The 2025 presentation was included in the packet again. He provided an update on net new construction and personal property increase change. Transit is requesting an additional \$15,000 for their budget.

Economic Development & UW Extension Committee --

Chair Report – Mr. Righeimer provided a verbal report. The fair appeared to be a big success. Hayward School Education Director, Meredith Ingbreton, introduced the available services to the public. The SC/LCO Economic Development incubator is now ready for community use. Mr. Buckholtz left the meeting at 7:55 pm and returned at 7:56 pm.

Outside Committee Updates -

County Administrator Report -

Mr. Albarado provided a written report and verbal recap. The written report has been attached to the agenda.

Bug Tussell Financial Analysis and Agreement/Resolution – Mitchel from BugTussel was present at tonight’s meeting. A revised proposal of reducing tower redundancy/reliability was shared, resulting in a \$10M bond issue instead of \$16M. At 8:09 Mr. Shuman left the meeting and returned at 8:10 pm. Board members reviewed options and posed questions to help make their decision.

Closed Session

Pursuant to Wisconsin Statutes 19.85(1)(e) to enter closed session for the purpose of deliberating or negotiating the purchasing of public properties, the investing of public funds, or conducting other specified public business, whenever competitive or bargaining reasons require a closed session. - Public Safety Radio Network and BugTussel partnership a roll call vote was taken to enter closed session at 8:47 pm by Mr. Helwig; second by Mr. Shuman. Motion carried 12:0 with all “yes” votes. Closed session began at 8:48 pm.

At 9:25 pm a motion was made to leave closed session by Mr. Shuman; second by Mr. Savitski. Motion carried without negative vote. Open session started at 9:26 pm.

A motion was made by Mr. Righeimer to approve the \$10M option; second by Mr. Neuman. Motion failed 9:3 with “no” votes from Suralski, Buckholtz and Duffy.

Other Topics for Discussion Only –**Adjournment – 9:29 pm**

Next Meeting: October 17, 2024 **Time:** 6:30 pm **Location:** Board Room
Minutes recorded by Lynn Fitch, County Clerk



CHAPTER 5

RECOMMENDED MASTER PLAN CONCEPT

The airport master plan for Sawyer County Airport (HYR) has progressed through a systematic and logical process with a goal of formulating a recommended 20-year development plan. The process began with an evaluation of existing and future operational demand, which aided in creating an assessment of future facility needs and was used to develop alternative facility plans. Each step in the planning process included the development of draft working papers, which were presented and discussed at the planning advisory committee (PAC) meetings and were made available on the project website. A public workshop was held to present the development alternatives to the public and another will be held to present the information in this chapter. The public process is intended to familiarize the public with the master plan and provide the opportunity for comment. The public will have one final opportunity to comment when the draft master plan is presented to the Sawyer County Board of Supervisors for approval and adoption.

In the previous chapter, several development alternatives were analyzed to explore options for the future growth and development of Sawyer County Airport. The development alternatives have been refined into a recommended concept for the master plan. This chapter describes, in narrative and graphic form, the recommended direction for the future use and development of Sawyer County Airport. It is important to note that even once a recommendation is approved and adopted by the county board, the recommendation is only a plan and will require multiple steps to implement, including engineering/design and specific environmental assessments to the degree required by state and federal regulations. As such, this concept will remain a plan until necessary and justified.

As proposed, the recommended concept provides the ability for the airport to be incrementally improved to meet the disparate and specific needs of an array of airport operators. The goal of this plan is to ensure the airport can continue (and improve) in its role of serving general aviation activities in and around Sawyer County and the region. The plan has been specifically tailored to support existing and future growth in all forms of potential aviation activity as the demand materializes and capital resources allow.

The recommended airport development concept, as shown on **Exhibit 5A**, presents a long-term configuration for the airport that preserves and enhances the role of the airport, while meeting Federal Aviation Administration (FAA) design standards. The plan is intended to roughly correspond to a period of time that could exceed 20 years, unless aviation demand dictates the need for development associated with the ultimate plan sooner. Development staging (or an implementation schedule) for the proposed plan will be presented in Chapter Six. The following sections describe the key details of the recommended master plan concept, as shown on the exhibit.

AIRSIDE DEVELOPMENT

The airside plan generally considers improvements related to the runway and taxiway system and navigational aids.

DESIGN STANDARDS

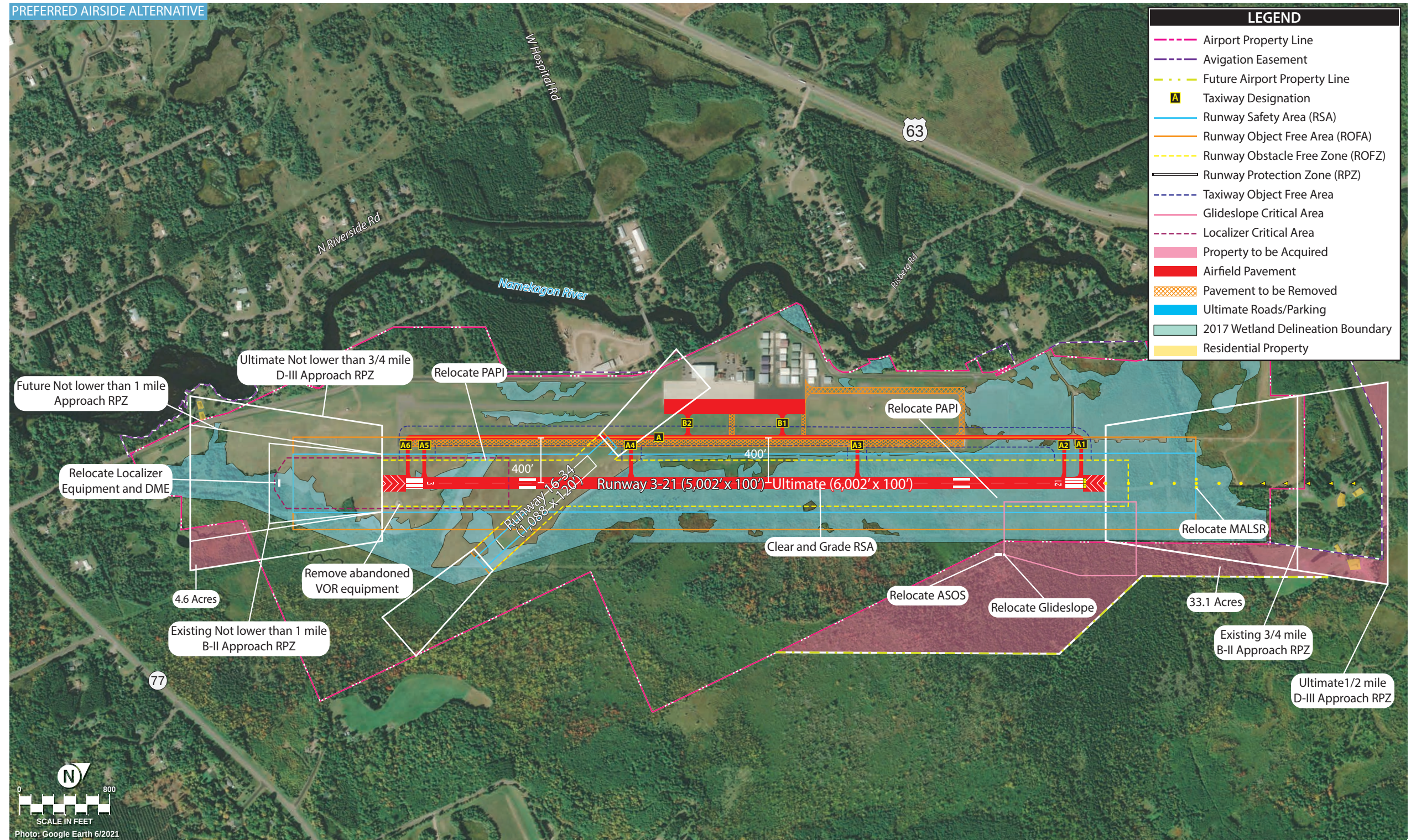
The FAA has established design criteria to define the physical dimensions of runways and taxiways, as well as the imaginary surfaces surrounding them, to enhance the safe operation of aircraft at airports. These design standards also define the separation criteria for the placement of landside facilities.

As discussed previously, the design criteria primarily center on the airport’s critical aircraft. The critical aircraft is the most demanding aircraft, or family of aircraft, that currently (or is projected to) conduct 500 or more operations (takeoffs and landings) per year at the airport. Factors included in airport design are an aircraft’s wingspan, approach speed, tail height, and the instrument approach visibility minimums for each runway, where applicable. The FAA has established the runway design code (RDC) to relate these design aircraft factors to airfield design standards. The most restrictive RDC is also considered the overall airport reference code (ARC). In the case of Sawyer County Airport, which has only one paved runway, the RDC for Runway 3-21 also serves as the airport’s ARC. Crosswind Runway 16-34 is a short turf runway that is usable only by small aircraft. As such, its design parameters are relatively minor and remain completely on airport property.

While airfield elements, such as safety areas, must meet design standards associated with the applicable RDC, landside elements can be designed to accommodate specific categories of aircraft. For example, an airside taxiway must meet taxiway object free area (TOFA) standards for all aircraft types that use the taxiway, while the taxilane to a T-hangar area only needs to meet width standards for the smaller single- and multi-engine piston aircraft expected to utilize the taxilane.

The applicable RDC and critical design aircraft for Runway 3-21 in the existing and ultimate conditions are summarized in **Table 5A**.

PREFERRED AIRSIDE ALTERNATIVE



PREFERRED ULTIMATE LANDSIDE DEVELOPMENT ALTERNATIVE

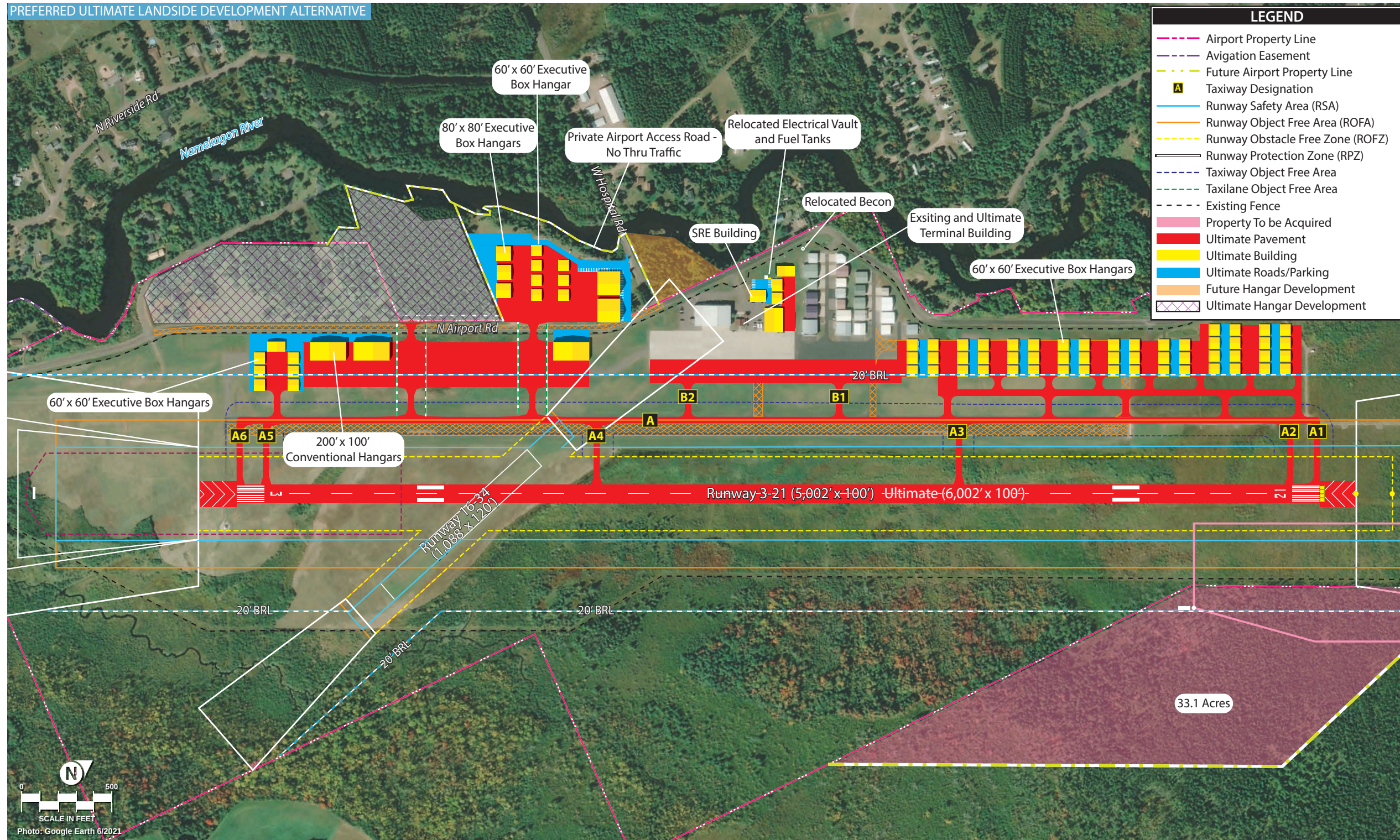


TABLE 5A | Airport and Runway Classifications

	Runway 3-21 Existing/Future (0-5 Years)	Runway 3-21 Ultimate (6-20+ Years)
Airport Reference Code (ARC)	B-II	C/D-III
Airport Critical Aircraft	B-II-2A	C/D-III-2B
Critical Aircraft (Typ.)	Citation II/SP/Latitude	Challenger 600/Global Express 500
Runway Design Code (RDC)	B-II-4000	C/D-III-4000
Approach Reference Code (APRC)	B/II/4000	C/D/III/4000
Departure Reference Code (DPRC)	B/II	C/D-III
Taxiway Design Group (TDG)	2A	2B

Source: FAA AC 150/5300-13B, Airport Design

RUNWAY 3-21

Runway Dimensions

Runway 3-21 is currently 5,002 feet long and 100 feet wide, which exceeds RDC B-II-4000 design standards for runway width, as the design standard width is 75 feet. Currently, the dimensions of Runway 3-21 make it fully capable of safely accommodating all small- to medium-sized general aviation aircraft. The full array of business jets can operate on this runway under moderate loading conditions in cool to warm temperatures. Longer trips and hot summer days can limit business jet capabilities, as jet engines are less efficient during hot weather and heavy loading conditions. As a general aviation airport, Sawyer County Airport serves a wide array of piston and turbine aircraft, and operations by both aircraft types are expected to increase over the planning period. Information in previous chapters outlined the current, strong jet operational activity, including some operations by aircraft in aircraft approach categories (AAC) C and D, as well as larger wingspans in aircraft design group (ADG) III.

Sawyer County is supported by businesses that rely on private and/or chartered air travel, as the community is relatively isolated from proximate commercial service airports. The closest commercial service airports in Duluth, Eau Claire, and Rhinelander provide limited services, and the nearest substantial commercial service airport, Minneapolis-Saint Paul International Airport, is approximately a three-hour drive from the Town of Hayward. As such, local business user aviation demand, such as Jacks Links, requires a highly functional runway capable of meeting the needs of the aircraft these businesses utilize. Moreover, the airport is frequently used by jet aircraft carrying visitors for recreational purposes. As detailed previously on Exhibit 2K, the business jets used range widely and include the Citation family of business jets, the Falcon 900 and 2000 models, the Global Express, and the Gulfstream 200 and 450 models. Increasing the utility of the runway, as proposed, will better position the airport to safely accommodate these business jets, as is expected under the federal regulations attached to the airport's grant assurances. These grant assurances have been signed by Sawyer County and represent the county's acceptance of federal grants.

The near-term recommended development concept includes a plan to maintain the runway's current dimensions; however, the ultimate plan recommends an increase in the runway length to 6,000 feet in order to meet an expected transition to C/D-III-4000 design standards. Additionally, the separation standard between the runway and the parallel taxiway increases to 400 feet in the ultimate C/D-III-4000 condition. The runway and Taxiway A are currently separated by 400 feet on the north end but only 300

feet on the south end, which meets the FAA's B-II-4000 design criteria. In the previous chapter, various options were examined regarding ways to achieve the C/D-III design standards for increased runway length and runway-to-taxiway separation. The ultimate-term plan considers improving the runway-to-taxiway distance by utilizing the westernmost 35 feet of runway as a parallel taxiway and building a new runway 400 feet east of the taxiway centerline. The newly constructed runway would offer a 400-foot runway-to-taxiway separation and greater depth for terminal development, as well as hangar and apron space. This plan preserves the current parallel taxiway pavement to be used for terminal access.

This runway project is recommended with the understanding that it would be completed when a) justification arises in the form of 500 or more annual itinerant operations by C/D-III aircraft and b) environmental clearance is obtained. The location of the proposed shifted runway is within an area with delineated wetlands, which are specifically discussed in the environmental overview later in this chapter.

Actions connected to the ultimate relocation of Runway 3-21 and transition to ultimate C/D-III-4000 design standards include the following:

- Environmental analysis to determine the potential for environmental impacts to occur, likely in the form of an environmental assessment (EA).
- Acquisition of property interests (fee simple or avigation easement) to protect safety areas (to be discussed).
- Extension of Taxiway A (current westernmost 35 feet of runway) to the ultimate Runway 3 and 21 ends.
- Clearing and grading of the ultimate runway safety area (RSA) and clearing within the ultimate runway object free area (ROFA).
- Wetland mitigation (to be determined, as necessary/required).
- Relocation of the localizer and glideslope antennas to support an instrument landing system (ILS) approach procedure.
- Installation of a medium intensity approach lighting system with runway alignment indicator lights (MALSR) on Runway 21.
- Relocation of the precision approach path indicator (PAPI) equipment.
- Construction/installation of all new runway pavement with medium intensity runway edge lighting (MIRL) and new taxiway pavement with medium intensity taxiway edge lighting (MITL).
- Re-marking of runway pavement with precision (Runway 21) and non-precision (Runway 3) markings.
- Relocation of the automated surface observation system (ASOS) equipment.

As noted previously, the runway extension and relocation project is included for planning purposes only and is not currently justified. An extension project would require additional aircraft operations that demonstrate the need for increased runway length before the FAA will offer grant funding assistance for its construction. Moreover, the project would require additional environmental clearances.

Runway Safety Areas

In the existing and future conditions, the RSA and ROFA are fully contained on airport property, while portions of each runway protection zone (RPZ) would partially extend beyond airport property and contain potentially incompatible land uses. As such, the existing/future plan includes a recommendation for the airport to acquire (fee simple) the portions of the RPZs that contain residential uses and remove these structures. On the Runway 3 end, this includes an area encompassing approximately 4.6 acres, depicted on **Exhibit 5A** in pink shading in the southeastern corner of the proposed and enlarged RPZ for Runway 3. In the southwestern corner of the enlarged Runway 3 ultimate RPZ, two residential uses are located on a parcel of land adjacent to Airport Road. As proposed, the FAA could require all property in the proposed RPZ to be acquired in fee. It is further recommended that the airport obtain property interest (in the form of an avigation easement, at a minimum, with fee simple preferred) over the remaining uncontrolled portions of the RPZs. If acquisition is not feasible/possible, the plan could revert back to the smaller RPZ and not lower than one-mile visibility minimum approach procedure, which would not include the homes to the southwest and would include only a small portion of land in the southeastern corner of the RPZ.

The proposed shifted northern end of the runway would require a larger property acquisition of approximately 33.1 acres. The acquisition would be to control property needed to support the relocated glideslope antenna for the ILS approach and for the shifted RPZ. If the ILS or future global positioning system (GPS) approach to Runway 21 is to provide not lower than $\frac{3}{4}$ -mile visibility minimums, the relocated and shifted RPZ would also encompass up to four residential structures, as shown on **Exhibit 5A**. These properties would likely need to be acquired in fee to implement such an approach. If the visibility minimums remain at not lower than $\frac{3}{4}$ -mile visibility, no residential properties would need to be acquired. All other airfield safety area standards could be maintained on currently owned airport property.

Pavement Strength

Runway 3-21 is currently strength-rated for up to 65,000 pounds for dual wheel loading aircraft (DWL), which is adequate for all small aircraft and most aircraft within the business jet fleet. The ultimate critical aircraft (Challenger 600/604) has a maximum takeoff weight (MTOW) of 48,200 pounds or less on dual wheel landing gear; however, the Global Express and Gulfstream models can weigh up to 95,000 pounds DWL and increasing the pavement strength to meet the needs of these aircraft should be considered only for the ultimate runway configuration. If demand to justify the relocated runway never materializes, the current pavement strength would be sufficient for the existing runway.

Instrument Approach Procedures

Both runway ends offer published instrument approach procedures. Runway 3 is equipped with a localizer performance with vertical guidance (LPV) GPS approach with visibility minimums down to one-mile, while Runway 21 offers an LPV (GPS) approach and an ILS with visibility minimums down to $\frac{3}{4}$ -mile. Consideration was given to the potential for an instrument approach with visibility minimums below $\frac{3}{4}$ -mile and the plan includes this at both ends. As noted previously, significant challenges are involved in reducing minimums below $\frac{3}{4}$ -mile (i.e., larger RPZs that require additional property acquisition, and

installation of an approach lighting system). The improvement could be a significant benefit to operators, and as such, the plan includes the potential for lower than ¼-mile approach minimums on Runway 21 and not lower than ¼-mile approach minimums on Runway 3. This improvement would increase the size of the RPZs serving each runway end, as noted on the exhibit; however, if the challenges associated with achieving the improved minimums make this change infeasible, the current approach minimums should be maintained throughout the planning period.

Visual Approach Aids

Runway 3-21 is currently equipped with a four-box PAPI (PAPI-4) at the Runway 16 end and a PAPI-4 at the Runway 34 end. Runway 21 is equipped with a MALS, while Runway 3 is equipped with runway end indicator lights (REILs). The plan includes the relocation of all airfield visual approach aids, as necessary.

Weather Reporting Equipment

As discussed in previous chapters, the existing ASOS equipment at the airport is planned to be moved to a new location. The future recommended development concept depicts a location on the east side of the relocated runway. ASOS relocation will only be necessary if hangar development occurs at the north end of the terminal area, as shown on the reverse side of **Exhibit 5A** and discussed later in this chapter.

TAXIWAY IMPROVEMENTS

Taxiway Design

The entirety of the Sawyer County Airport taxiway system is planned to meet Taxiway Design Group (TDG) 2A standards in the near term and then transition to 2B standards, both of which call for a width of 35 feet. All taxiways at HYR are currently 35 feet wide; the future and ultimate recommended development concept includes a plan for all taxiways (existing and ultimate) to be at least 35 feet wide.

Taxiway A

Taxiway A, the full-length parallel taxiway supporting Runway 3-21, is separated from the runway by 300 feet on the south half and 400 feet on the north half, centerline to centerline. While this separation meets the existing and future B-II-4000 design standards for runway-to-taxiway separation, it does not meet ultimate C/D-III-4000 standards, which call for 400 feet of separation. As such, the ultimate recommended development concept includes a plan to construct a relocated runway that would allow for the westernmost 35 feet of the existing runway to become the airfield’s parallel taxiway. This change would provide a parallel taxiway that is 400 feet from the new Runway 3-21, as discussed previously.

Taxiway B

In the future recommended development concept, Taxiways B1 and B2 will become the taxiways extending between the main apron and the new Taxiway A. Ultimate Taxiway B and connectors are planned to be equipped with MITL.

Holding Position Markings

The holding positions at Sawyer County Airport are currently separated from the Runway 3-21 centerline by 250 feet, which meets B-II-4000 standards. These markings are planned to remain in the future recommended development concept; however, in the ultimate recommended concept, taxiways are planned to be re-marked with hold lines separated by 262 feet from the runway centerline, in accordance with ultimate D-III-4000 design standards.

LANDSIDE CONCEPT

The primary goal of landside facility planning is to provide adequate space to meet reasonably anticipated general aviation needs, while also optimizing operational efficiency and land use. Achieving these goals yields a development scheme that segregates functional uses while maximizing the airport’s revenue potential. The key issues to be addressed in the landside areas at Sawyer County Airport are typical of most general aviation airports and include providing an expanded terminal services facility, increasing hangar and apron capacities, and adding amenities to accommodate existing users and attract new users. All general aviation-related development, such as new hangar construction, should occur only as dictated by demand. The recommended concept is intended to be used strictly as a guide for Sawyer County Airport staff when considering new developments.

The reverse side of **Exhibit 5A** depicts a detailed view of proposed landside facilities, all located on the west side of the airfield. A 20-foot building restriction line (BRL) is also included on the graphic. As discussed in the previous chapter, the BRL serves strictly as a planning guide for vertical construction on the airport by factoring in Code of Federal Regulations (CFR) Part 77 surfaces. Structures should generally be planned beyond the BRL, farther from the runway, to ensure clearance of safety areas and imaginary surfaces; however, it is not uncommon for airports to have development inside the BRL, as is the case at Sawyer County Airport. The FAA may require structures to be equipped with obstruction lighting, and all proposed structures should undergo airspace analysis prior to development to ensure there are no penetrations to Part 77 surfaces.

All of Sawyer County Airport’s existing landside facilities are located west of Runway 3-21, with little space left for additional hangar development. The landside facilities include the terminal building, aircraft parking aprons, fueling facilities, and aircraft storage hangars. The Facility Requirements chapter determined that additional capacity may be needed in each of these areas by the end of the planning period, and the Alternatives chapter considered several facility layout concepts.

The preferred development concept for landside facilities is depicted on the reverse side of **Exhibit 5A**. It should be noted that, like the airside concept, future and ultimate plans are presented but will require specific demand factors to be met before implementation. Unlike the airfield plan, the landside plan is more fluid, as it will be mostly implemented and funded through private development. For example, the hangars shown on the exhibit represent one point-in-time thought process that could change and/or vary based on the specific needs of each operator. The airport proprietor will work with each individual operator to build to suit under land lease, unless the county chooses to fund hangar construction. Either way, the landside plan is intended only to indicate a potential for hangar and other landside facility development to meet actual demand factors. Those factors will likely change, which will require the

county to modify its plan to meet the demand. Moreover, this plan is intended to show orderly development of limited space so that maximal use and revenues can result. It is not intended to be a required plan that must be followed, but shows how best to maximize limited spaces for development to follow with the requirements of FAA grant assurances as operators choose to base at HYR.

The future and ultimate landside plans depict almost a full build-out of the airport’s property on the west side and moving to the airport’s east side would be advantageous; however, as described in previous chapters, there are significant terrain and floodplain challenges on the east side of the airport that could limit development potential when the cost/benefit is considered.

The focal point of development will include the closure of Airport Road between Namekagon Lane and Hospital Road. The initial development could include the land west of Airport Road and south of Hospital Road, if fully acquired. The land north of Airport Road and just north of Namekagon Lane is not planned for first-phase development at this time; other areas could be developed first, especially if Runway 3-21 is shifted east, creating greater depth in the western terminal area.

TERMINAL BUILDING

The alternatives analysis considered different options for expansion of the existing terminal building, as well as the possibility to develop a new terminal building. The recommended development concept includes both options, which affords Sawyer County greater flexibility in planning when capacity reaches a point at which expansion is needed, or the existing terminal has reached such an age that the benefits of constructing a new building could outweigh the costs of maintaining the existing building. The plan supports construction of a new terminal building in the current location to replace the existing building, as it is centrally located with an existing apron, as preferred.

The plan includes the construction of a new snow removal equipment (SRE) building just north and west of the terminal building. This location would be best, as it is not usable for hangar space but is proximate for use in snow removal operations. The plan also includes the relocation of the electrical vault and fuel tanks to the northwest of the SRE building, maximizing space that is not practicably usable for hangar development.

AIRCRAFT STORAGE FACILITIES

As mentioned, all of Sawyer County Airport’s existing facilities are concentrated on the west side. There is currently a mix of executive and conventional hangars at the airport. The recommended plan includes additional development of each of these hangar types on both the north and south ends of the airfield, with the understanding that some of these hangars will likely be used to support specialized aviation service operators (SASOs) that offer aircraft maintenance and other services. The following hangar development areas are planned for the airport:

- T-Hangars* | The future plan does not include the construction of T-hangars, as the local preference is not for expensive individual small T-hangar units. T-hangars have not been constructed recently at most airports because the return on investment is low due to based aircraft operators’ reluctance to pay the high rents that make the construction of these hangars financially feasible. Executive and conventional hangars are generally preferred.

- *Executive Hangars* | Several areas on the west side of the airport are planned for new executive hangars. In the future development concept, this includes 52 60-foot by 60-foot hangars north, 13 south, and two adjacent the SRE building, for a total capacity of 67 60-foot by 60-foot executive hangars. Three 80-foot by 80-foot hangars are also planned, as shown in the southwestern area opened by the acquisition and closure of Airport Road.
- *Conventional Hangars* | The ultimate recommended plan includes proposed conventional hangars, mostly in the southern portion of the terminal area, as depicted on the exhibit. Eight conventional hangars of various sizes are shown. These could house corporate operations and/or specialty operators, or could be a new terminal building with attached hangar in the future.

AIRCRAFT PARKING APRON

Sawyer County Airport currently offers one primary apron, which extends north/south of the terminal building. Its proximity with the current runway and parallel taxiway limits its functionality and operators' ability to park aircraft during peak periods. The ultimate plan considers shifting the runway west, thereby increasing the depth and allowing for more apron space to be developed and used, as shown on the exhibit. The plan also includes the allowance for a large apron to serve the proposed hangars to the south and smaller aprons between hangars aligned north/south in the northern terminal area.

VEHICLE ACCESS AND PARKING

Consideration has been given to ensuring that vehicular traffic remains segregated from areas in which aircraft are operating. All new roads will stem from existing Airport Road (north) or a new "internal" Airport Road, which is planned to replace the existing road to be closed south of Hospital Road. The "internal" Airport Road will be for airport users only and will likely be gated and not a through road.

AIRPORT RECYCLING, REUSE, AND WASTE REDUCTION

REGULATORY GUIDELINES

FAA Modernization and Reform Act of 2012

The *FAA Modernization and Reform Act of 2012* (FMRA), which amended Title 49 United States Code (USC), included several changes to the Airport Improvement Program (AIP). Two of these changes are related to recycling, reuse, and waste reduction at airports.

- Section 132(b) of the FMRA expanded the definition of airport planning to include "developing a plan for recycling and minimizing the generation of airport solid waste, consistent with applicable State and local recycling laws, including the cost of a waste audit."
- Section 133 of the FMRA added a provision that requires an airport that has or plans to prepare a master plan, and receives AIP funding for an eligible project, to ensure the new or updated master plan addresses issues relating to solid waste recycling at the airport, including:

- o The feasibility of solid waste recycling at the airport;
- o Minimizing the generation of solid waste at the airport;
- o Operation and maintenance requirements;
- o A review of waste management contracts; and
- o The potential for cost savings or the generation of revenue.

State of Wisconsin Solid Waste Management

In the State of Wisconsin, the Wisconsin Department of Natural Resources (DNR) aids local governments, private industries, and other organizations in managing solid waste in order to minimize waste and encourage reuse and recycling.¹

Wisconsin has a strong history of recycling and composting. As a result, Wisconsin has a comprehensive set of laws that ban the disposal and incineration of certain materials in local landfills (**Exhibit 5B**). Wisconsin also has a database, the *Wisconsin Recycling Markets Directory*, that tracks statewide collection areas for recyclables and compostable items.

SOLID WASTE

Typically, airport sponsors have purview over waste handling services in facilities they own and operate, such as airport-owned hangars and maintenance facilities. Tenants of airport-owned buildings/hangars or tenants that own their own facilities are usually responsible for coordinating their own waste handling services. While the focus of this plan is airport-operated facilities, Sawyer County Airport should work to incorporate facility-wide strategies that create consistency in waste disposal mechanisms, which would ultimately result in the reduction of materials sent to the landfill.

For airports, waste can generally be divided into eight categories.²

- **Municipal Solid Waste (MSW)** is more commonly known as trash or garbage and consists of everyday items that are used and then discarded, such as product packaging.
- **Construction and Demolition Waste (C&D)** is considered non-hazardous trash that results from land clearing and excavation, as well as demolition, renovation, or repair of structures, roads, and utilities, and includes concrete, wood, metals, drywall, carpet, plastic, pipe, cardboard, and salvaged building components. C&D is also generally labelled as MSW.
- **Green Waste** is a form of MSW yard waste that consists of tree, shrub, and glass clippings, as well as leaves, weeds, small branches, seeds, and pods.
- **Food Waste** includes unconsumed food products or waste generated and discarded during food preparation and is also considered MSW.

¹ Wisconsin Department of Natural Resources, Solid Waste Management in Wisconsin (<https://dnr.wisconsin.gov/topic/Waste/Solid.html>)

² FAA, Recycling, Reuse, and Waste Reduction at Airports, April 24, 2013

Wisconsin Recycles



The following items are **banned** from landfills and incinerators statewide and should be reused, recycled or composted.

Containers

- #1 and #2 plastic bottles and jars
- Aluminum containers
- Bi-metal cans
- Glass containers
- Steel (tin) cans

Paper and Cardboard

- Corrugated cardboard
- Magazines, catalogs, and other materials on similar paper
- Newspaper and newsprint materials
- Office paper

Yard Materials

- Grass clippings
- Debris and brush under 6" in diameter
- Leaves

Vehicle Items

- Lead-acid vehicle batteries
- Tires *
- Used oil filters
- Waste oils *

**These items may be burned in a solid waste treatment facility with energy recovery.*

Appliances

- Air conditioners
- Boilers
- Clothes dryers
- Clothes washers
- Dehumidifiers
- Dishwashers
- Freezers
- Furnaces
- Microwaves
- Ovens
- Refrigerators
- Stoves
- Water heaters

Electronics

- Cell phones
- Computers – desktop, laptop, netbook, tablet
- Computer monitors
- Computer keyboards and mice
- Computer scanners
- Computer speakers
- Desktop printers (including those that fax and scan)
- DVD players, VCRs, DVRs and all other video players
- External hard drives
- Fax machines
- Flash drives/USBs
- Other items that plug into a computer
- Televisions

Why ban items from the landfill and incinerator?

The items on this list are made of materials that can be reused in new products. Some also have toxic components that we do not want in our groundwater, air or soil. Recycling and composting allow landfills to last longer, provide markets with valuable reusable materials, create jobs, and prevent pollution.

Why not ban more materials?

Corrugated cardboard is banned while waxed cardboard is not. Some things with plugs, like computers, are banned, while others, like toasters, are not. Why? Current bans cover some of the most easily reusable or most toxic materials on the market today. Eventually more items may be added to this list as new recycling markets develop or the types of materials we throw away change.

Some communities go above and beyond what is required by state law. Check with your local government or recycling service provider to find out what additional materials are accepted for recycling in your area. For more information about Wisconsin's recycling program, search "recycle" at dnr.wi.gov. Wisconsin's recycling requirements apply to everyone in the state at all residences and places of work or play.



Wisconsin Department of Natural Resources
Bureau of Waste and Materials Management
P.O. Box 7921, Madison, WI 53707 • (608) 266-2111
DNRWasteMaterials@wisconsin.gov

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- **Deplaned Waste** is waste removed from passenger aircraft. Deplaned waste includes bottles, cans, mixed paper (newspapers, napkins, paper towels), plastic cups, service ware, food waste, and food-soiled paper/packaging.
- **Lavatory Waste** is a special waste that is emptied through a hose and pumped into a lavatory service vehicle. The waste is then transported to a triturator³ facility for pretreatment prior to discharge in the sanitary sewage system. Chemicals in lavatory waste can present environmental and human health risks if mishandled; therefore, caution must be taken to ensure lavatory waste is not released to the public sanitary sewage system prior to pretreatment.
- **Spill Clean and Remediation Wastes** are also special wastes generated during cleanup of spills and/or remediation of contamination from several types of sites on an airport.
- **Hazardous Wastes** are governed by the *Resource Conservation and Recovery Act* (RCRA), as well as regulations for certain hazardous waste, known as *universal waste*, described in Title 40 CFR Part 237, *The Universal Waste Rule*. Common sources of aviation hazardous waste are included below.
 - o Solvents
 - o Caustic part washes
 - o Heavy metal paint waste and paint chips
 - o Wastewater sludges from metal etching and electroplating
 - o Unused explosives and monomers
 - o Waste fuels and other ignitable products
 - o Unusable water conditioning chemicals
 - o Nickel cadmium batteries
 - o Waste pesticides

As seen on **Exhibit 5C**, there are multiple areas where the airport potentially contributes to the waste stream, including the terminal building, on-airport tenants (fixed base operators [FBOs]/SASOs, etc.), hangars, airfields, aircraft ground support equipment, and airport construction projects. To create a comprehensive waste reduction and recycling plan for the airport, all potential inputs must be considered.

EXISTING SERVICES

The airport manages its solid waste through eight-yard dumpsters that are routinely emptied weekly during the summer months and biweekly during the winter months. These dumpsters are available for use by all airport hangar lessees and users. Sawyer County and HYR's FBO manage the financial responsibility for HYR's waste provider through Allied Waste. The airport currently has no program for recycling.

SOLID WASTE MANAGEMENT SYSTEM

Airports generally utilize either a centralized or a decentralized waste management system. The differences between the two methods are described below and summarized on **Exhibit 5D**.

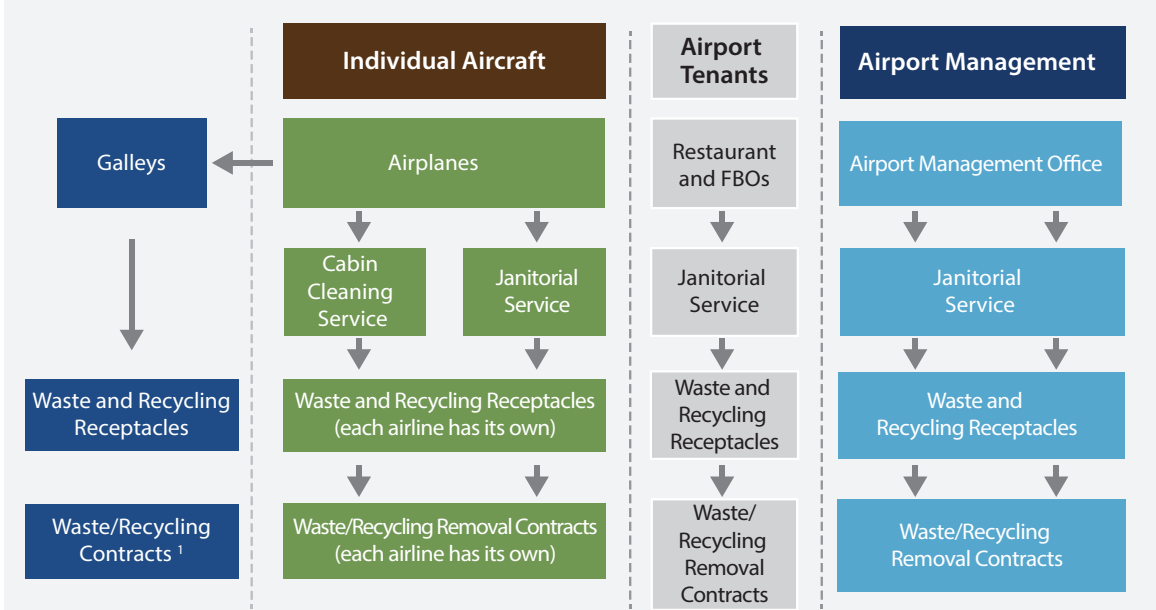
³ A triturator facility turns lavatory waste into fine particulates for further processing.

AIRPORT WASTE STREAMS

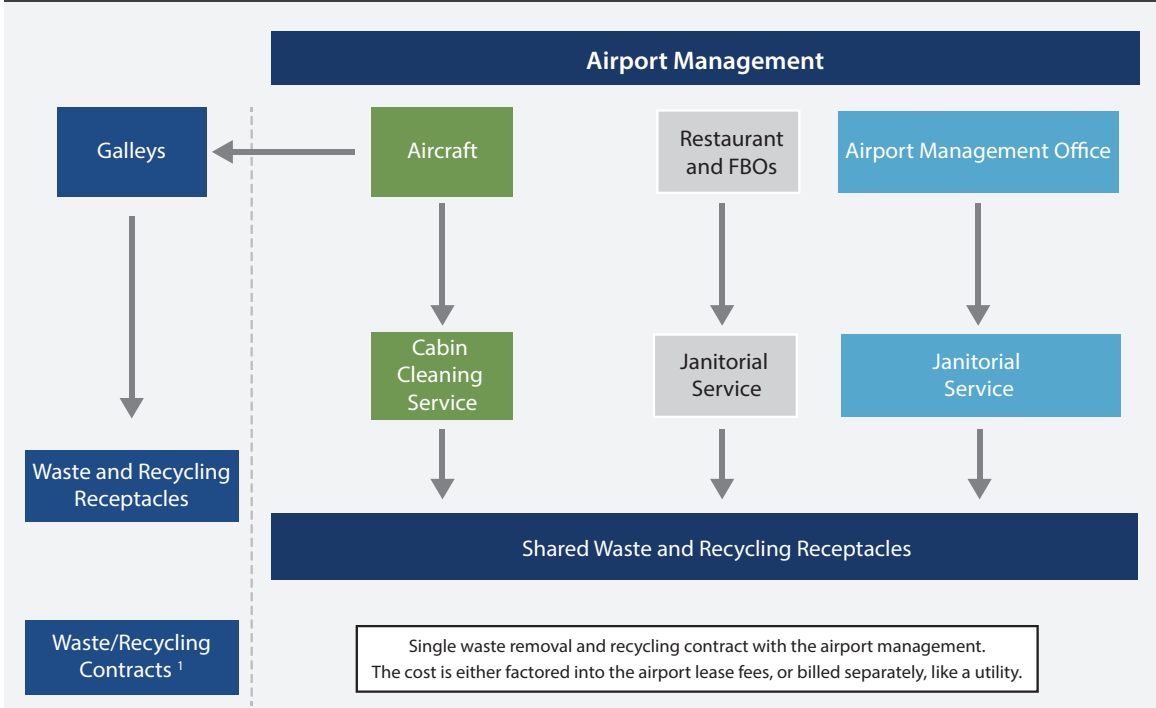


Source: Recycling, Reuse, and Waste Reduction at Airports, FAA (April 24, 2013)

Components of a Decentralized Airport Waste Management System



Components of a Centralized Airport Waste Management System



¹ Galleys usually manage their own waste even if an airport relies on a centralized system

Source: Natural Resources Defense Council, Trash Landings: How Airlines and Airports Can Clean Up Their Recycling Programs, December 2006.

Centralized Waste Management System

With a centralized management system, the airport provides receptacles for the collection of waste, recyclable materials, or compostable materials and contracts for their removal by a single local provider.⁴ The centralized waste management system allows for more participation from airport tenants that may not be incentivized to recycle on their own and can reduce the overall cost of service for all involved. A centralized strategy can be inefficient for some airports, as this type of strategy requires more effort and oversight on the part of airport management; however, the centralized system is advantageous in that it involves fewer working components in the overall management of the solid waste and recycling efforts. It also allows greater control by the airport sponsor over the type, placement, and maintenance of dumpsters, thereby saving space and eliminating the need for tenants to have individual containers.

Decentralized Waste Management System

Under a decentralized waste management system, the airport provides waste containers and contracts for the hauling of waste materials in airport-operated spaces only; however, airport tenants (such as FBOs, retail shops, and others) manage the waste from their leased spaces with separate contracts, billing, and hauling schedules. A decentralized waste management system can increase the number of receptacles on airport property and the number of trips by a waste collection service provider if tenants' and the airport's collection schedules differ.

GOALS AND RECOMMENDATIONS

Solid Waste and Recycling Goals

Table 5B outlines objectives that could help reduce waste generation and introduce recycling efforts at the airport. To increase the effectiveness of tracking progress at the airport, a baseline of all suggested metrics should be established to provide a comparison over time.

TABLE 5B | Waste Management and Recycling Goals – Sawyer County Airport, Wisconsin

Goals	Objectives
Reduce amount of solid waste generated	Conduct a waste audit to identify the most common types of waste
	Eliminate purchase of items that are not recyclable (e.g., Styrofoam, plastic bags)
Reuse materials or equipment	Reuse grass clippings as mulch
	Offer reusable dishes to employees
	Reuse cardboard boxes for storage
Increase amount of materials recycled	Promote the expansion of recycling services to all areas of the airport
	Improve waste tracking and data management
	Incorporate recycling requirements and/or recommendations into tenant lease agreements
	Introduce recycling marketing and promotion efforts throughout public areas
	Require contractors to implement strategies to reduce, reuse, and recycle C&D waste

Source: Coffman Associates, Inc.

⁴ National Academies of Sciences, Engineering, and Medicine Airport Cooperative Research Program, Synthesis 92, Airport Waste Management and Recycling Practices, 2018

Recommendations

To maximize waste reduction and introduce recycling efforts at the airport, the following recommendations are made:

- **Assign the responsibility of waste management to a dedicated individual or group.** Having one person or a group of people oversee and manage solid waste at the airport will create efficient and cost-saving solid waste management solutions. People dedicated to this operational aspect of the airport will be familiar with processes and will identify areas of improvement and cost-saving measures.
- **Audit the current waste management system.** The continuation of an effective program requires accurate data on current waste rates. An airport can gain insight into its waste stream in several ways, such as requesting weights from the hauler, tracking the volume, or reviewing the bills; however, managing the waste system starts with a waste audit, which is an analysis of the types of waste produced. A waste audit is the most comprehensive and intensive way to assess waste stream composition and opportunities for waste reduction and should include the following actions:
 - Examination of records to establish a baseline for metrics
 - Waste hauling and disposal records and contracts
 - Supply and equipment invoices
 - Other waste management costs (commodity rebates, container costs, etc.)
 - Tracking waste from the point of origin
 - Facility walk-through conducted by the airport
 - Gather qualitative waste information to determine major waste components and waste-generating processes
 - Identify the locations on the airport that generate waste
 - Identify what types of waste are generated by the airport to determine what can be reduced, reused, or recycled
 - Improve understanding of waste pick-up and hauling practices
 - Sort waste
 - Provides quantitative data on total airport waste generation
 - Allows problem-solving design/enhances the recycling program for the airport
- **Reduce waste through controlled purchasing practices and the consumption of nonessential products.** The airport can control the amount of waste generated by prioritizing the purchase of items or supplies that are reusable, recyclable, compostable, or made from recycled materials.
- **Create a recycling program at the airport.** To guarantee the airport continues to reduce the amount of waste hauled to the landfill, materials that cannot be reused or avoided should be recycled, if possible. The county should review internal procedures and place recycling containers near solid waste dumpsters to give airport users and tenants the opportunity to recycle items, rather than throwing them away. Clearly marked signage of what is and is not accepted, placed near the solid waste and recycling containers, is another significant component of an effective recycling program.

- **Provide ongoing education for airport employees.** In order to minimize waste within the airport, it is crucial to inform and provide airport employees with a thorough education on waste management at both individual and group levels. As part of the onboarding process, new employees should be given the tools needed to achieve a thorough understanding of the airport's solid waste and recycling goals.
- **Provide tenant education.** It is vital to encourage tenant participation to ensure buy-in of the airport's recycling efforts. To ensure recycling is part of the airport's everyday business, airport administration can provide training and education to support personnel, tenants, and others who conduct business at the airport. In-person meetings with airport tenants could be held to create mutual understanding of the airport's overall success.
- **Incorporate an airport-wide reduction strategic plan.** Designing an airport-wide waste reduction strategic plan will create consistency in waste disposal mechanisms, ultimately resulting in the reduction of materials sent to the landfill.
- **Recycle electronic waste (e-waste).** To guarantee the airport continues to reduce the amount of waste hauled to the landfill, materials that cannot be reused or avoided should be recycled if possible. Recyclable materials (such as paper, aluminum, plastic, electronics, etc.) should be sorted from the airport's solid waste. HYR and its tenants should consider creating a standardized program through which electronics can be picked up and sent to the county, as needed. Wisconsin has a statewide manufacturer-funded program (E-Cycle Wisconsin), that provides various electronic collection drop-off sites across the state.⁵

ENVIRONMENTAL OVERVIEW

An analysis of potential environmental impacts associated with proposed airport projects is an essential consideration in the airport master plan process. The primary purpose of this discussion is to review the recommended development concept (**Exhibit 5A**) and associated capital program at the airport to consider whether projects identified in the airport master plan could, individually or collectively, significantly impact existing environmental resources. Information contained in this section was obtained from previous studies, official internet websites, and analysis by the consultant.

The environmental inventory included in the first chapter of this master plan provides baseline information about the airport environs. This section provides an overview of potential impacts to existing resources that could result from implementation of the planned improvements outlined on the recommended development concept.

If the FAA retains approval authority over a project, the project is typically subject to the *National Environmental Policy Act* (NEPA). For projects not categorically excluded under FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*, or under the new categorical exclusions provided in the recent *FAA Reauthorization Act of 2024* (Act), compliance with NEPA is generally satisfied through the preparation of an environmental assessment (EA). In instances where significant environmental impacts are expected, an environmental impact statement (EIS) may be required.

⁵ Wisconsin Department of Natural Resources (<https://dnr.wisconsin.gov/topic/ecycle>)

The Act has introduced a variety of updated and new environmental guidelines. The primary environmental-related updates are outlined in three sections: Section 743, Section 783, and Section 788.

Section 743 acts as a revision to Section 163 of the *FAA Reauthorization Act of 2018*. Section 743 details the FAA’s authority to regulate uses of airport property. The section details the FAA’s authority over projects on land acquired without federal assistance and outlines limitations imposed on non-aeronautical review. Section 743 also states that a notice of intent for proposed projects outside of FAA jurisdiction should be submitted by an airport sponsor to the FAA.

Section 783 state that airport capacity enhancement projects, terminal development projects, and general aviation airport improvement projects will be subject to coordinated and expedited environmental review requirements. Additionally, Section 783 introduces a new process for determining which safety-related projects should be prioritized during the environmental review process.

Section 788 establishes two new NEPA categorical exclusions that would cover environmental projects for the following types of projects:

“(A) Categorical Exclusion for Projects of Limited Federal Assistance

- 1. Receive less than \$6 million of federal funds and do not involve extraordinary circumstances or special purpose laws or have a total anticipated cost of not more than \$35 million with federal funds comprising less than 15 percent of the total estimated project cost.”*

“(B) Categorical Exclusion in Emergencies

- 1. For the repair or reconstruction of any airport facility, runway, taxiway, or something similar in structure that is in operation or under construction when damaged by a State declared emergency or for an emergency declared by the President pursuant to the Robert T. Stafford Disaster Relief and Emergency Assistance Act.”*

The following portion of the airport master plan is not designed to satisfy the NEPA requirements for a specific development project, but provides a preliminary review of environmental issues that may need to be considered in more detail within the environmental review processes. It is important to note that the FAA is ultimately responsible for determining the level of environmental documentation required for airport actions.

Table 5C summarizes potential environmental concerns associated with implementation of the recommended development concept for HYR. Analysis under NEPA includes effects or impacts a proposed action or alternative may have on the human environment (see Title 40 CFR §1508.1). Effects have been recently defined in the Council on Environmental Quality guidelines as changes to the human environment from the proposed action or alternatives that are reasonably foreseeable and include direct effects, indirect effects, cumulative effects, and ecological effects.⁶

⁶ Federal Register, Vol. 89, No. 85, Rules and Regulations (§1508.1 Definitions), May 1, 2024

TABLE 5C | Summary of Potential Environmental Concerns

AIR QUALITY	
FAA Order 1050.1F, Significance Threshold/ Factors to Consider	<i>The action would cause pollutant concentrations to exceed one or more of the National Ambient Air Quality Standards (NAAQS), as established by the United States (U.S.) Environmental Protection Agency (EPA) under the Clean Air Act, for any of the time periods analyzed, or to increase the frequency or severity of any such existing violations.</i>
Potential Environmental Concerns	Unknown Impact. An increase in operations could occur over the 20+ year planning horizon of the master plan that would likely result in additional emissions. Although Sawyer County, which contains the airport, is currently in attainment for federal criteria pollutants,¹ FAA <i>Aviation Emissions and Air Quality Handbook</i>, version 4, includes screening criteria for projects that are in attainment areas. For construction or operational emissions, project-specific qualitative or quantitative emissions inventories under NEPA may be required, depending on the type of environmental review needed for specific projects defined on the development plan concept. Source: U.S. EPA, <i>Green Book, Wisconsin Nonattainment/Maintenance Status for Each County by Year for All Criteria Pollutants</i> (https://www3.epa.gov/airquality/greenbook/anayo_wi.html), as of August 31, 2024
BIOLOGICAL RESOURCES (INCLUDING FISH, WILDLIFE, AND PLANTS)	
FAA Order 1050.1F, Significance Threshold/ Factors to Consider	<i>The U.S. Fish and Wildlife Service (FWS) or the National Marine Fisheries Service (NMFS) determines that the action would be likely to jeopardize the continued existence of a federally listed threatened or endangered species or would result in the destruction or adverse modification of federally designated critical habitat.</i> <i>FAA has not established a significance threshold for non-listed species; however, factors to consider include whether an action would have the potential for:</i> • Long-term or permanent loss of unlisted plant or wildlife species; • Adverse impacts to special status species or their habitats; • Substantial loss, reduction, degradation, disturbance, or fragmentation of native species' habitats or populations; or • Adverse impacts on a species' reproductive rates, non-natural mortality, or ability to sustain the minimum population levels required for population maintenance.
Potential Environmental Concerns	<u>Federally Protected Species.</u> Potential Impact. According to the USFWS Information for Planning and Consultation (IPaC) report, there is the potential for four endangered, threatened, and candidate species within vicinity of the airport: Canada lynx (mammal, threatened), gray wolf (mammal, endangered), whooping crane (bird, experimental), and monarch butterfly (insect, candidate).² Of the four species listed above, the gray wolf and whooping crane may occur near the airport, as suitable habitat (such as dense vegetation and freshwater wetlands) is present; however, due to the nearby aviation-related activity, it is unlikely that these species would permanently inhabit these areas. <u>Designated Critical Habitat.</u> No Impact. There are no designated critical habitats within airport boundaries. <u>Non-listed Species</u> Potential Impact. Non-listed species of concern include those protected by the <i>Migratory Bird Treaty Act</i> (MBTA) and the <i>Bald and Golden Eagle Protection Act</i>. Bird species protected by the MBTA could be adversely affected if construction occurs during the nesting and breeding seasons (December 1 to August 31). Pre-construction surveys of vegetated areas at the airport are recommended for projects during which ground clearing would occur, unless happening outside the nesting and breeding seasons. Projects related to future land acquisitions that contain vegetation may also be areas of concern. Source: U.S. Fish & Wildlife Service, <i>Information for Planning and Consultation</i> (https://ipac.ecosphere.fws.gov/), as of September 2024

Continues on next page

TABLE 5C | Summary of Potential Environmental Concerns (continued)

CLIMATE	
FAA Order 1050.1F, Significance Threshold/Factors to Consider	<i>The FAA has not established a significance threshold for Climate. Refer to FAA Order 1050.1F Desk Reference and/or the most recent FAA Aviation Emissions and Air Quality Handbook for the most up-to-date methodology for examining impacts associated with climate change.</i>
Potential Environmental Concerns	Unknown. An increase in greenhouse gas (GHG) emissions could occur over the 20+ year planning horizon of the airport master plan. A project-specific analysis may be required, based on the parameters of the individual projects; however, the FAA does not have an impact threshold to use to determine significance under NEPA at this time.
COASTAL RESOURCES	
FAA Order 1050.1F, Significance Threshold/Factors to Consider	<i>The FAA has not established a significance threshold for Coastal Resources. Factors to consider include whether an action would have the potential to:</i> • <i>Be inconsistent with the relevant state coastal zone management plan(s);</i> • <i>Impact a coastal barrier resources system unit;</i> • <i>Pose an impact on coral reef ecosystems;</i> • <i>Cause an unacceptable risk to human safety or property; or</i> • <i>Cause adverse impacts on the coastal environment that cannot be satisfactorily mitigated.</i>
Potential Environmental Concerns	No Impact. Sawyer County is not within a coastal zone; thus, no coastal resources would be impacted from proposed airport development.
DEPARTMENT OF TRANSPORTATION ACT, SECTION 4(f) (NOW CODIFIED IN 49 U.S.C. §303)	
FAA Order 1050.1F, Significance Threshold/Factors to Consider	<i>The action involves more than a minimal physical use of a Section 4(f) resource or constitutes a “constructive use,” based on an FAA determination that the aviation project would substantially impair the Section 4(f) resource. Resources that are protected by Section 4(f) are publicly owned land from a public park, recreation area, or wildlife and waterfowl refuge of national, state, or local significance and publicly or privately owned land from a historic site of national, state, or local significance. Substantial impairment occurs when the activities, features, or attributes of the resource that contribute to its significance or enjoyment are substantially diminished.</i>
Potential Environmental Concerns	No Impact. As discussed in Chapter One, there are no properties listed on the National Register of Historic Places (NRHP), wildlife or waterfowl refuges, or public recreation areas within one mile of the airport.
FARMLANDS	
FAA Order 1050.1F, Significance Threshold/Factors to Consider	<i>The total combined score on Form AD-1006, Farmland Conversion Impact Rating, ranges between 200 and 260. (Form AD-1006 is used by the U.S. Department of Agriculture [USDA] Natural Resources Conservation Service [NRCS] to assess impacts under the Farmland Protection Policy Act [FPPA].)</i> <i>The FPPA applies when airport activities meet the following conditions:</i> • <i>Federal funds are involved;</i> • <i>The action involves the potential for the irreversible conversion of important farmlands to non-agricultural uses (important farmlands include pastureland, cropland, and forest considered to be prime, unique, or statewide or locally important land); or</i> • <i>None of the exemptions to the FPPA apply. These exemptions include:</i> ○ <i>When land is not considered “farmland” under the FPPA, such as land that is already developed or already irreversibly converted; these instances include when land is designated as an urban area by the U.S. Census Bureau or the existing footprint includes rights-of-way;</i> ○ <i>When land is already committed to urban development;</i> ○ <i>When land is committed to water storage;</i> ○ <i>The construction of non-farm structures that are necessary to support farming operations; and</i> ○ <i>Construction/land development for national defense purposes.</i>

Continues on next page

TABLE 5C | Summary of Potential Environmental Concerns (continued)

FARMLANDS (continued)

Potential Environmental Concerns	No Impact. According to the NRCS Web Soil Survey (WSS), the airport is comprised of Mahtomedi loamy sand, Seelyeville and Markey soils, Lenroot loamy sand, Meehan loamy sand, and Newson muck, which are classified as <i>not prime farmland</i> (Exhibit 1L). Source: USDA-NRCS, Web Soil Survey (https://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx)
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HAZARDOUS MATERIALS, SOLID WASTE, AND POLLUTION PREVENTION

FAA Order 1050.1F, Significance Threshold/ Factors to Consider	The FAA has not established a significance threshold for Hazardous Materials, Solid Waste, and Pollution Prevention; however, factors to consider include whether an action would have the potential to: • Violate applicable federal, state, Tribal, or local laws or regulations regarding hazardous materials and/or solid waste management; • Involve a contaminated site; • Produce an appreciably different quantity or type of hazardous waste; • Generate an appreciably different quantity or type of solid waste, or use a different method of collection or disposal, and/or would exceed local capacity; or • Adversely affect human health and the environment.
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Potential Environmental Concerns	No Impact. Exhibit 5A does not include improvements that would produce an appreciably different quantity or type of hazardous waste. The construction of the proposed executive box and conventional hangars would increase the amount of solid waste at the airport; however, no long-term impacts related to solid waste disposal are expected. There are no identified brownfields or Superfund sites located within a one-mile buffer of the airport. Prior to any proposed land purchase, a Phase I Site Assessment should be conducted to provide a more detailed understanding of what hazardous materials may be located on the land to be purchased. Due to existing regulatory environmental management regarding hazardous materials and waste and stormwater management, no impacts related to ultimate airport development are anticipated. Source: U.S. EPA, EJSscreen (https://ejscreen.epa.gov/mapper/)
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HISTORICAL, ARCHITECTURAL, ARCHAEOLOGICAL, AND CULTURAL RESOURCES

FAA Order 1050.1F, Significance Threshold/ Factors to Consider	The FAA has not established a significance threshold for Historical, Architectural, Archaeological, and Cultural Resources. Factors to consider include whether an action would result in a finding of adverse effect through the Section 106 process; however, an adverse effect finding does not automatically trigger the preparation of an EIS (i.e., a significant impact).
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Potential Environmental Concerns	Potential Impact. There are no resources listed on the NRHP at the airport. In 2011, a survey of cultural resources was conducted at HYR as part of an environmental assessment for a fee acquisition and improvements project at the airport. Based on this survey, there were no identified resources that are listed or eligible for listing on the NRHP at the airport. In addition, the survey also examined the potential for historic-age buildings on the airport and concluded that most of the buildings and structures constructed on the airport were not of historic age. The oldest building found on the airport was a hangar constructed around 1963. This building was not concluded to be listed or eligible for listing on the NRHP. Proposed land to be acquired (on Exhibit 5A) should be surveyed to document any potential resources within the area. If previously undocumented buried cultural resources are identified during ground-disturbing activities for ultimate airport development, all work must immediately cease within 30 meters (100 feet) until a qualified archaeologist has documented the discovery and its eligibility for the NRHP, as appropriate. Work must not resume in the area without the approval of the FAA. Projects outlined in the master plan may require consultation between the FAA and the State Historic Preservation Office to determine whether proposed undertakings would result in impacts to historic or cultural resources. Additionally, per Executive Order (E.O.) 13175, <i>Consultation and Coordination with Indian Tribal Governments</i>, Tribal coordination (undertaken by the FAA) may be required.
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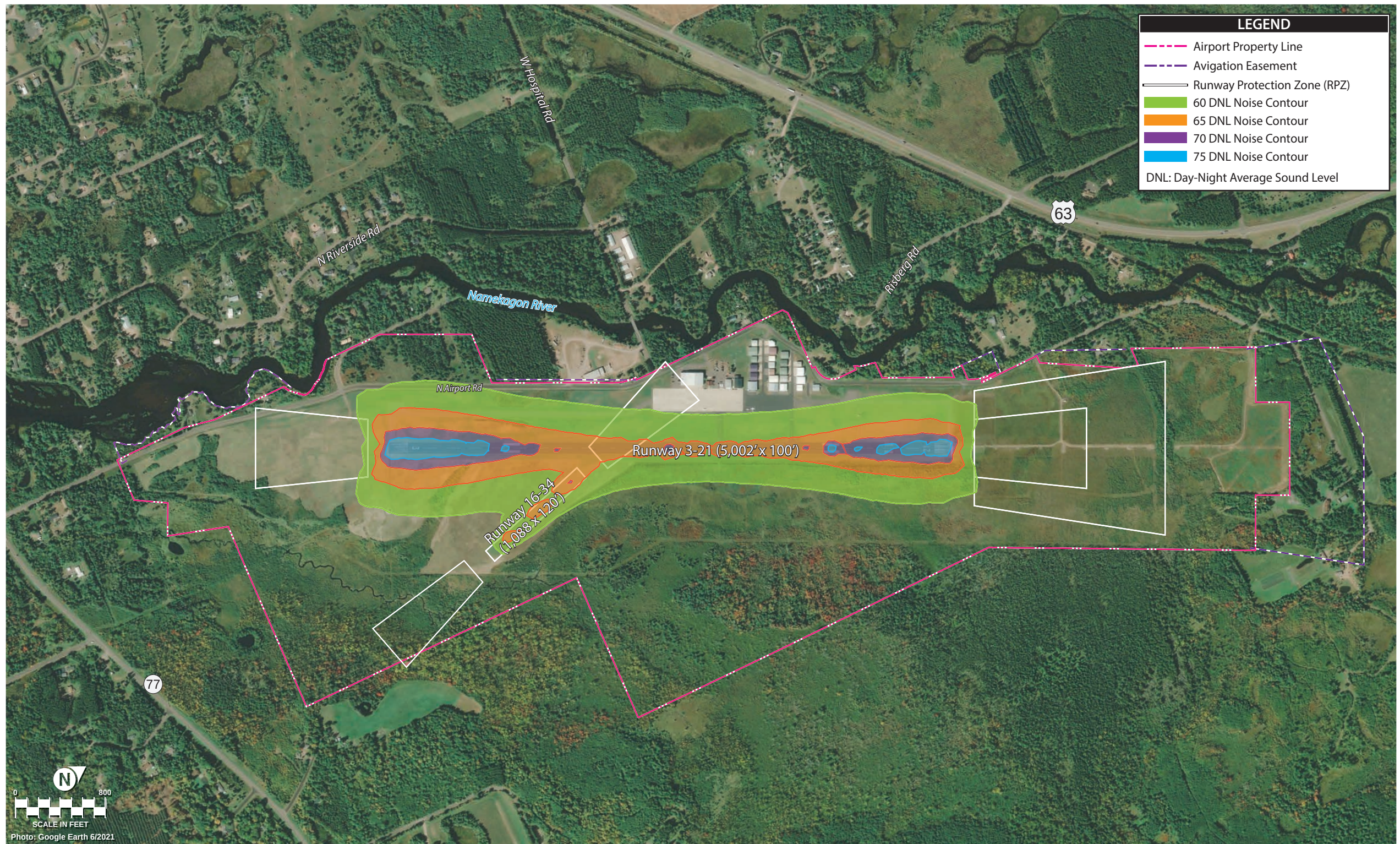
Source: Bolton & Menk, Inc., Survey of Cultural Resources, Sawyer County Airport, Wisconsin, May 2011

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TABLE 5C | Summary of Potential Environmental Concerns (continued)

LAND USE	
FAA Order 1050.1F, Significance Threshold/ Factors to Consider	<i>The FAA has not established a significance threshold for Land Use. There are also no specific independent factors to consider. The determination that significant impacts exist is normally dependent on the significance of other impacts.</i>
Potential Environmental Concerns	No Impact. Land surrounding the airport is zoned as pasture/open space. Proposed airport improvements include new hangars; shifting of Runway 3-21; an ultimate runway extension of Runway 3 and Runway 21; new taxiway pavement; acquisition of land to the northeast, east, and southeast; relocation of the PAPI-4 lighting system; and relocation of the airport beacon. Exhibit 5A depicts property to be acquired within the Runway 3 and Runway 21 RPZs. This is recommended to allow the airport to have control over what land uses may be permitted within the airport's RPZs. These parcels of land are currently unoccupied, and their acquisition would not displace or relocate any businesses or people.
NATURAL RESOURCES AND ENERGY SUPPLY	
FAA Order 1050.1F, Significance Threshold/ Factors to Consider	<i>The FAA has not established a significance threshold for Natural Resources and Energy Supply; however, factors to consider include whether the action would have the potential to cause demand to exceed available or future supplies of these resources.</i>
Potential Environmental Concerns	No Impact. Planned development projects at the airport could increase demands on energy utilities, water supplies and treatment, and other natural resources during construction; however, significant long-term impacts are not anticipated. Should long-term impacts be a concern, coordination with local service providers is recommended.
NOISE AND NOISE-COMPATIBLE LAND USE	
FAA Order 1050.1F, Significance Threshold/ Factors to Consider	<i>The action would increase noise by day-night average sound level (DNL) 1.5 decibels (dB) or more for a noise-sensitive area that is exposed to noise at or above the 65-dB DNL noise exposure level, or that will be exposed at or above the 65-dB DNL due to a DNL increase of 1.5 dB or greater, when compared to the no-action alternative for the same timeframe.</i> <i>Another factor to consider is that special consideration should be given to the evaluation of the significance of noise impacts on noise-sensitive areas within Section 4(f) properties where the land use compatibility guidelines in Title 14 CFR Part 150 are not relevant to the value, significance, and enjoyment of the area in question.</i>
Potential Environmental Concerns	No Impact. Exhibit 5E shows existing and anticipated noise contours for the airport. As shown on Exhibit 5E for the existing condition, the 65-dB DNL noise exposure contour (orange) is located entirely on airport property. In the future condition noise contours, while the 65-dB DNL expands slightly, it remains entirely on the airport (Exhibit 5E); thus, there are no noise-sensitive land uses that would be located within the 65-dB DNL. The ultimate development at the airport is not expected to change the overall noise environment more than the 1.5-dB threshold; however, this should be confirmed on a project-by-project basis. It is important to note that operational growth, unless tied to a specific project, will not result in noise impacts under FAA Order 1050.1F. Impacts to noise-sensitive land use are only evaluated through NEPA documentation for specific projects or through the voluntary Part 150 process.

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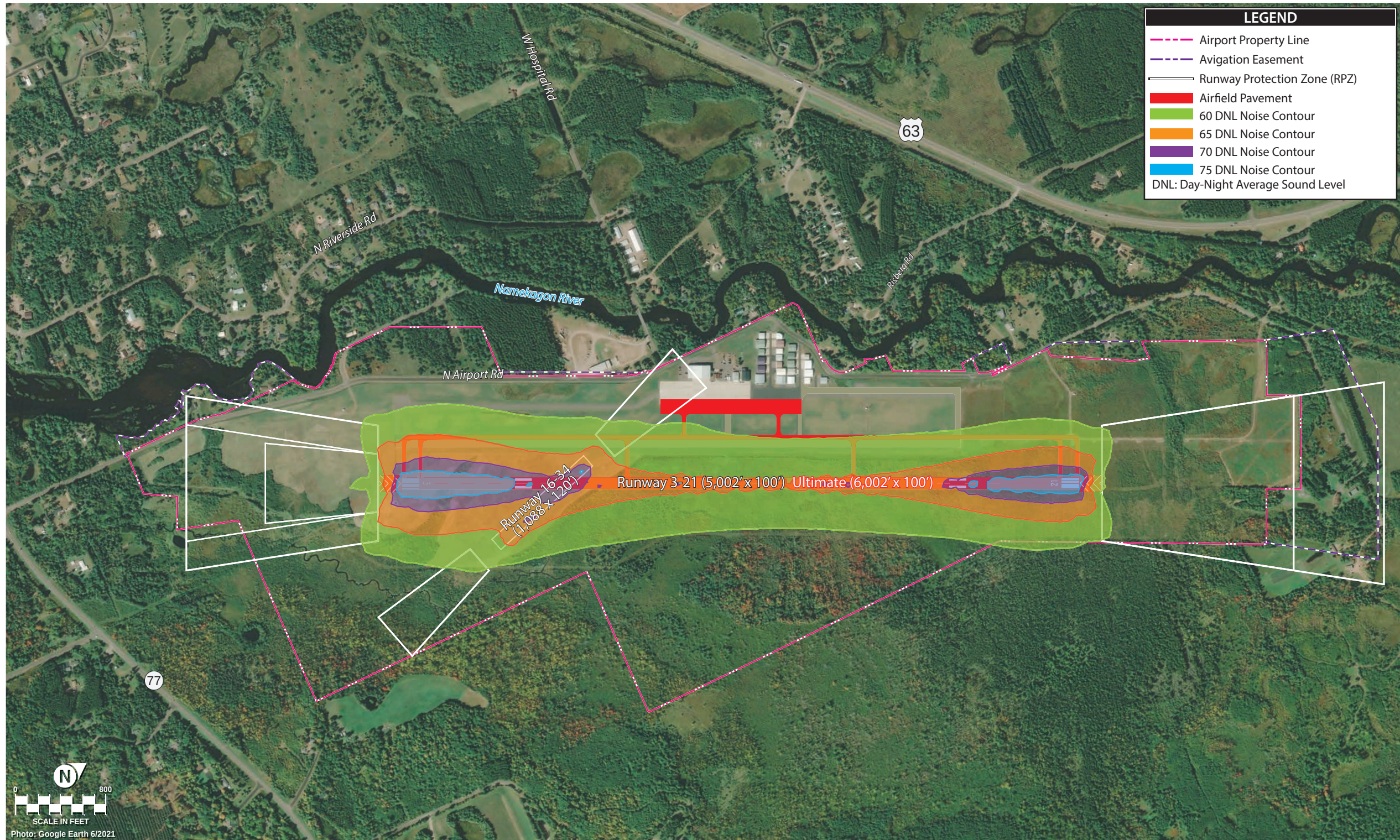


TABLE 5C | Summary of Potential Environmental Concerns (continued)

SOCIOECONOMICS, ENVIRONMENTAL JUSTICE, AND CHILDREN'S ENVIRONMENTAL HEALTH AND SAFETY RISKS

Socioeconomics

FAA Order 1050.1F, Significance Threshold/ Factors to Consider	<i>The FAA has not established a significance threshold for Socioeconomics; however, factors to consider include whether an action would have the potential to:</i> • <i>Induce substantial economic growth in an area, either directly or indirectly (e.g., through establishing projects in an undeveloped area);</i> • <i>Disrupt or divide the physical arrangement of an established community;</i> • <i>Cause extensive relocation when sufficient replacement housing is unavailable;</i> • <i>Cause extensive relocation of community businesses that would cause severe economic hardship for affected communities;</i> • <i>Disrupt local traffic patterns and substantially reduce the levels of service of roads serving the airport and its surrounding communities; or</i> • <i>Produce a substantial change in the community tax base.</i>
Potential Environmental Concerns	No Impact. Proposed development would not relocate or disrupt current businesses or residents. There are no residences located within the area proposed to be acquired on Exhibit 5A. No division of existing neighborhoods or housing or business relocations would occur due to proposed development on the airport.

Environmental Justice

FAA Order 1050.1F, Significance Threshold/ Factors to Consider	<i>The FAA has not established a significance threshold for Environmental Justice; however, factors to consider include whether an action would have the potential to lead to a disproportionately high and adverse impact to an environmental justice population (i.e., a low-income or minority population), due to:</i> • <i>Significant impacts in other environmental impact categories; or</i> • <i>Impacts on the physical or natural environment that affect an environmental justice population in a way the FAA determines is unique to and significant to that environmental justice population.</i>
Potential Environmental Concerns	No Impact. Both low-income and minority populations have been identified in the vicinity of the airport. The closest residential areas are located west and adjacent 0.05 miles away from the airport property boundary across from North Airport Road. It is unlikely that implementation of the proposed improvements outlined in the development concept plan would affect these populations in a disproportionate or adverse manner. E.O. 12898, <i>Federal Action to Address Environmental Justice in Minority Populations and Low-Income Populations</i>, and the accompanying Presidential Memorandum, and Department of Transportation (DOT) Order 5610.2, <i>Environmental Justice</i>, require the FAA to provide meaningful public involvement for minority and low-income populations, as well as analysis that identifies and addresses potential impacts on these populations that may be disproportionately high and adverse. Environmental justice impacts may be avoided or minimized through early and consistent communication with the public and allowing ample time for public consideration; therefore, disclosure of ultimate airport development to potentially affected environmental justice populations near the airport as the projects are proposed is crucial. If disproportionately high or adverse impacts are noted, mitigation and enhancement measures and offsetting benefits should be taken into consideration. <i>Source: Google Earth Pro Aerial Imagery</i>

Children's Health and Safety Risks

FAA Order 1050.1F, Significance Threshold/ Factors to Consider	<i>The FAA has not established a significance threshold for Children's Environmental Health and Safety Risks; however, factors to consider include whether an action would have the potential to lead to a disproportionate health or safety risk to children.</i>
Potential Environmental Concerns	No Impact. No disproportionately high or adverse impacts are anticipated to affect children living, playing, or attending school near the airport because of the proposed ultimate development. The airport is an access-controlled facility, and children are not allowed within the fenced portions of the airport without adult supervision. All construction areas should be controlled to prevent unauthorized access.

Continues on next page

TABLE 5C | Summary of Potential Environmental Concerns (continued)

VISUAL EFFECTS (INCLUDING LIGHT EMISSIONS AND VISUAL RESOURCES/VISUAL CHARACTER)	
Light Emissions	
FAA Order 1050.1F, Significance Threshold/Factors to Consider	<i>The FAA has not established a significance threshold for Light Emissions; however, a factor to consider is the degree to which an action would have the potential to:</i> • Create annoyance or interfere with normal activities from light emissions; or • Affect the nature of the visual character of the area due to light emissions, including the importance, uniqueness, and aesthetic value of the affected visual resources.
Potential Environmental Concerns	No Impact. The existing lighting at the airport includes runway/taxiway lighting (medium intensity) and lighting used for navigation (such as a rotating beacon and two four-light PAPI systems at the approach ends of Runway 3 and Runway 21). The proposed recommended development concept shows the relocation of the two PAPI-4 systems as a result of the pavement work conducted for Runway 3-21. Both Runway 3 and Runway 21 have proposed runway extensions. Night lighting during construction phases within the runway environment is typically directed down to the construction work area to prevent light from spilling outside the airport boundaries. Residences located west of North Airport Road are surrounded by dense vegetation that would buffer light spillage from proposed construction projects. Other ultimate projects are likely to include additional lighting during operation of the airport's new structures and facilities.
Visual Resources/Visual Character	
FAA Order 1050.1F, Significance Threshold/Factors to Consider	<i>The FAA has not established a significance threshold for Visual Resources/Visual Character; however, a factor to consider is the extent to which an action would have the potential to:</i> • Affect the nature of the visual character of the area, including the importance, uniqueness, and aesthetic value of the affected visual resources; • Contrast with the visual resources and/or visual character in the study area; or • Block or obstruct the views of the visual resources, including whether these resources would still be viewable from other locations.
Potential Environmental Concerns	No Impact. The proposed runway extension would extend the approach ends of Runway 3-21. These runway extensions are not anticipated to visually alter the line of sight for any land uses, as the parcels of land bordering each runway approach end are undeveloped.
WATER RESOURCES (INCLUDING WETLANDS, FLOODPLAINS, SURFACE WATERS, GROUNDWATER, AND WILD AND SCENIC RIVERS)	
Wetlands	
FAA Order 1050.1F, Significance Threshold/Factors to Consider	<i>The action would:</i> 1. Adversely affect a wetland's function to protect the quality or quantity of municipal water supplies, including surface waters and sole source and other aquifers; 2. Substantially alter the hydrology needed to sustain the affected wetland system's values and functions or those of a wetland to which it is connected; 3. Substantially reduce the affected wetland's ability to retain floodwaters or storm runoff, thereby threatening public health, safety, or welfare (the term welfare includes cultural, recreational, and scientific resources or property important to the public); 4. Adversely affect the maintenance of natural systems that support wildlife and fish habitat or economically important timber, food, or fiber resources of the affected or surrounding wetlands; 5. Promote the development of secondary activities or services that would cause the circumstances listed above to occur; or 6. Be inconsistent with applicable state wetland strategies.
Potential Environmental Concerns	Potential Impact. Based on the National Wetlands Inventory, there are freshwater emergent wetlands within airport boundaries that would be impacted as a result of the projects detailed on the recommended development concept. It is important to note that NWI data is based on aerial photography interpretation dated in (2024) and that additional field investigation would be needed to determine the presence of wetlands in the project area. Source: USFWS, National Wetlands Inventory (https://www.fws.gov/program/national-wetlands-inventory)

Continues on next page

TABLE 5C | Summary of Potential Environmental Concerns (continued)

Floodplains	
FAA Order 1050.1F, Significance Threshold/ Factors to Consider	<i>The action would cause notable adverse impacts on natural and beneficial floodplain values. Natural and beneficial floodplain values are defined in Paragraph 4.k of DOT Order 5650.2, Floodplain Management and Protection.</i>
Potential Environmental Concerns	No Impact. Based on the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) panel, the airport is identified as an area of minimal flood hazard. The airport is not located in a 100-year or 500-year floodplain. E.O. 14030, <i>Climate-Related Financial Risk</i>, was established on May 25, 2021. Section 5(e) of E.O. 14030 reinstates E.O. 13690,¹ amends E.O. 11988,² and mandates the creation of a Federal Flood Risk Management Standard (FFRMS). One of the primary purposes of the FFRMS is to expand the management of floodplains from a base flood evaluation to include a higher vertical elevation (and the corresponding floodplain) to protect against future flood risks for federally funded projects. Under E.O. 13690 and its guidelines, one of several approaches should be used to identify floodplains and their risks to critical³ or non-critical federally funded actions: • Climate-Informed Science Approach (CISA) – the elevation and flood hazard area (i.e., 100-year floodplain) using data that integrate climate science with an emphasis on possible future effects on critical actions; • Freeboard Value Approach – the elevation and flood hazard area and an additional two or three feet above the base flood elevation, depending on whether the proposed federal action is critical or non-critical; • 500-Year Floodplain Approach – all areas subject to the 0.2 percent annual chance flood; or • Other methods resulting from updates to the FFRMS. Because the airport is outside the 500-year floodplain, which is one of the methods for determining federal flood risk, no impacts related to the FFRMS are expected. Source: FEMA Flood Map Service (https://msc.fema.gov/portal/search?AddressQuery=sawyer%20county%20airport) ¹ Establishing a Federal Flood Risk Management Standard and a Process for Further Soliciting and Considering Stakeholder Input, 2015 ² Floodplain Management, May 1977 ³ Critical action is defined in E.O. 13690 and 2015 Guidelines for Implementing E.O. 11988 as any activity for which even a slight change of flooding is too great, e.g., a facility producing and/or storing highly volatile, toxic, or water-reactive materials; structures (such as schools) in which occupants may not be sufficiently mobile or have available transport capability, given the flood warning lead times available; or essential or irreplaceable resources, utilities, or other functions that could be damaged beyond repair or otherwise made unavailable.

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TABLE 5C | Summary of Potential Environmental Concerns (continued)

Surface Waters	
FAA Order 1050.1F, Significance Threshold/ Factors to Consider	<i>The action would:</i> <i>1. Exceed water quality standards established by federal, state, local, and Tribal regulatory agencies; or</i> <i>2. Contaminate public drinking water supply such that public health may be adversely affected.</i>
Potential Environmental Concerns	Potential Impact. The airport is located within the Hayward Lake-Namekagon River watershed. Long-term impacts to water quality from the proposed airfield improvements may need to be assessed, depending on how or if stormwater runoff is conveyed to airport stormwater infrastructure. A National Pollutant Discharge Elimination System (NPDES) general construction permit would be required for all projects involving ground disturbance over one acre. Improvements outlined on Exhibit 5A will require revisions to the airport's stormwater pollution prevention plan (SWPPP) to address operational and structural source controls, treatment best management practices (BMPs), and sediment and erosion control. FAA Advisory Circular (AC) 150/5370-10H, <i>Standards for Specifying Construction of Airports</i>, Item C-102, <i>Temporary Air and Water Pollution, Soil Erosion, and Siltation Control</i>, should also be implemented during construction projects at the airport. Source: U.S. EPA, <i>How's My Waterway</i> https://mywaterway.epa.gov/community/sawyer%20county%20airport/overview
Groundwater	
FAA Order 1050.1F, Significance Threshold/ Factors to Consider	<i>The action would:</i> <i>1. Exceed groundwater quality standards established by federal, state, local, and Tribal regulatory agencies; or</i> <i>2. Contaminate an aquifer used for public water supply such that public health may be adversely affected.</i> <i>Factors to consider include whether a project would have the potential to:</i> <i>• Adversely affect natural and beneficial groundwater values to a degree that substantially diminishes or destroys such values;</i> <i>• Adversely affect groundwater quantities such that the beneficial uses and values of such groundwater are appreciably diminished or can no longer be maintained, and such impairment cannot be avoided or satisfactorily mitigated; or</i> <i>• Present difficulties based on water quality impacts when obtaining a permit or authorization.</i>
Potential Environmental Concerns	No Impact. The airport does not serve as a significant source of groundwater recharge and is not located near a sole source aquifer. The closest aquifer (Miles Lacs Sole Source Aquifer) is located more than 93 miles from the airport. Source: U.S. EPA, <i>Sole Source Aquifer</i> https://epa.maps.arcgis.com/apps/webappviewer/index.html?id=9ebb047ba3ec41ada1877155fe31356b

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TABLE 5C | Summary of Potential Environmental Concerns (continued)

Wild and Scenic Rivers	
FAA Order 1050.1F, Significance Threshold/ Factors to Consider	<i>The FAA has not established a significance threshold for Wild and Scenic Rivers. Factors to consider include whether an action would have an adverse impact on the values for which a river was designated (or is considered for designation) through:</i> • <i>Destroying or altering a river's free-flowing nature;</i> • <i>A direct and adverse effect on the values for which a river was designated (or is under study for designation);</i> • <i>Introducing a visual, audible, or other type of intrusion that is out of character with the river or would alter outstanding features of the river's setting;</i> • <i>Causing the river's water quality to deteriorate;</i> • <i>Allowing the transfer or sale of property interests without restrictions needed to protect the river or the river corridor; or</i> • <i>Any of the above impacts preventing a river on the Nationwide Rivers Inventory (NRI) or a Section 5(d) river that is not included in the NRI from being included in the Wild and Scenic River System, or causing a downgrade in its classification (e.g., from wild to recreational).</i>
Potential Environmental Concerns	Potential Impact. The Namekagon River west of the airport is a segment of the St. Croix River, which is designated as a wild and scenic river. The nearest NRI feature is Totagetic River, located eight miles from the airport. Hangar development (delineated on the proposed development concept) that is adjacent to the river should be evaluated on a project-specific basis for potential impacts to the river. During the construction period, contractors should adhere to a SWPPP. SWPPP BMPs would minimize pollutants from project activities during a rain event. Sources: National Wild and Scenic Rivers System (https://www.rivers.gov/rivers/rivers/wisconsin); National Park Service, Nationwide Rivers Inventory (https://www.nps.gov/subjects/rivers/nationwide-rivers-inventory.htm); National Wild and Scenic River System (https://www.rivers.gov/map?river=st-croix)

SUMMARY

This chapter has been prepared to help Sawyer County make decisions regarding the future growth and development of Sawyer County Airport by narratively and graphically describing the recommended master plan concept. It details environmental and land use conditions that must be taken into consideration when implementing the development plan. The plan represents an airfield facility that fulfills aviation needs for the airport while conforming to future and ultimate safety and design standards, to the extent practicable. The recommended master plan concept also provides a landside complex that can be developed as demand dictates and is subject to further refinement, pending comments from the PAC, Sawyer County, and the public.

Flexibility will be important to future development at the airport, as activity may not occur as predicted. The recommended master plan concept provides stakeholders with a general guide that, if followed, can maintain the airport's long-term viability and allow it to continue to provide air transportation services to the region. The next chapter of this master plan will provide a reasonable schedule for undertaking the projects, based on safety and demand over the course of the next 20 years.

PREFERRED INSIDE ALTERNATIVE

LEGEND

- Airport Property Line
- Aviation Easement
- Future Airport Property Line
- Taxiway Designation
- Runway Safety Area (RSA)
- Runway Object Free Area (ROFA)
- Runway Protection Zone (RPZ)
- Taxiway Object Free Area
- Glideslope Critical Area
- Localizer Critical Area
- Property to be Acquired
- Airfield Pavement
- Pavement to be Removed
- Ultimate Roads/Parking
- 2017 Wetland Delineation Boundary
- Residential Property

Runway 3-21 (5,002 x 100) - Ultimate (6,002 x 100)

Runway 6-002 x 1000

Clear and Grade RSA

Relocate FAPI

Relocate PAP

Relocate Localizer equipment and DME

Remove abandoned VOR equipment

Relocate GLIDESLOPE

Relocate ASOS

Relocate MALSR

33.1 Acres

Existing 3/4 mile B-II Approach RPZ

Ultimate 1/2 mile D-III Approach RPZ

4.6 Acres

Existing Not lower than 1 mile B-II Approach RPZ

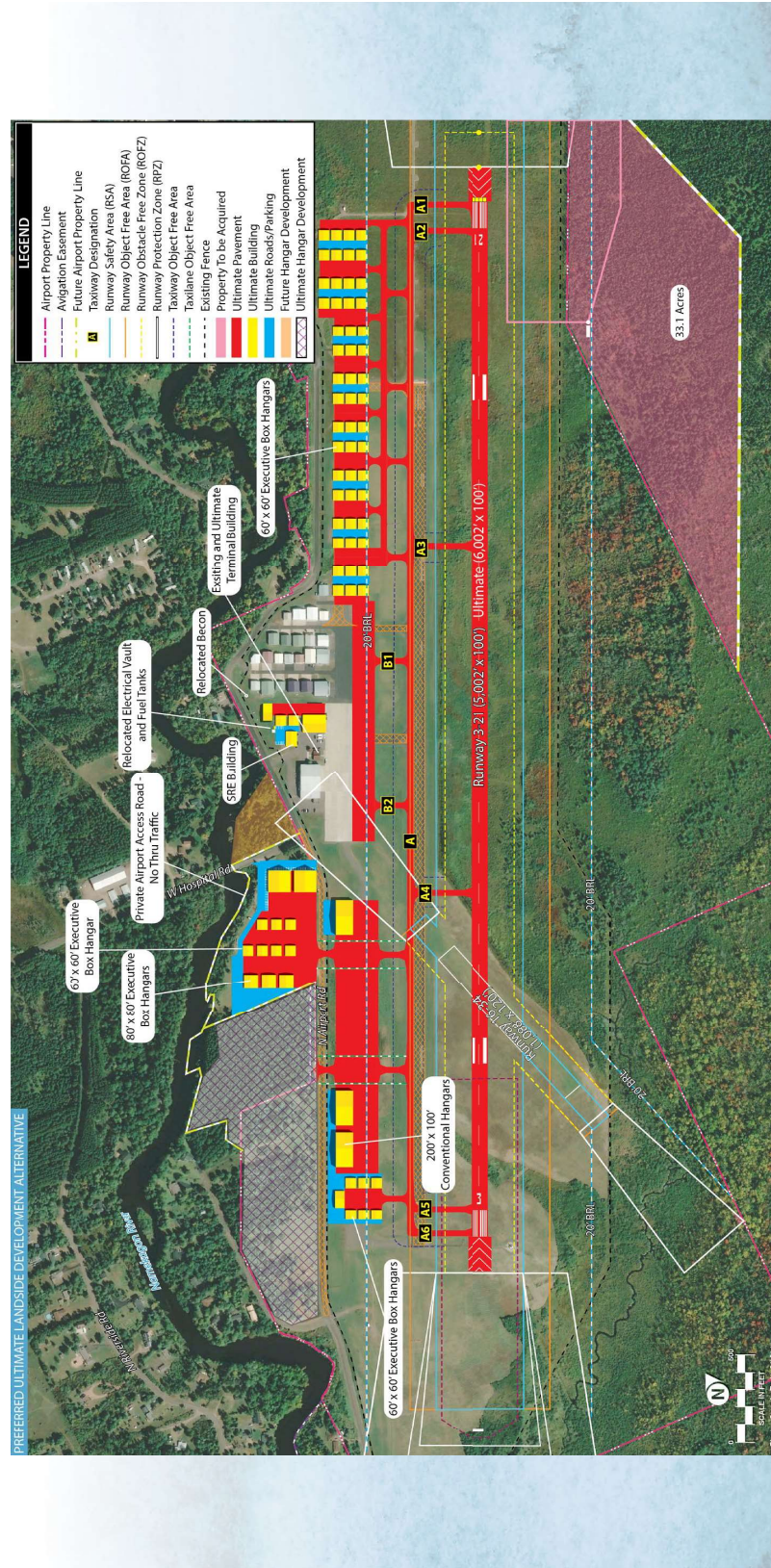
Ultimate Not lower than 3/4 mile D-III Approach RPZ

Future Not lower than 1 mile Approach RPZ

1000' SCALE: 1" = 100'

Photo: Google Earth 10/2017

Recommended Development Plan



**AMENDMENT TO SAWYER COUNTY AIRPORT
HANGAR AREA LEASE**

THIS AMENDMENT TO SAWYER COUNTY AIRPORT HANGAR AREA LEASE (this “Amendment”) is dated as of 17th day of October, 2024, by and between Sawyer County (“Lessor”), and Ron Korthals (“Lessee”). Lessor and Lessee may be singularly referred to herein as a “Party” or collectively as the “Parties”.

RECITALS:

WHEREAS, pursuant to Wis. Stat. § 59.52(6), the County has statutory authority to own and lease real property for public purposes, including but not limited to, property for airport purposes;

WHEREAS, the County owns property located at the Sawyer County Airport (“Airport”), which includes a parcel of real property upon which Lessee’s personal property/aircraft hangar sits, as more fully depicted and described in **Exhibit A**, which is attached hereto and incorporated herein (the “Leased Premises”);

WHEREAS, Lessor and Wallace R. Partlow entered into that certain Sawyer County Airport Hangar Area Lease dated the 7th day of October, 2003 for the Leased Premises (the “Lease”), and Wallace R. Partlow thereafter assigned his interest in the Lease to Lessee on the 27th day of April, 2011;

WHEREAS, the Lease provided for an initial 20-year term with the option to renew the Lease for an additional 10-year term;

WHEREAS, the 20-year Lease term expired on the 7th day of October, 2023 (“Initial Expiration Date”);

WHEREAS, Lessee continued to occupy the Leased Premises after the Initial Expiration Date and now wishes to formally exercise the 10-year renewal term; and

WHEREAS, Lessor and Lessee mutually desire to amend the Lease to reflect the extension of the Lease term from ten (10) years past the Initial Expiration Date as set forth herein..

NOW, THEREFORE, for good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the Parties agree as follows:

1. Recitals. The Parties acknowledge and agree that the Recitals set forth above are true and accurate, and are hereby incorporated into this Amendment.
2. Extension of Term. Pursuant to Paragraph 3 of the Lease, Lessee has elected to exercise the right to renew the Lease for one (1) additional successive ten (10) year period under the same terms and conditions set forth in the Lease. Unless earlier terminated in accordance

with the terms of the Lease, the Lease shall terminate on the 7th day of October, 2033. Lessee shall surrender all portions of the Leased Premises upon termination of this Lease unless Lessor and Lessee execute a new lease agreement, the terms of which shall be mutually agreed to by the Parties and are not bound by the terms of the Lease or this Amendment.

3. Laws and Regulation. The Parties agree that Paragraph 6 of the Lease be amended as follows:

Lessee agrees to observe and obey during the term of this Lease all Applicable Laws (as defined in the Minimum Standards Ordinance) and all other rules and regulations promulgated and enforced by Lessor and by other proper authority having jurisdiction over the conduct of operations at the Airport. This includes, but is not limited to, compliance with Federal Aviation Administration (“FAA”) regulations and guidance, Department of Transportation (“DOT”), FAA Policy on the Non-Aeronautical Use of Airport Hangars, 81 Fed. Reg. 38906 (Jun. 15, 2016) and DOT, Frequently Asked Questions and Answers on FAA Policy on Use of Hangars at Obligated Airports (2016), as is updated and adopted by the DOT from time to time, regarding permissible and impermissible hangar use, as follows:

- a. Permissible aeronautical uses of a hangar include – storage of active aircraft; shelter for maintenance, repair, or refurbishment of aircraft, but not the indefinite storage of non-operational aircraft; construction of amateur-built or kit-built aircraft provided that activities are conducted safely; storage of aircraft handling equipment, e.g., tow bar, glider tow equipment, workbenches, and tools and materials used to service, maintain, repair or outfit aircraft, or items related to ancillary or incidental uses that do not affect a hangar’s primary use and purpose – the storage of active aircraft; storage of materials related to an aeronautical activity, e.g., balloon and skydiving equipment, office equipment, teaching tools, materials related to ancillary or incidental uses that do not affect a hangar’s primary use and purpose – the storage of active aircraft; storage of non-aeronautical items that do not interfere with the primary use and purpose of the hangar – the storage of active aircraft; a vehicle parked at the hangar while the aircraft usually stored in that hangar is flying.
- b. Impermissible uses of a hangar include – use as a residence; operation of a non-aeronautical business, e.g., limo service, car and motorcycle storage, storage of inventory, and non-aeronautical business office; activities which impede the movement of the aircraft in and out of the hangar or other aeronautical contents of the hangar; activities which displace the aeronautical contents of the hangar or impede access to aircraft or other aeronautical contents of the hangar; storage of household items that could be stored in commercial facilities; long-term storage of derelict aircraft and parts; storage of items or activities prohibited by local or state law; fuel, and other dangerous and Hazmat materials; storage of inventory or equipment supporting a municipal agency function unrelated to the aeronautical use.

4. Rent. The Parties acknowledge that the current annual rent amount is \$267.84. The rent shall be adjusted pursuant to Paragraph 4 of the Lease.

5. No Other Changes to Lease Terms. Unless expressly amended in this Amendment, all other terms and conditions contained in the Lease shall remain unchanged and in full force and effect, and are hereby ratified and confirmed. The Lease and this Amendment shall be considered one complete agreement. To the extent of any conflict between the provisions of this Amendment and the Lease, the provisions of this Amendment shall control. This Amendment shall be binding on and shall inure to the benefit of the Parties hereto and their respective successors and assigns.

6. Authority to Enter Into Amendment. Lessee represents and warrants to Lessor that it has full legal right, title and authority to enter into this Amendment. Lessee shall indemnify and hold Lessor harmless for any costs, damages, fees or other amounts incurred by Lessor as a result of Lessee's predecessor in interest to the Lease failing to properly assign or otherwise properly transfer any interest in the Lease as intended. This Paragraph 6 does not amend or modify Lessee's obligations to indemnify and hold Lessor harmless, as set forth in Paragraph 7 of the Lease.

7. No Waiver. Nothing in this Amendment is, or shall be construed to be, a waiver by either Party of any default under the Lease by the other Party.

8. Counterparts. This Amendment may be executed in one or more counterparts, each of which shall be an original, and all of which together shall constitute a single instrument.

9. Recording. This Amendment shall be recorded. The cost of recording shall be paid by Lessee.

(Signatures Appear on the Following Pages)

IN WITNESS WHEREOF, Lessor and Lessee have caused this Amendment to be duly executed as of the day and year first above written.

LESSOR:

LESSEE:

SAWYER COUNTY

Ron Korthals

By: Andy Albarado
Its: County Administrator

STATE OF WISCONSIN)
) SS.
COUNTY OF SAWYER)

Before me, a Notary Public is and for said County and State, personally appeared Andy Albarado, Sawyer County Administrator, on behalf of Sawyer County. In witness whereof, I have hereunto set my hand and official seal at _____, this ____ day of _____, 202_.

NOTARY PUBLIC
My commission expires:_____

STATE OF WISCONSIN)
) SS.
COUNTY OF SAWYER)

Before me, a Notary Public is and for said County and State, personally appeared _____. In witness whereof, I have hereunto set my hand and official seal at _____, this ____ day of _____, 2024.

NOTARY PUBLIC
My commission expires:_____

Exhibit A
Leased Premises
(See attached)

[ATTACH LEGAL DESCRIPTION HERE]

Resolution _____ - _____

**RESOLUTION WAIVING RIGHT OF FIRST REFUSAL AND APPROVING
ASSIGNMENT OF LEASE FROM RON KORTHALS
TO JAMES ROBERT FOX**

WHEREAS, Wisconsin law permits Sawyer County (the "County") to own real property and to enter into certain agreements to encumber its real property, including the grant of leasehold interests;

WHEREAS, the County owns real property known as the Sawyer County Airport (the "Airport Property"), which includes aircraft hangars the ground under which is leased to the owners of the hangar personal property (a "Hangar");

WHEREAS, the County entered into that certain Sawyer County Airport Hangar Area Lease with Wallace R. Partlow on October 7, 2003 ("Original Hangar Lease") for the lease of land described therein ("Leased Premises") located on the Airport Property, as more fully described in the Original Hangar Lease, a copy of which is attached hereto and incorporated herein as Exhibit A;

WHEREAS, the Original Hangar Lease was assigned to Ron Korthals as Lessee, on April 27, 2011 (the "Assignment"), and was thereafter amended in that certain Amendment to Sawyer County Airport Hangar Area Lease (the "Amendment") (the Original Hangar Lease, the Assignment and the Amendment are collectively referred to herein as the "Hangar Lease");

WHEREAS, Paragraph 14 of the Original Hangar Lease provides the County with a right of first refusal to purchase the Hangar (the "Right of First Refusal") should the lessee wish to sell the Hangar;

WHEREAS, Paragraph 16 of the Original Hangar Lease prohibits assignment of the Hangar Lease unless the County provides prior written consent of the assignment;

WHEREAS, in September 2024, the County received a request from Ron Korthals and James Robert Fox requesting the County waive its Right of First Refusal and requesting approval of the assignment of the Hangar Lease from Ron Korthals to James Robert Fox;

WHEREAS, on October 10, 2024, County Public Works Committee discussed the County's waiver of the Right of First Refusal, James Robert Fox's proposed purchase of the Hangar, and whether the County should approve the assignment of the Hangar Lease from Ron Korthals to James Robert Fox;

WHEREAS, on October 10, 2024, the County Public Works Committee voted to recommend to the County Board that the County Board waive the Right of First Refusal and approve the assignment of the Hangar Lease from Ron Korthals to James Robert Fox.

NOW, THEREFORE, BE IT RESOLVED, the Sawyer County Board of Supervisors determines, adopts and directs the following:

1. Recitals. The recitals set forth above are true and accurate, and are therefore incorporated into the Resolution and shall be used not just for reference.
2. Determination. The Sawyer County Board of Supervisors, after reviewing the proposal by

Ron Korthals and James Robert Fox, the Hangar Lease, and accompanying information, determines that it is in the best interest of the health, welfare and safety of the County's residents, taxpayers, visitors and property within the County to: (1) waive the Right of First Refusal set forth in the Original Hangar Lease; and (2) approve the assignment of the Hangar Lease from Ron Korthals to James Robert Fox, subject to the conditions set forth in Paragraph 3 below.

3. Conditions. The Sawyer County Board of Supervisor's waiver of the Right of First Refusal and approval of the assignment of the Hangar Lease from Ron Korthals to James Robert Fox is specifically conditioned upon James Robert Fox's agreement to and assumption of all of lessee's obligations, conditions, liabilities and requirements set forth in the Hangar Lease. In the event James Robert Fox does not agree to be assigned and assume the Hangar Lease and all of lessee's obligations, conditions, liabilities and requirements set forth in the Hangar Lease within thirty (30) days of the date of this Resolution, the Sawyer County Board of Supervisor's waiver of the Right of First Refusal and approval of the assignment of the Hangar Lease from Ron Korthals to James Robert Fox shall be null and void.

Recommended for adoption by the Sawyer County Board of Supervisors at its meeting of October 17, 2024, by the Public Works Committee at their October 10, 2024 meeting.

Ron Kinsley, Chair

Marc Helwig, Vice-Chair

Brian Bisonette, Member

Chuck Van Etten, Member

Randy Neumann, Member

This Resolution is hereby adopted by the Sawyer County Board of Supervisors this 17th day of October, 2024.

Ron Kinsley
Sawyer County Board of Supervisors

Lynn Fitch
Sawyer County Clerk

EXHIBIT A: HANGAR LEASE

SAWYER COUNTY CERTIFIED SURVEY MAP
LOCATED IN THE SW 1/4 - SW 1/4 OF SECTION 13,
T. 41 N., R. 9 W., IN THE TOWN OF HAYWARD,
SAWYER COUNTY, WISCONSIN.

SURVEYOR'S CERTIFICATE

I, Larry T. Nelson, registered land surveyor in the State of Wisconsin, hereby certify:

That on the order of WALLY PARTLOW, I have surveyed, divided and mapped a parcel of land located in the SW 1/4 of the SW 1/4 of Section 13, T. 41 N., R. 9 W., in the Town of Hayward, Sawyer County, Wisconsin, described as follows:

To locate the Point of Beginning, commence at the SW corner of said Section 13 and run N 35°08'54" E, 841.55 feet; Thence N 24°45'15" E, 435.00 feet; Thence N 65°14'45" W, 210.17 feet to the Point of Beginning.

Thence from said Point of Beginning by metes and bounds.

Continue N 65°14'45" W, 52.00 feet; Thence N 24°45'15" E, 50.00 feet; Thence S 65°14'45" E, 52.00 feet; Thence S 24°45'15" W, 50.00 feet to the Point of Beginning.

Parcel contains 2,600 square feet, which is 0.06 acres.

That I have complied with the provisions of section 236.34 of the Wisconsin Statutes and the Sawyer County Subdivision Control Ordinance in surveying, dividing and mapping said parcel;

That this map is a true representation of said survey and map; and

That said survey and map are correct to the best of my knowledge and belief.

Larry T. Nelson, Registered Professional Land Surveyor, Wisconsin License No. 27481, dated this 15 day of Oct, 2003.



SAWYER COUNTY ZONING DEPARTMENT APPROVAL

Approved this 2nd day of October, 2003.

Cindy Yackley
 Cindy Yackley
 Sawyer County Zoning Department

CERTIFICATES	CLIENT: WALLY PARTLOW	HEART OF THE NORTH SURVEYING OF HAYWARD, INC. 10339 N. DUFFY ROAD PH: 715/634-2442 HAYWARD, WI. 54843 FAX: 715/634-6444 E-MAIL: HONSURVEYING@YAHOO.COM
	Job No. H080/03 Scale: One inch = 30 feet September 29, 2003 Solar observations determine the west line of Section 13 to bear N02°21'50"W DRAFTED BY: JRN CHK: 138 & 2003 File: H080/03 Sheet 2 of 2	

VOL 25 PG 48

AMENDED AND RESTATED AIRPORT MANAGEMENT AGREEMENT

THIS AMENDED AND RESTATED AIRPORT MANAGEMENT AGREEMENT (“Amended Management Agreement”) is entered into as of November 13, 2024 (the “Effective Date”) by and among the Sawyer County (the “County”) and Hayward Aviation, LLC, a Wisconsin limited liability company (“Manager”). The County and Manager may be referred to herein collectively as the “Parties” and each as a “Party”.

WHEREAS, the County owns and operates the Sawyer County Municipal Airport (the “Airport”), located at approximately 10930 N. Airport Road, Town of Hayward, Sawyer County, Wisconsin, consisting of approximately 469.69 acres (collectively, the “Airport Property”);

WHEREAS, the County has jurisdiction over the ownership, operation and maintenance of land within the Airport and the entire Airport Property;

WHEREAS, the County and Manager previously entered into that certain Airport Management Agreement dated November 12, 2019 (the “Original Management Agreement”), a copy of which is attached hereto and incorporated herein as Exhibit A;

WHEREAS, Manager has performed the role of Airport Manager pursuant to the terms of the Original Management Agreement in a satisfactory fashion for the term of the Original Management Agreement, which shall expire on November 12, 2024;

WHEREAS, the Parties now desire to amend certain terms of the Original Management Agreement and restate all remaining terms of the Original Management Agreement for another five-year term; and

WHEREAS, after discussion, Manager and the County have agreed to the terms and conditions set forth in this Amended Management Agreement, which include incorporation of the terms of the Original Management Agreement unless expressly modified herein.

NOW, THEREFORE, in consideration of the mutual covenants and agreements set forth in this Amended Management Agreement, the receipt and sufficiency of which are hereby acknowledged, Manager does hereby agree to assume full responsibility for management of the Sawyer County Municipal Airport in Hayward, Wisconsin, upon the following terms and conditions:

1. Recitals. The Parties agree and acknowledge that the Recitals set forth above are true and accurate, and are hereby incorporated into this Amended Management Agreement.
2. Term. The term of this Amended Management Agreement shall be for a period of five (5) years, commencing on November 13, 2024, unless sooner terminated as provided in Section 13 of the Original Management Agreement.
3. Personal Guaranty. Each officer or member of Manager shall sign a Personal Guaranty, in the form set forth in Exhibit B, a copy of which is attached hereto and incorporated

herein, to ensure performance of Manager's obligations set forth in this Amended Management Agreement.

4. Compensation. For the term of this Amended Management Agreement, the following terms and conditions shall replace Paragraph 15 of the Original Management Agreement:

(a) *Monthly Compensation.* The County shall pay monthly, or as otherwise determined by the County pursuant to its payroll policies and procedures, to Manager for services rendered under the terms of this Amended Management Agreement:

- (i) December 1, 2024 – December 31, 2025 - \$3,520 a month
- (ii) January 1-December 31, 2026 - \$3,608.00
- (iii) January 1-December 31, 2027 - \$3,698.20
- (iv) January 1-December 31, 2028 - \$3,790.66
- (v) January 1-December 31, 2029 - \$3,885.42

(b) The above monthly payments represent an annual increase of 2.5% each year after 2025.

(c) *Additional Proceeds, Compensation or Things of Value.* Manager acknowledges and accepts that it shall not take, receive or accept any form of compensation or thing of value for its services as Manager under this Amended Management Agreement so as to avoid any conflict of interest or impartiality on behalf of Manager in the performance of its duties.

5. Equipment. The following paragraph shall be added as Paragraph 16(i) of the Original Management Agreement:

Equipment. The County acknowledges and accepts that Manager may utilize certain equipment owned by the County in performing the services and responsibilities in this Management Agreement. Manager represents and warrants that all it (including all its employees and agents) shall be properly trained in the use of such equipment prior to the operation of any equipment. Manager's indemnification requirements and obligations set forth in Section 9 of this Management Agreement apply to Manager's use of County property or equipment. Manager shall comply with all federal, state, and local laws, ordinances, regulations, codes, orders and rules, that may apply to Manager's use of County property or equipment whether existing now, as may be amended, or as promulgated from time to time during the term of this Management Agreement and while performing any services pursuant to this Management Agreement or otherwise at the Airport Property or in association with the Management Agreement

6. Entire Agreement. This Amended Management Agreement, which includes all terms and conditions of the Original Management Agreement except as expressly modified herein,

contains the entire agreement among the Parties with respect to the subject matter hereof and thereof. Notwithstanding the foregoing, the Parties acknowledge that they may enter into separate contract(s) for particular maintenance activities, such as mowing, on the Airport Property. The terms of any separate contract for such activities shall not be considered part of this Amended Management Agreement unless specifically referenced therein.

(Signatures Appear on the Following Page)

IN WITNESS WHEREOF, the undersigned have executed this Amended and Restated Airport Management Agreement as of the date noted above.

**AIRPORT OWNER:
SAWYER COUNTY**

By: _____
Its: _____

**MANAGER:
HAYWARD AVIATION, LLC**

By: _____
Its: _____

STATE OF WISCONSIN)
) SS.
COUNTY OF SAWYER)

Before me, a Notary Public is and for said County and State, personally appeared Andrew Albarado, Sawyer County Administrator, on behalf of Sawyer County. In witness whereof, I have hereunto set my hand and official seal at _____, this ____ day of _____, 2024.

NOTARY PUBLIC
My commission expires: _____

STATE OF WISCONSIN)
) SS.
COUNTY OF SAWYER)

Before me, a Notary Public is and for said County and State, personally appeared Derek Leslie on behalf of Hayward Aviation, LLC and as authorized by Hayward Aviation, LLC. In witness whereof, I have hereunto set my hand and official seal at _____, this ____ day of _____, 2024.

NOTARY PUBLIC
My commission expires: _____

EXHIBIT A – ORIGINAL MANAGEMENT AGREEMENT

(See Attached)

EXHIBIT B – PERSONAL GUARANTY

(See Attached)



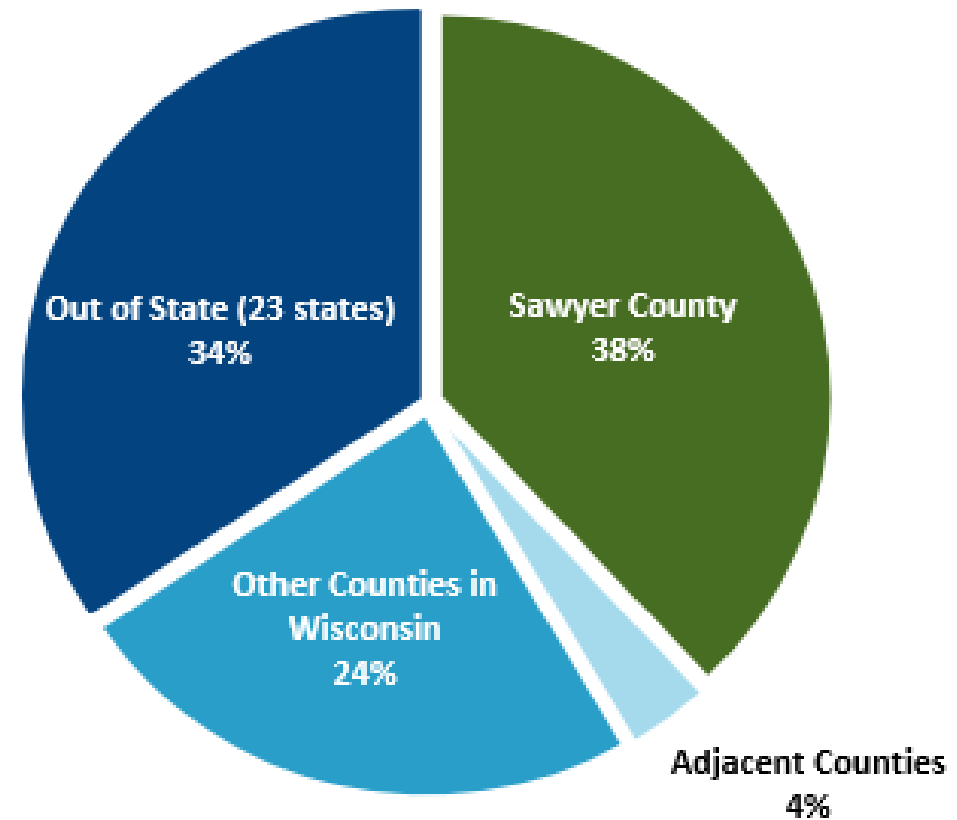
Tourist Rooming House Overview

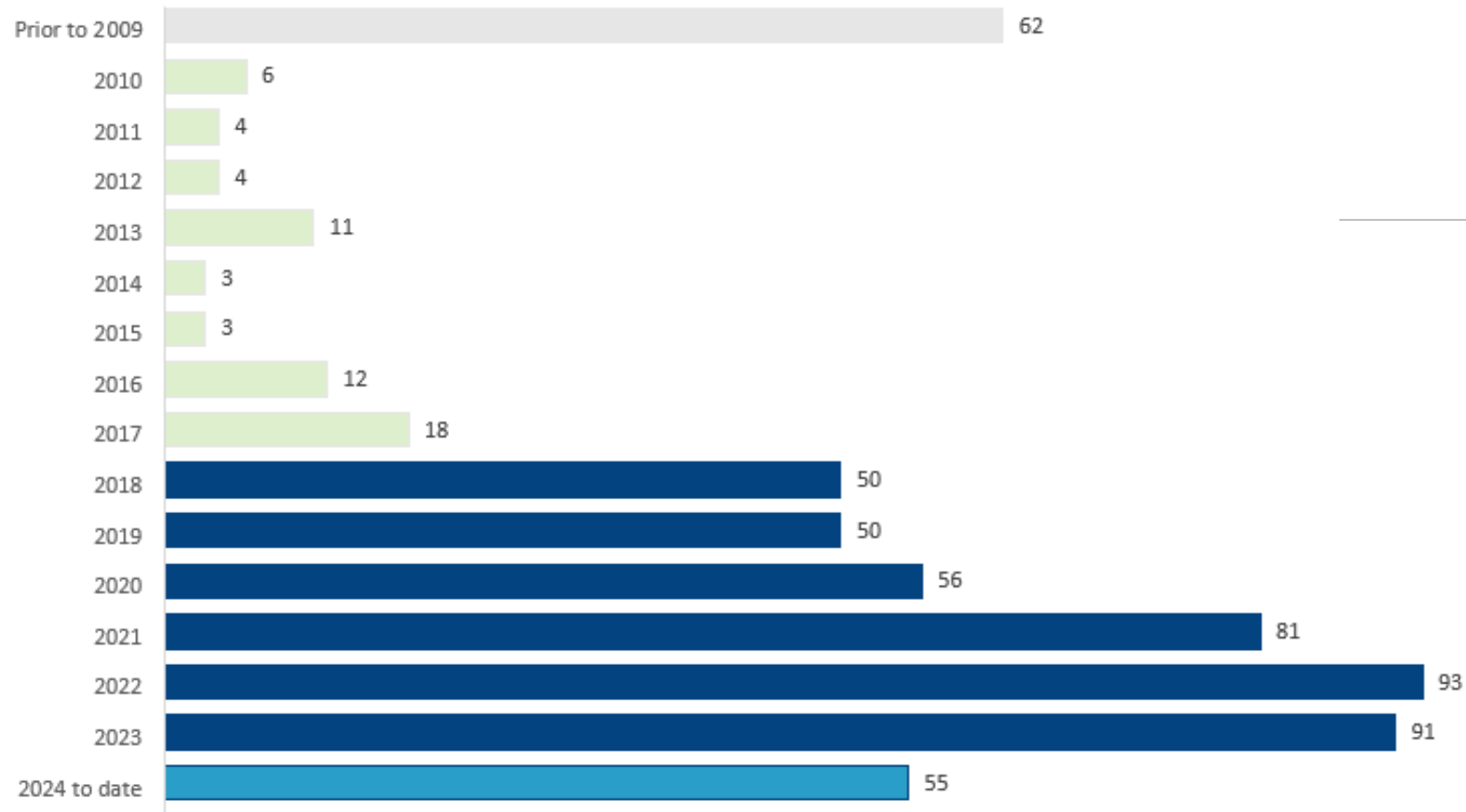
SAWYER COUNTY

9.12.2024

Residence of Tourist Rooming House (TRH) Owners

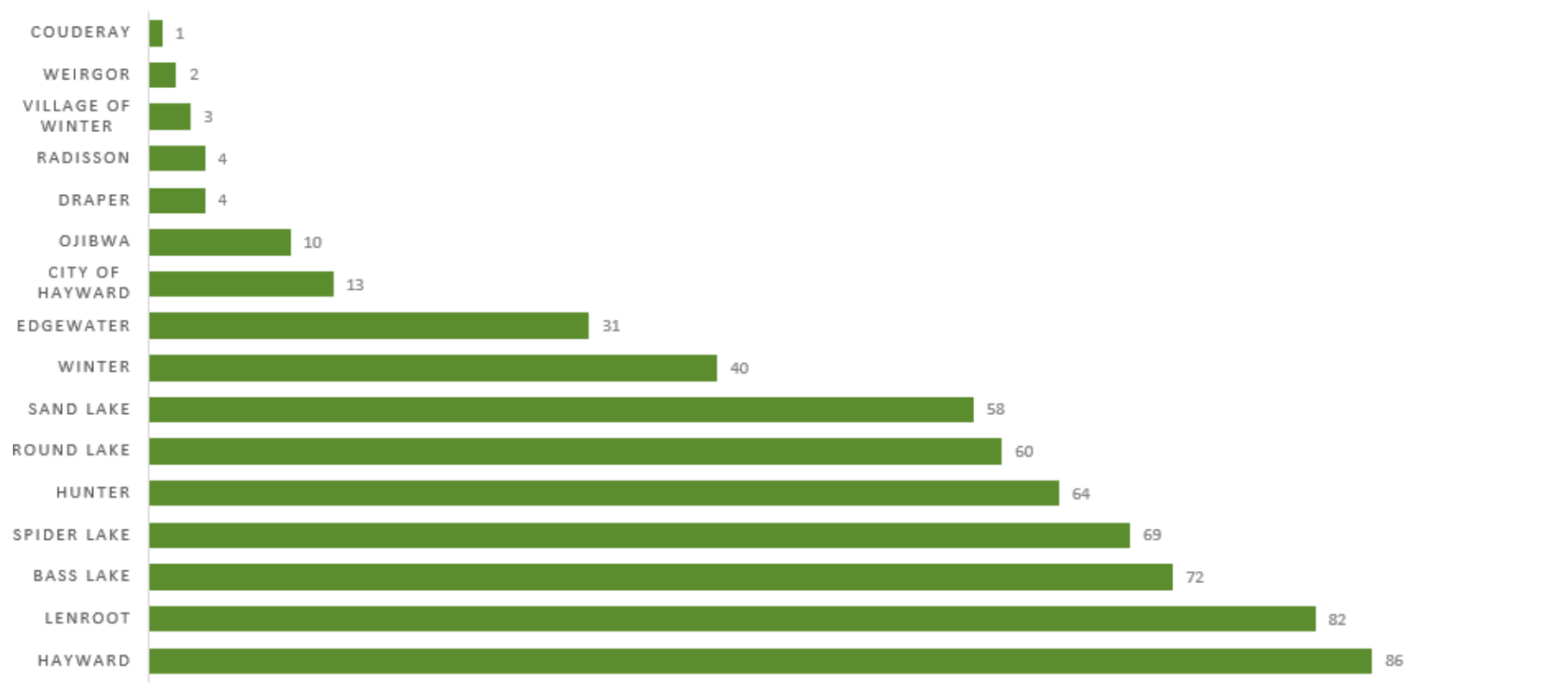
Address on file for Sawyer
County TRH Owners, June
2024



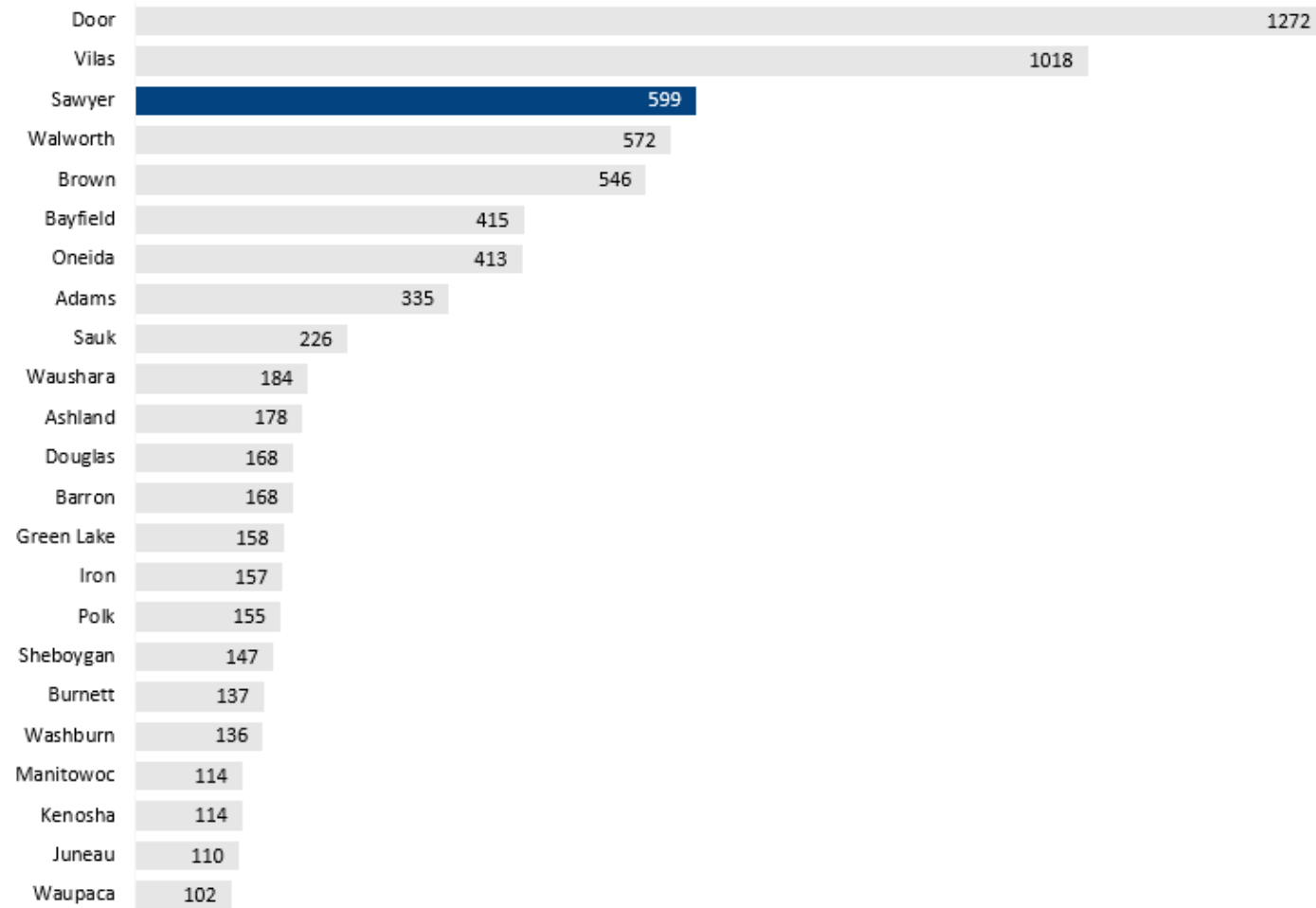


Sawyer County TRH Opening Date, by Year

Sawyer County TRH Count by Municipality



Number of TRHs by Wisconsin County (>100 TRHs)





County Comparison of TRH Ordinances

Legend for Content on Next Slide

N/A – not applicable

N/R – not required

LSD – Land Survey Department

ARP – a subgroup of Zoning

LUP – Limited Use Permit

CUP – Conditional Use Permit

STR – Short Term Rental

POWTS – Private Onsite Wastewater Treatment System (also known as a septic system)

		Occupancy Standard						
County/Municipality	Local Permit/License	Occupancy Limited	2 People per Bedroom	2 People per Bedroom +2	Other	Notification of Adjacent Property Owners/Signage	Contact or Local Agent	Parking Requirements
Sawyer (Proposed)	TRH License	Yes		X		Cert. mail 300 ft	Yes- 60 minutes	Yes
Bayfield	Zoning STR Permit	Yes	POWTS			N/R	A contact person that can be reached at any time	N/R
Ashland	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Washburn	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Barron	Yes - LUP	Yes		X		Yes - Cert. mail 200 ft	Yes - 24 hour contact	Yes
Rusk	Yes - CUP	Yes		X		Yes - Info Sign	Yes - local contact?	N/R
Price	Yes - CUP	Yes			X	Yes - Info Sign	N/R	N/R
Burnett	Yes - LSD permit	Yes	POWTS			Yes - Co. informs adjacent neighbors	Yes - 50 miles	Yes
Vilas	Yes - Zoning TRH	Yes	X			N/R	Yes - 40 miles	Yes
Adams	Yes - Zoning TRH	Yes			X	Yes - Co. informs adjacent neighbors (500 ft)	Yes - 25 miles	Yes
Oneida	Yes - Zoning ARP Permit	Yes	POWTS			N/R	Yes - 25 miles	Yes
Columbia	Yes - CUP	Yes		X		N/R	None	Yes
Buffalo	Yes - Zoning Permit	Yes		X		N/R	N/R	Yes
Walworth	Yes - STR License	Yes	POWTS			N/R	N/R	Yes
Marquette	Yes - TRH License	Yes			X	N/R	Yes - 25 miles	Yes
Lake Delton	Yes - TRH Permit	Yes		X		N/R	Yes - 30 minutes	Yes

1
2
3 **SAWYER COUNTY BOARD OF SUPERVISORS –**
4 **AMENDMENT TO SAWYER COUNTY ORDINANCE – HEALTH AND HUMAN**
5 **SERVICES CHAPTER 14 – TOURIST ROOMING HOUSES AND SHORT TERM**
6 **RENTALS**

7 **RESOLUTION NO. _____**
8

9 **WHEREAS**, Wisconsin law permits Sawyer County (the “County”) to adopt and enforce
10 ordinances addressing public health;
11

12 **WHEREAS**, on May 18, 2023, the County Board approved the formation of and
13 convening of an ad hoc committee (“TRH Ad Hoc Committee”) to analyze the issues associated
14 with the increasing number of tourist rooming houses and short term rentals in the County, and to
15 determine whether the County should adopt an ordinance regulating tourist rooming houses and
16 short term rentals in the County;
17

18 **WHEREAS**, on August 22, 2024, after several meetings and reviewing of multiple draft
19 ordinances, the TRH Ad Hoc Committee voted to recommend approval of the proposed Sawyer
20 County Ordinances Chapter 14 – Health and Human Services Article IV – Tourist Rooming
21 Houses and Short Term Rentals (the “TRH Ordinance”), a copy of which is attached hereto and
22 incorporated herein, to the County Health and Human Services Board (“HHS Board”);
23

24 **WHEREAS**, on September 10, 2024, the HHS Board conducted a public hearing for the
25 TRH Ordinance, discussed the TRH Ordinance, and voted to forward this Resolution and the TRH
26 Ordinance to the County Board for consideration and with no recommendation that the County
27 Board approve or deny the TRH Ordinance; and
28

29 **WHEREAS**, on September 19, 2024, the County Board was presented with information
30 regarding the TRH Ordinance, but the County Board did not take action on the TRH Ordinance at
31 that meeting.
32

33 **NOW, THEREFORE, BE IT RESOLVED**, the Sawyer County Board of Supervisors
34 determines, adopts and directs the following:
35

- 36 1. Recitals. The Recitals set forth above are true and accurate, and are therefore
37 incorporated into the Resolution and shall be used not just for reference.
38
39 2. Approval of the TRH Ordinance. The Sawyer County Board of Supervisors hereby
40 approves and adopts the TRH Ordinance attached hereto as Exhibit A.
41
42 3. Health, Welfare and Safety. The Sawyer County Board of Supervisors finds that the
43 County’s approval and adoption of the TRH Ordinance is beneficial to, and in the best
44 interest of, the health, welfare, safety and other interests of Sawyer County’s residents,
45 taxpayers, visitors, and natural resources.
46

- 47 4. Additional Actions. The Sawyer County Health and Human Services Department and
48 the Sawyer County Health Officer are hereby authorized to take all necessary steps to
49 ensure that Sawyer County Board of Supervisor's action and decision set forth herein
50 is completed.
51
- 52 5. Conflict with Other Laws. Nothing in this Resolution shall be deemed to conflict with
53 any other applicable state law, including but not limited to Wis. Stat. Ch. 97 or Wis.
54 Admin. Code Ch. ATCP 72, as each may be amended. In the event of any conflict
55 between the TRH Ordinance and state law, the state law shall control.
56
57

58
59 This Resolution is hereby approved for consideration by the Sawyer County Board of
60 Supervisors by the Sawyer County Health and Human Services Board at its meeting on
61 September 10, 2024. The Sawyer County Health and Human Services Board hereby makes
62 no recommendation to the Sawyer County Board of Supervisors whether to adopt the TRH
63 Ordinance.
64

65
66 _____
67 Kay Wilson, Chair

68 Tweed Shuman, Member

69
70 _____
71 Chuck Van Etten, Member

72 Jeff Hoehne, Member

73
74 _____
75 Bill Trepanier, Community Member

76 Carol Pearson, Community Member

77
78 _____
79 Sabrina Dunlap, Community Member

80 Dawn Petit, Community Member

81
82 This Resolution adopting the TRH Ordinance, as set forth in Exhibit A, is hereby adopted by the
83 Sawyer County Board of Supervisors this 17th day of October, 2024.
84

85
86 _____
87 Ron Kinsley,
88 Sawyer County Board of Supervisors Chairman

89 Lynn Fitch,
90 Sawyer County Clerk

91 Exhibit A (Attached): Sawyer County Ordinance – Health and Human Services Chapter 14,
Article IV – Tourist Rooming Houses and Short Term Rentals



Tourist Rooming House (TRH) Ordinance FAQ

What is the need for the ordinance?

Sawyer County has experienced tremendous growth in the number of TRH properties and as of July 2024 has approximately 600 TRH properties. The increase in TRH properties has resulted in significant economic benefits for the area but has also caused conflict and issues with some TRH properties and their neighbors. At this time, neither Sawyer County nor any Sawyer County municipalities have a permit or license requirement.

TRH's already receive a license from the County, is this a new permit?

Sawyer County Public Health acts as an Agent of the State to issue Wisconsin Department of Agriculture, Trade and Consumer Protection (DATCP) lodging licenses. The State licenses are issued under the criteria outlined in the State code that address health and safety matters. All lodging and food service entities are required to have a State license.

The Sawyer County Ordinance outlines the criteria for issuance of a County license through Sawyer County Public Health. The license process is intended to be seamless with the State license.

Is Sawyer County the only County considering this?

No, many counties in the State have a County license/permit requirement for TRHs. We have verified that nearly all counties with a significant number of short-term rental properties already have a County license or permit requirement in place. Of the 10 counties with the highest number of TRHs, Sawyer is the only county without a County or Municipal license or permit requirement. Of the 20 highest counties, there are only three without a local license or permit requirement and two of those indicated they are working on it.

Why is there any occupancy standard?

The occupancy standard is included to maintain the integrity of the sanitary permit that was issued to the property based on the design/occupancy of the structure. Sanitary permits are issued before installation based on the number of bedrooms, which is the direct tie to occupancy.

Why does the ordinance require notification of adjacent property owners?

TRHs are effectively commercial entities operating in a residential setting. In some counties, TRHs are only allowed with a conditional or special use permit through Zoning which requires a public hearing and notification of adjacent property owners.

The requirement of notifying adjacent property owners in the proposed TRH ordinance is a courtesy to inform them that a TRH is operating in the neighborhood. It is also intended to create a connection between the TRH and the neighborhood. So, if issues arise, the first step to resolve the problem is for the neighbor(s) to reach out to the TRH owner/agent.

Why is a local agent required?

Unlike other lodging properties that have owners or staff onsite, TRH's typically do not. The requirement for a local agent (which can be the owner), is intended to maintain



Tourist Rooming House (TRH) Ordinance FAQ

accountability for the property should any issues arise. We believe it is important for the property owner to be responsive if issues arise from occupants or neighbors which is why proximity is also included.

Why aren't existing ordinances/laws/statutes enforced rather than creating a new ordinance?

Existing ordinances/laws/statutes are enforced, but at present there is no way to create accountability for ongoing issues or repeated violations of existing ordinances/laws/statutes. The new ordinance creates a fair and uniform process tying enforcement to the ability to operate as a TRH.

Why are Public Health staff able to access the property when they want?

This is already granted by the property owner when they are issued their State lodging license. The County ordinance language mirrors the State's license language.

How will the ordinance be enforced if adopted?

There is no plan to have TRH police out on patrol. However, the ordinance provides tools to address problems when/if repeated problems arise. There will be a period for owners/agents to be informed and educated before enforcement will take place.

Why doesn't the County just address the problem TRH's?

The only way to address the problems that may occur with TRHs is with an ordinance that applies to all TRHs. Like nearly all of the laws and ordinances we live under, they are enforced against the bad actors.

Why isn't this a Zoning process/permit?

Going through zoning would require:

1. Rewrite of Zoning Ordinances (Zone Districts)
2. Additional staff to handle workload
3. A Conditional Use Permit (CUP) for 600+ facilities
4. To notify neighbors within 300 ft.
5. Town Review (or Town Planning Committee)
6. Board Approval
7. Cost of \$350.00 for CUP plus cost of a license/permit
8. Minimum of a three-month process + any appeals

**SAWYER COUNTY CODE OF ORDINANCES
CHAPTER 14 - HEALTH AND HUMAN SERVICES
ARTICLE IV- TOURIST ROOMING HOUSES AND SHORT-TERM RENTALS**

AUTHORITY. This Chapter 14, Article IV – Tourist Rooming Houses and Short-Term Rentals, is adopted pursuant to the authority granted by Chapters 59, 66, 251 and 254 of the Wisconsin Statutes and shall be administered by the Sawyer County Department of Health and Human Services.

COMPLIANCE WITH STATE AND OTHER APPLICABLE LAW. This Article IV is subject to all provisions set forth in the Wisconsin Statutes and other applicable law, as each may amended. Nothing in this Article IV is intended to, and shall not be construed to, amend or otherwise modify the Sawyer County Health Officer's rights, obligations and authority set forth in the Wisconsin Statutes and other applicable law, as each may be amended.

PURPOSE AND INTENT. The purpose of this Ordinance is to respect the rights of private property owners to use and enjoy their property, and to ensure that lodging units rented for tourist rooming houses or short-term rentals are operated in a manner that protects the health, safety, and quality of life for the residents and visitors of Sawyer County.

14-4-1. DEFINITIONS

- A. *Bedroom* means a term found in SPS 382 and 383, used to calculate residential estimated wastewater flow for POWTS. Number of bedrooms is based on two persons per bedroom, unless otherwise approved by DSPS.
- B. *Call for Service* means a call made or forwarded to the Sawyer County Sheriff or other law enforcement body with jurisdiction over the TRH Property.
- C. *County* means Sawyer County, Wisconsin.
- D. *County Health Department* means the Public Health Unit of the County Health and Human Services Department.
- E. *County Health Officer* means the County Public Health Supervisor/Officer, or the Supervisor/Officer's authorized agent or designee.
- F. *License* or *TRH License* means the granting of permission in a written/certificate form from the County Health Officer to operate a Tourist Rooming House on the TRH Property and carry on the activities permitted by this Article IV.
- G. *Licensee* means the Person to whom a TRH License is issued pursuant to this Article IV.
- H. *Operating* means the offering, operating, advertisement or rental of a TRH Property or any part thereof.

- I. *Owner* means the Person or Persons holding title to the real and personal property that makes up the TRH Property.
- J. *Owner's Agent* means the Person appointed by the Owner of a Tourist Rooming House to act as agent on behalf of the Owner.
- K. *Person* means an individual, a natural person, firm, partnership, association, company, corporation, organization, municipality, County, town, or State agency, whether tenant, owner, lessee or licensee, or the agent, receiver, heir, or assignee, or of any of these or any other group acting as a unit. Whenever the word Person is used in any section of this Article IV prescribing a penalty or forfeiture, as to partnerships or associations, the word shall include the partners or members thereof, and as to corporations, shall include the shareholders thereof.
- L. *Renter* means any Person that rents or uses any portion of a TRH Property.
- M. *POWTS* means a private on-site wastewater treatment system.
- N. *Sanitary Permit* means a permit of record, approved by the County Zoning Department as issuing agent for the Wisconsin Department of Safety and Professional Services indicating wastewater performance capabilities of existing POWTS.
- O. *Secondary Habitable Structure* means a structure that features habitable conditions on the same parcel of land as primary structure.
- P. *Short-Term Rental* means a residential dwelling that is offered for rent or fee for fewer than thirty (30) consecutive days.
- Q. *Tourist Rooming House* means all lodging places and tourist cabins and cottages, including Short Term Rentals, other than hotels and motels, in which sleeping accommodations are offered for pay to tourists or transients. It does not include private boarding or rooming houses not accommodating tourists or transients, or bed and breakfast establishments regulated under Wis. Admin. Code Ch. ATCP 73.
- R. *Tourist Rooming House Property* or *TRH Property* means the real property on which the Tourist Rooming House sits or is located, any real property that a Renter may use as part of the rental of the Tourist Rooming House, and any personal property that is used in the operation or use of the Tourist Rooming House. TRH Property does not need to be contiguous or adjacent.

14-4-2. TOURIST ROOMING HOUSE LICENSE REQUIRED

No Person or entity shall advertise, rent or Operate a Short-Term Rental or Tourist Rooming House in the County unless a TRH License has been issued by the County pursuant to this Article IV. An Owner, Licensee or other Person Operating the Tourist Rooming House shall be responsible for all requirements of this Article IV. Application for a TRH License shall be in a form prescribed by the County Public Health Officer and be consistent with this Article IV.

14-4-3. APPLICATION FOR TRH LICENSE

A. Application Forms.

1. Application for a TRH License shall be made in writing to the County Health Department on forms developed and provided by the County Health Department.
2. The Applicant shall comply with any requirements for application and approval required by the County Zoning and Conservation Department.

B. Required Information. The applicant shall provide all of the following with the application for TRH License:

1. Address of TRH Property and tax ID number.
2. Name, billing and contact information of the Owner(s).
3. Name, billing and contact information of the party submitting the application, and name of the Person (Licensee) intending to hold the TRH License (if different than the applicant).
4. Designation of the Owner's Agent and contact information for the Owner's Agent, if required.
5. The Wisconsin Department of Revenue Sales Tax Number.
6. Name of local municipality establishment resides in (Township, City, Village, etc.)
7. Requested maximum occupancy.
8. Any other information the County Health Department deems necessary in order to make an informed determination of the application.

14-4-4. DECISION ON APPLICATION

- A. Decision Time.* The County Health Officer shall either approve or deny the application within 30 days after the receipt of a complete application. The County Health Officer and applicant may mutually agree to an additional 30-day review period if circumstances require a longer review period.

Issuance. A TRH License may be issued only after compliance with the requirements of this Article IV, compliance with Sec. 14-3 of the County Ordinances, and compliance with all other applicable laws, including but not limited to issuance of the State of Wisconsin Department of Agriculture, Trade and Consumer Protection License for a Tourist Rooming House issued pursuant to Wis. Stat. § 97.605. Under no circumstances shall the County Health Officer approve an application and grant a TRH License unless all governmental approvals set forth in Sec. 14-4-3(A)(2) are issued prior to or in conjunction with the TRH License.

B. Denial of Application for TRH License.

1. The County Health Officer may deny an application for a TRH License for any of the following reasons:
 - a. Applicant's and/or Owner's failure to provide any materials or information required by Sec. 14-4-3 herein.
 - b. Applicant and/or Owner's filing or providing inaccurate, false or misleading information with the TRH License application.
 - c. Information from a local law enforcement agency documenting any complaints or citations that may have been issued due to an Owner or Applicant's operation of another Tourist Rooming House in the County or in another jurisdiction.
 - d. Information that issuance of this TRH License would negatively impact the health, welfare and safety of the County, residents and visitors in the County, or other property in the County.
2. The following procedure shall be followed in the denial of any TRH License:
 - a. A decision by the County Health Officer to deny an application for a TRH License shall be in writing and shall state, with specificity, the reasons for the County Health Officer's decision and shall reference all applicable statutes, ordinances, rules, regulations or orders.
 - b. The County Health Officer shall send to the applicant a copy of the written decision as required by this Sec. 14-4-4(B)(2).
 - c. Applicant or Owner may seek review of the County Health Officer's decision to deny an application for a TRH License by following requirements as set forth in Sec. 14-4-14(B).

14.-4-5. TERM

A. *Term.* A TRH License shall not be prorated and shall expire annually on June 30 of each year following issuance.

B. Renewal of TRH License:

1. An Owner or Licensee may request renewal of a TRH License between May 1 and June 30 by filing a renewal request with the County Health Department.
2. Each renewal request shall include:
 - a. Any updated information that is different from the information submitted with the original application or the most recent TRH renewal;

- b. Any additional information that the County Health Officer may reasonably request in order to make an informed determination on the renewal request;
 - c. The renewal fee, as required by this article shall be as provided through the fee schedule approved by County.
 - d. The TRH owner providing notification annually to neighboring properties, by mail to each owner of real property within 300 feet of the perimeter of the TRH Property as required by Sec. 14-4-9(D) herein.
- 3. Upon receipt of the renewal request, the County Health Officer shall review the renewal request and information required therein to ensure compliance with all terms and conditions of the original TRH License and all applicable laws. The County Health Officer may contact the local law enforcement agency, the County Sheriff, and the County Zoning and Conservation Department to determine whether any complaints or citations have been issued due to the Tourist Rooming House's operation.
 - 4. The County Health Officer shall issue a decision on the renewal request within thirty (30) days of receipt of the renewal request.
- C. *Change of Ownership or Transfer of Interest.* The Owner shall notify the County Health Officer of any transfer of ownership interest of any portion of the TRH Property. A TRH License is not transferable or assignable between any Persons other than immediate family members as defined in Wis. Stat. § 97.605(4)(a)(2), as may be amended.

14-4-6. INSPECTION

Will be enforced by Wis. Stat. § 97.615(2) and Wis. Admin. Code Ch. ATPC 72.06 (1) as each may be amended.

14-4-7. FEES

Fees for a TRH License application, penalties, processing charges or other fees required by this Article IV shall be as provided through the fee schedule approved by the County Health and Human Services Board and available for review in the County Health Department.

14-4-8. OWNER'S AGENT

- A. *Appointment by Owner.* Every Owner shall appoint an Owner's Agent as a local contact and authorized party to act on Owner's behalf. An Owner's Agent shall not be required if the Owner meets the requirements of an Owner's Agent set forth in this Article IV and agrees to perform the obligations of an Owner's Agent.
- B. *Designation.* The Owner's Agent shall be designated by the Owner in the TRH License application. The Owner shall provide the County Health Officer written notice of any change in residence or information regarding the Owner's Agent within ten (10) days of any change in designation.

- C. *Required Qualifications.* To qualify as an Owner's Agent under this Article IV, the Owner's Agent must be a Person who can respond within a 60-minute drive (in normal conditions) to the TRH Property.
- D. *Authority.* An Owner's Agent shall be authorized by the Owner to act as Owner's agent and representative in all matters involving the operation of the TRH Property. The Owner and Owner's Agent shall be party to a written agreement that sets forth these obligations.

14-4-9. OWNER RESPONSIBILITIES

- A. *Records.* Owner and Licensee shall keep records for a period of at least one (1) year as required in Wis. Admin. Code Ch. ATCP 72.16.
- B. *Posting of License.* Owner shall post current license(s) issued by Sawyer County Health & Human Services in a place visible to guests.
- C. *Required Signage.* A weather-proof sign measuring at least 8 inches by 10 inches shall be posted on the property on which there is a tourist rooming house in a location that is legible from the roadway providing access to the TRH Property and close to the driveway. The signage is not required to be displayed when the owner is not operating the property as a rental. The sign must be maintained and contain the information as follows:
 - 1. Address of TRH facility
 - 2. Name of Owner or Owners Agent
 - 3. Owner or Owners Agent phone number(s)
 - 4. Owner or Owners Agent email address
 - 5. License number(s)
 - 6. Maximum number of occupants allowed
 - 7. Sawyer County Health & Human Services complaint website:
[Sawycountygov.org/healthcomplaint](https://sawycountygov.org/healthcomplaint)
- D. *Notification to Neighboring Properties.*
 - 1. Owner shall provide annually, by mail to each owner of real property within 300 feet of the perimeter of the TRH Property, the following information:
 - a. Address of the TRH Property.
 - b. TRH License number.
 - c. Current contact information for the Owner and Owner's Agent for issues arising on the TRH Property.

2. The Owner shall provide updated information upon the change of any information required in Sec. 14-4-9(D)(1) by mail to the owner of each real property within 300 feet of the perimeter of the TRH Property within ten days of such change.
3. The Owner shall provide, upon request by Sawyer County Health Officer, a copy of the letter and list of all notification sent to neighboring properties. Failure to provide said letter/list of notifications to neighboring properties as required by this Sec. 14-4-9(D) shall be a basis upon which to terminate the TRH License.
4. The Owner shall take all reasonable measures to respond and resolve any complaints.

14-4-10. ROOM TAX.

Every Owner and Licensee shall comply with the room tax reporting requirements of Wis. Stat. § 66.0615, as it may be amended, or as required by a local municipality with room taxation authority over the TRH Property.

14-4-11. OCCUPANCY AND MINIMUM REQUIREMENTS.

A. Occupancy Requirements.

1. Occupancy shall comply with the size requirements set forth in Wis. Admin. Code Ch. ATCP 72.14(2)(b), as may be amended.
2. If a TRH Property does not have access to a public sewer facility, a POWTS may be used to serve the TRH Property upon approval by the County Zoning and Conservation Department. The POWTS shall be designed, constructed, and operated in accordance with Wis. Admin. Code Ch. SPS 382, 383, and ATCP 72.10(5), and any other restrictions imposed by the County Ordinances.
3. Maximum occupancy of a TRH served by a POWTS shall be limited to residential wastewater design flow calculations of two (2) Persons per Bedroom, plus two (2) additional Persons per licensed facility, or any other technologies, methods, or wastewater design flow estimates approved by Wisconsin Department of Safety and Professional Services (DSPS) in accordance with SPS 382 and 383.
4. Campers, RVs, tents, yurts, or other means of shelter to increase occupancy on the TRH Property are prohibited.

14-4-12. TOURIST ROOMING HOUSE REGULATIONS. In addition to all other applicable laws, every Renter or Person using or occupying any portion of a TRH Property shall comply with the following:

- A Fire Extinguisher.* Each Tourist Rooming House shall provide at least one (1) fire extinguisher within the TRH Property. If the extinguisher is not readily visible, one or more signs shall be posted indicating the location of the extinguisher.

- B. *Fireworks*. Fireworks, as defined in Wis. Stat. § 167.10, as may be amended, may not be used or operated on a TRH Property at any time.
- C. *Pets*. Any Renter or Person using or occupying the TRH Property shall comply with all provisions of the County Ordinance No. 4-2-10 and 4-2-11 relating to control of animals. Renters or any other Person using the TRH Property shall maintain control of pets at all times.
- D. *Minimum Parking Requirements*. All guest “off-street” parking must be contained on the TRH property. All guest “on-street” parking is prohibited, unless allowed by the governing entity having jurisdiction over the public road. Private roads, access, easements (including utility) may not be used as parking areas unless expressed written consent is given by all entities which have access to said easement.
- C. *Secondary Habitable Structures*. Will not be allowed for overnight sleeping accommodation unless permitted as such by the Sawyer County Zoning and Conservation Department and meets all other licensing requirements.
- D. *Recreational Burning*. Will be limited to fires contained within a pit or ring and must be at least 25 feet from the property line and any building, structure, or other combustible materials.
- E. *Waste & Recyclables*. Receptacles for waste and recyclables shall be stored in an enclosed structure or secured as to prevent wildlife, vermin, and insects from accessing and must be kept in a leak-proof, non-absorbent containers equipped with tight fitting covers. Containers must be emptied often and cleaned inside and outside regularly.

14-4-13. ENFORCEMENT AND VIOLATIONS.

- A. *Enforcement*. The provisions of this Article IV shall be enforced by the County Health Officer, the County Zoning and Conservation Department, or an appropriate law enforcement body, and each may issue citations for any violations of this Article IV pursuant to Sec. 1-2-3 and Sec. 1-2-4 of the County Ordinances, as may be amended.
- B. *Notice of Violation to Owner and Licensee*. Notice of any violation of the Article IV or other applicable law that is issued to a Person using the TRH Property shall also be delivered to the Owner and Licensee, at the Owner and Licensee’s expense.
- C. *Owner Obligations*. An Owner shall be responsible for the conduct of each Person using the TRH Property.
- D. *Penalties*. The following penalties shall be assessed for violations of this Article IV:
 - 1. Any Licensee or Person who operates any establishment, business, or other operation without a valid License required under this article shall be subject to any applicable fees, penalties and processing charges, including, but not limited to, a fee for operating without a License for each day in which the Licensee or Person operates without the required License. Fees, penalties and processing charges shall be determined by the County Health and Human Services Board and may be amended from time to time.

2. In addition to forfeitures listed above, any violation of a provision of this Article IV may result in the suspension or termination of the TRH License.
 3. Penalties set forth in this section shall be in addition to all other remedies of injunction, abatement, or costs whether existing under this Article IV or otherwise.
- E. *Other Remedies for any Violation of Applicable Laws.* Nothing in this Article IV shall be construed as prohibiting enforcement of any other applicable law, including but not limited to County Ordinances for public nuisance, public health hazards, or disorderly conduct.
- F. *Calls for Service.* If three Calls for Service are received and verified by (affidavit) the County for any TRH Property within one month, the County Health Officer may initially suspend the TRH License for a period of not more than 35 days during which time the County Health Officer shall determine whether corrective action is needed, whether to commence suspension or revocation proceedings pursuant to Sec. 14-4-14, or the TRH License may be reinstated without further action. Three or more Calls for Service within three months may result in the revocation of the TRH License.

14-4-14. DENIAL, SUSPENSION OR REVOCATION OF TOURIST ROOMING HOUSE LICENSE.

- A. *Authority.* The County Health Officer may deny any TRH License application, or suspend or revoke any TRH License issued under this Article for noncompliance with this Article or any other State or local statute, ordinance, rule, regulation, order, or other applicable requirement. All time sensitive mailings, on the part of the Health Department, will be done through the United States Postal Service Certified Mail Return Receipt Requested mail service or personally with signature of delivery.
- B. *Process.* The denial, suspension or revocation of any TRH License under this Article shall follow the process set forth in Sawyer County Ordinance Chapter 14, Article III, Sec. 14-3-12, as may be amended.
- C. *Revocation of a License.* Sawyer County Health & Human Services shall provide notification to each owner of real property within 300 feet of the perimeter of a TRH Property should a TRH license be revoked.

14-4-15. EFFECTIVE DATE.

This Article IV shall be effective upon passage and publication as provided by law.

**Minutes of the October 3, 2024, meeting of the Sawyer County
Public Safety Committee
Of the Sawyer County Board of Supervisors
Assembly Room; Sawyer County**



Voting Committee Members Present:

- ☒ Chair: Ron Buckholtz
- ☒ Vice Chair: Marc Helwig
- ☒ Jeff Hoehne
- ☒ Marshal Savitski
- ☒ John Suralski

Others Present:

Andy Albarado
Lynn Fitch
Sandy Okamoto
John Froemel-virtual
Chaz Ann Olson
Marge Kelsey
Leslie Strapon

Greg Ripczinski
Doug Mrotek
Joe Sajdera
John Froemel
Sari Torstenson

Call to Order – Chair Buckholtz called the meeting to order at 9:00 am. Roll Call taken. Quorum was met.

Certification of Compliance with the open meeting law was met.

Meeting Agenda

Public Comment – Linda Zillmer

Minutes from the previous meeting dated: September 5, 2024

Motion to approve made by: Mr. Suralski Second by: Mr. Helwig
Motion carried without negative vote.

Circuit Court --

Judge's Report –

Clerk of Court's Office Reports -

A written report was provided.

Sheriff's Department Report –

Patrol Report – A written report was provided and reviewed by Lt. Ripczinski. 964 calls for service were listed with 220 crashes to date. Deputy Mike Meyer-Saleh will be graduating the CVTCLE Academy program Oct 6th. He will begin training Patrol FTO shortly thereafter.

Jail Report – A written report was provided and reviewed showing the average daily population being 76.75 and the unemployment rate at 71%.

Communication Center and Emergency Management – Written reports were provided and reviewed. Dispatchers recently had MABAS (Mutual Aid Box Alarm System) Training, Mindshare Radio Consoles for dispatch have arrived and GenComm is in the process of getting the specs correct for Sawyer County.

Communication Systems Specialist Report – A project overview was provided and the system seems to be running well at this time. The overview was a review of the system that we looked at this past summer. A resolution to allow the County to proceed with the radio system improvements was presented by Mr. Albarado. A motion was made by Mr. Helwig to approve the resolution and forward it to County Board; second by Mr. Suralski. Motion carried without negative vote.

Code Enforcement Specialist – Ms. Olson provided a verbal update. She is now officially certified s a code enforcement officer after receiving training. The highest number of calls continue to be in large dogs at large. She is also beginning to address TRH enforcement issues.

Child Support Department Report --

A written report was provided. Total support due for the month of August was \$1,328,058.32 with amount collected of \$954,014.90. Our compliance audit was successful. Ms. Okamoto reported that their State audit was successful. IRS requirement reporting was completed as required.

Emergency Services -

Public Safety Report – Written reports were shared and reviewed by Mr. Froemel. Narcan use by law enforcement continues at a high rate; he reported two overdose deaths to date. The 4th crew room is almost complete at the ambulance garage. We continue to be understaffed in the paramedic field.

Criminal Justice Coordinating Council Update -

Joint MOU w/LCO -Mr. Albarado presented the joint resolution for consideration. A motion was made to approve the joint MOU w/LCO by Mr. Savitski; second by Mr. Helwig. Motion carried without negative vote.

Board Appointed Committee Updates -

Future Agenda –

Meeting Date/Time – The next meeting of the Public Safety Committee will be Thursday, October 31st at 9:00 am in the Board Room.

Meeting adjourned at 9:42 am

Minutes recorded by Lynn Fitch, County Clerk

Project Overview

Assessment

The current radio system is falling short in terms of providing reliable mission critical coverage for Sawyer County Sheriff's Department, Sawyer County Ambulance, Hayward Police Department, and 8 local fire departments. Some of your equipment is not supported and is no longer manufactured. We recommend a wholesale replacement to a system architecture that emergency services use extensively in the US. Locally, we have designed and installed these types of systems in WI and IL. According to our preliminary assessment, we believe that 5-sites will achieve the critical coverage requirements needed for agencies in the county.

The design for the radio system includes the following:

- 5-site, 3 channel analog
 - 1 Channel of P25 VHF Simulcast system
 - 2 Channel Analog Simulcast System
- P25 LSM simulcast modulation for fewer sites and better coverage.
- Integration with the new Mindshare Dispatch consoles
- Microwave Backhaul with network redundancy
- Alarm system
- Expert installation
- Local service technicians

Details of Proposed Solution

Your current system does not provide adequate portable coverage throughout the county. GenComm proposes a new 5-site system design using mostly different sites. The system consists of a 3 channel P25 digital conventional / analog simulcast that will integrate into existing dispatch consoles at the sheriff's office or you might want to consider replacing the consoles.

1 Existing Site:

- Hayward
- Option to keep Hayward Water Tower as a Tx/Rx site or Rx Only site for better inbuilding coverage in Hayward

4 New Sites:

- Meteor (Recommend New Tower and Shelter)
 - DOT Tower is full and County tower does not provide adequate coverage
- Lac Courte Broadcast Tower
- Loretta (Recommend New Tower and Shelter)
 - Option to Lease from ATC for \$2,500/month
- Birchwood Mosaic Tower
 - Lease rate \$1,000/month, includes tower and shelter

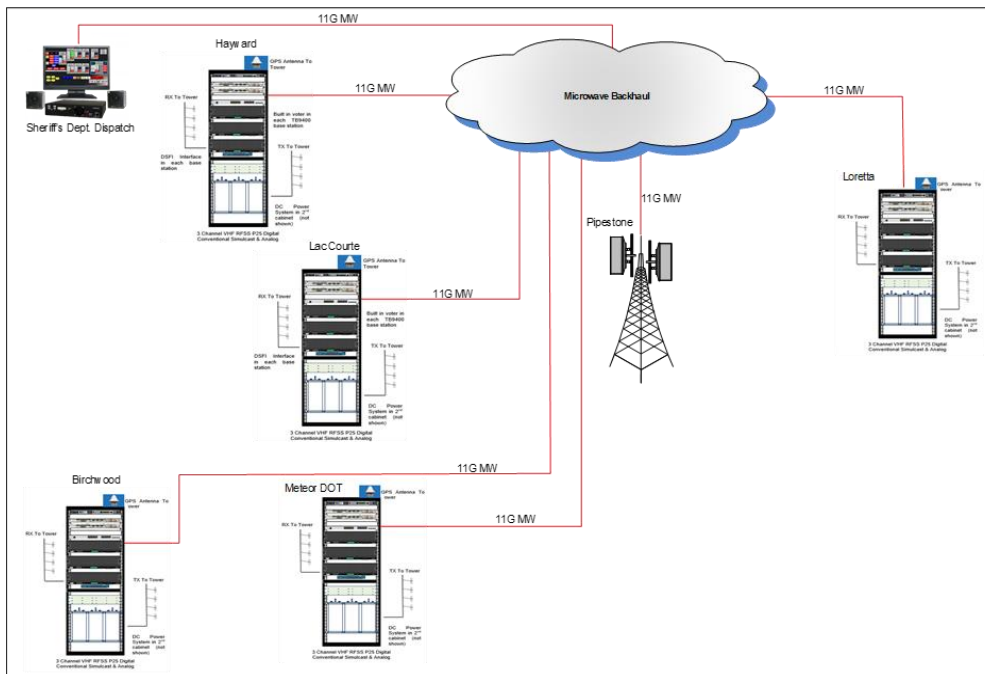
Additional Highlights

- P25 VHF conventional simulcast using LSM for exceptional coverage
- Coverage to meet (and exceed) 90% with 95% reliability
- Distributed simulcast and voting architecture built into stations – less equipment needed with no single point of failure
- Geo-redundant primary and backup simulcast voter sites
- Microwave ring at 99.999% reliability
- Cisco network

Radio System

GenComm proposes a Tait P25 digital and analog conventional simulcast radio system utilizing the latest in advanced technology. The TB9400 IP based base stations will be the engines driving this system. These stations will be utilized for the P25 and analog simulcast channels. Tait's P25 Simulcast is a compact and resilient network solution for voice and data. The architecture reduces the total cost of ownership by providing advanced functionality with less equipment, better coverage on the same frequencies per site and the ability to expand as organizational needs change.

Detailed 5-Site System Diagram



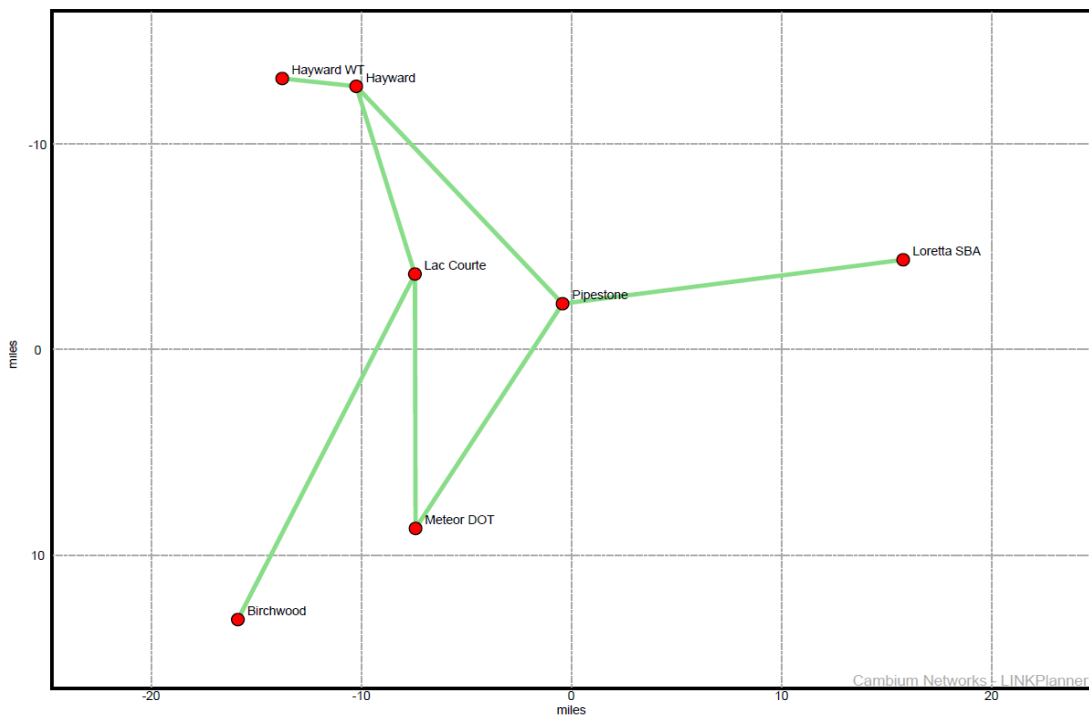


4651 Anderson Dr. Eau Claire, WI 54703
715-225-7604

Microwave System:

We recommend a licensed microwave system to provide you with a robust system that utilizes equipment from our Vendor **Cielo Networks**. We developed a network with 4 sites in a ring and 3 sites with a 1+1 hot standby protection with (2) CG2X units. We are using the 11GHz band to reduce dish sizes but could use the 6GHz band for less path fade. The system will be equipped for adaptive modulation up to 1024 QAM to provide scalable up to 150 Mbps of layer 2 capacity with a 99.999% annual 2-way availability at the time of installation. Pipestone will be used as a pass-through site to reach Loretta.

Microwave System Diagram



Coverage Analysis

GenComm reviewed site locations with high-quality transmit combiners, receive multicouplers and antenna systems and produced the selected 5-sites based on a thorough study of coverage prediction results. The simulcast sites are connected to a microwave system designed in spoke configuration for optimum reliability. We wanted to address your specifically stated areas of concern while also enhancing other areas within your service territory where we believe users will experience both need indoor signal penetration and solid outdoor coverage. The combination of these sites will deliver the best coverage within the county.

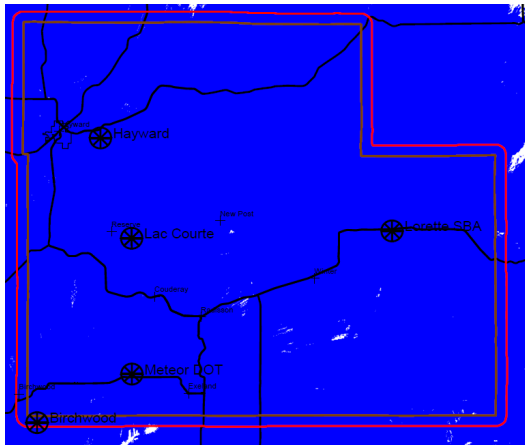
Primary concern is portable talkback (receive) coverage outdoors and indoors. GenComm used the county's site locations with the existing transmit combiners, receive multicouplers and antenna systems to come up with the below coverage maps. The simulcast sites are connected to a microwave backhaul designed for maximum reliability and control.

Our coverage maps are based on your 5-site system with 95% reliability with portable on hip with half wave antenna approximately 3' AGL at DAQ 3.4. We provided maps for digital and analog outdoors and 8dB indoor coverage maps which is a standard loss for rural areas. This does not guarantee coverage but provides a reliable estimation on strength of coverage within the county boundary.

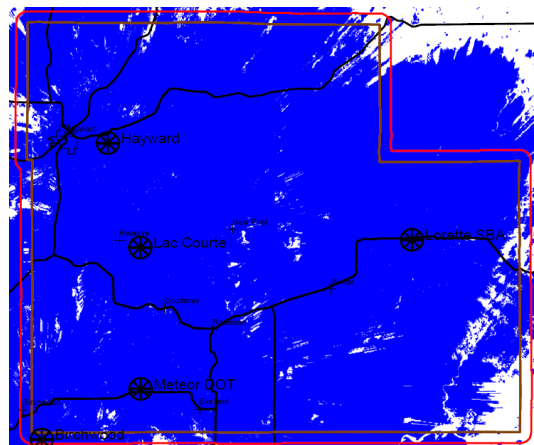
Coverage Maps

Digital P25 LAW Coverage

Portable Radio Outdoor Coverage



Portable Radio 8dB Indoor Coverage

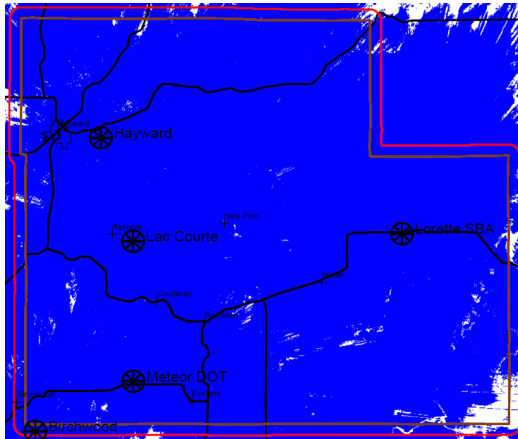




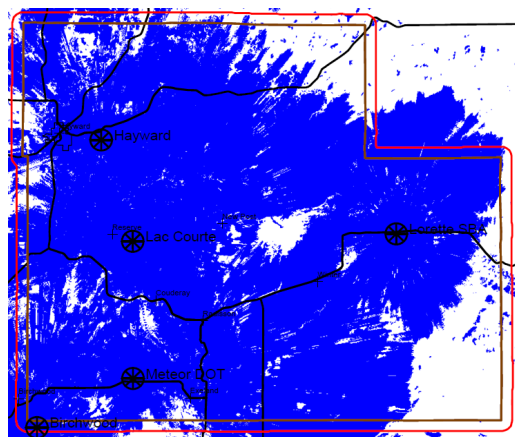
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Analog Fire Coverage

Portable Radio Outdoor Coverage

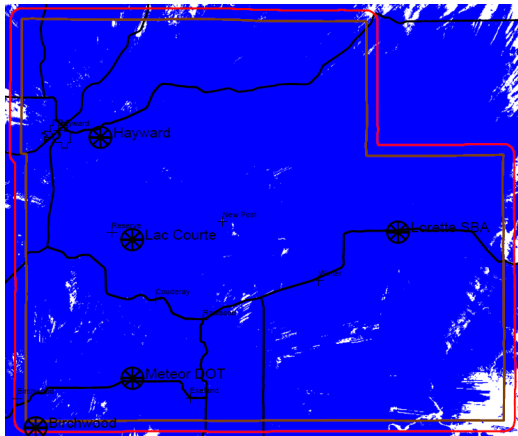


Portable Radio 8dB Indoor Coverage

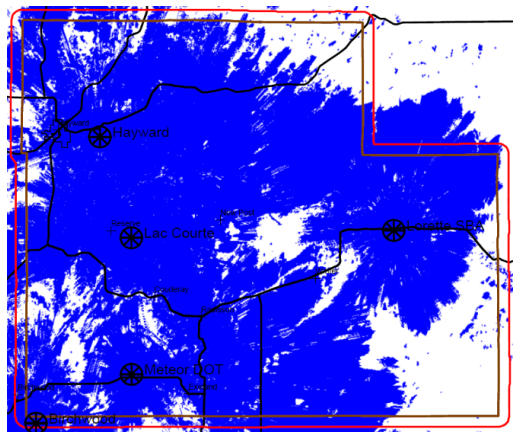


Analog Paging Coverage

Pager Outdoor Coverage



Pager 8dB Indoor Coverage





4651 Anderson Ave
Eau Claire, WI 54703

9/4/2024

Rep: Gary Pelletier
Email: gary.pelletier@gencomm.com
Phone: 608-310-7122

Prepared for:
Sawyer County
Attn: Andy Albarado

Sawyer County LSM P25 Conv Simulcast

P25 Conv Simulcast Sites	Price
Hayward Backup Voter	\$115,485.38
Hayward WT Tx/Rx Site	\$166,834.04
Lac Courte Main Voter	\$122,877.21
Birchwood	\$110,256.07
Meteor (New Tower)	\$105,376.10
Loretta (New Tower)	\$109,097.24
Spares	\$57,699.17
Total	\$787,625.22

Microwave Backhaul	Price
Hayward	\$56,887.01
Hayward WT	\$47,967.68
Lac Courte	\$77,135.93
Birchwood	\$49,440.45
Meteor (New Tower)	\$38,895.89
Loretta (New Tower)	\$37,727.96
Pipestone	\$66,905.46
Total	\$374,960.39

Services	Price
Services - Engineering and PM	\$100,000.00
LMR FCC Licensing - Estimate	\$20,000.00
Total	\$120,000.00

Radio System Total:	\$1,282,585.60
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Tower and Shelters	Price
Meteor 225' Tower	\$586,322.00
Loretta 225' Tower	\$586,322.00
Total	\$1,172,644.00

Radio System Total with New Towers:	\$2,455,229.60
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RESOLUTION 24-_____

PROCEEDING WITH PUBLIC SAFETY RADIO SYSTEM IMPROVEMENTS

WHEREAS, Sawyer County operates a Public Safety Radio System, and

WHEREAS, the Public Safety Radio System provides a communication network for all emergency services within Sawyer County, including the Sheriff's Department, Hayward Police, LCO Police, 8 local fire departments, and County Ambulance Service, and

WHEREAS, it has been deemed necessary to undertake improvements to the network to provide adequate and necessary radio coverage and reliability, and

WHEREAS, these improvements include equipment upgrades and new tower locations, and

WHEREAS, the improvements as outlined in the accompanying proposal from GenComm will achieve the desired 90% radio coverage of the County with 95% reliability.

NOW, THEREFORE BE IT RESOLVED that the Sawyer County Board of Supervisors does hereby approve proceeding with the Public Safety Radio System improvements as outlined in the accompanying proposal.

BE IT FURTHER RESOLVED that a project budget of \$2.75m is established and is to be included in the 2025 budget.

This Resolution is recommended for adoption by the Sawyer County Board of Supervisors at its meeting on October 17, 2024, by this Sawyer County Public Safety meeting this 2nd Day of October, 2024.

Ron Buckholtz, Member

John Suralski, Member

Marc Helwig, Member

Jeff Hoehne, Member

Marshal Savitski, Member

This Resolution is hereby adopted by the Sawyer County Board of Supervisors this 17th day of October, 2024.

Ron Kinsley, Chair, Sawyer County Board of Supervisors Lynn Fitch, County Clerk

**MEMORANDUM OF UNDERSTANDING
BETWEEN
LAC COURTE OREILLES BAND OF LAKE SUPERIOR CHIPPEWA INDIANS
AND
SAWYER COUNTY BOARD OF SUPERVISORS
CONCERNING THE SAWYER COUNTY CRIMINAL JUSTICE COORDINATION
COMMITTEE**

This Memorandum of Understanding ("MOU") is entered into by the Lac Courte Oreilles Tribal Governing Board ("Tribal Governing Board"); the Sawyer County Board of Supervisors ("County Board").

Recitals:

The Lac Courte Oreilles Tribal Governing Board serves as the governing body of the Lac Courte Oreilles Band of Lake Superior Chippewa Indians ("Tribe") pursuant to Article III, Section 1 of the Lac Courte Oreilles Constitution and Bylaws, as amended in 1966.

The Sawyer County Board of Supervisors serves as the governing body for Sawyer County and is tasked with coordinating necessary services for the residents of Sawyer County, pursuant to the Wisconsin Constitution Article IV, Section 22 and Section 23; See also Wis. Stat. §§59.03 and §§59.10 (2)(3) (5).

Purpose:

The primary purpose of this MOU is to recognize and solidify the relationship between the Tribal Governing Board and the County Board in their efforts to assist with the provision of criminal justice services in Sawyer County. The existing criminal justice services in Sawyer County are; the Circuit Court, Tribal Court, County District Attorney's Office, Tribal Legal Department, Sawyer County Sheriff's Department, Tribal Police Department, Department of Corrections as well as Mental Health and Substance Facilitators.

The secondary purpose of this MOU is to establish and support a Criminal Justice Coordinating Committee that shall assist the existing criminal justice services provided in Sawyer County by coordinating the services provided so that strategies can be developed to ensure the efficient and effective deployment of both county and tribal resources.

Roles and Responsibilities:

Tribal Governing Board:

The Tribal Governing Board shall provide two (2) board members, or designate representatives, to serve on the Criminal Justice Coordinating Committee. Those two (2) members will participate with the CJCC and represent tribal interests in developing efficient and effective services for tribal members as well as county residents.

Sawyer County:

The County Board shall provide two (2) board members, or designate representatives, to serve on the Criminal Justice Coordinating Committee. Those two (2) members will participate with the CJCC and represent county interests in developing efficient and effective services for county residents as well as tribal members.

The County shall mandate that Lac Courte Oreilles tribal member status and any other tribal member status designations be included on the Sawyer County Jail Report. This designation was recently taken off of the jail roster and this failure to include tribal status hinders the Tribe's ability to monitor the disproportionate rate of tribal members in the jail.

CJCC/Justice Point

The Executive Director of Justice Point shall be obligated to provide a quarterly report to the Tribal Governing Board at a Regularly Scheduled Meeting to discuss the services being provided to tribal members.

Contributions:

The County agrees to provide a minimum sum of Fifty Thousand dollars (\$50,000.00) annually for the next one (1) budget years with the purpose of establishing and maintaining a Criminal Justice Coordinating Committee. The Tribal Governing Board agrees to provide Fifty Thousand dollars (\$50,000.00) annually for the next one (1) budget years. The funds provided by the tribe and the county shall be coordinated through the Sawyer County Administration and used for purposes of this agreement and subsequent documents created consistent with the agreement. One of those purposes, will be to fund Justice Point to collect data for the purposes of developing programing to address the criminal justice and rehabilitation needs for residents of Sawyer County and tribal members.

Timeframe:

This Memorandum of Understanding shall become effective on February 1, 2024 and shall remain in effect for a period of one years and shall terminate on January 31, 2025.

Establishment of Responsibility:

This MOU is not intended to, and does not create, any right, benefit, or trust responsibility, substantive or procedural, enforceable at law or equity, by any party against Sawyer County or the Lac Courte Oreilles Band of Lake Superior Chippewa Indians, its agencies, its officers, or any other person.

Principal Contacts:

Memorandum of Understanding

Criminal Justice Coordinating Committee - Funding

Tribal Governing Board
Louis Taylor
Chairman
13394W Trepania Rd
Hayward, WI 54843

Sawyer County Board
Ron Kinsley
Chairman
10610 Main St,
Hayward, WI 54843

Authorized Representatives:

By signature below, the cooperators certify that the individuals listed in this document as representatives of the cooperator are authorized to act in their respective areas for matters related to this agreement.

This Memorandum of Understanding is the complete agreement between Lac Courte Oreilles Tribal Governing Board and the Sawyer County Board of Supervisors; and this agreement shall be amended only by written agreement signed by each of the parties involved.

THE PARTIES HERETO have executed this instrument.

Lac Courte Oreilles Tribal Governing Board

Louis Taylor
Chairman

9-28-24

DATE

Sawyer County Board of Supervisors

Ron Kinsley
Chairman

DATE

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Resolution #2024-_____

SAWYER COUNTY AQUATIC INVASIVE SPECIES PROGRAM

WHEREAS, Sawyer County is interested in obtaining a grant from the Wisconsin Department of Natural Resources for the purpose of continuing a county-wide program for aquatic invasive species control;

WHEREAS, a grant agreement is requested to carry out the project;

WHEREAS, Sawyer County has budgeted a sum sufficient to complete the project;

THEREFORE, BE IT RESOLVED, that Sawyer County is authorized to make application for a grant to continue the AIS program; and

HEREBY AUTHORIZES the Zoning and Conservation Administrator, to act on behalf of Sawyer County to submit an application to the State of Wisconsin, Department of Natural Resources for financial assistance; to sign documents; and to take necessary action to undertake, direct and complete the approved project.

BE IT FURTHER RESOLVED that Sawyer County will comply with all local, state and federal rules, regulations and ordinances relating to this project and the grant agreement through the 31st of December, 2026.

Adopted this 11th day of October, 2024 by the Sawyer County Land, Water, and Forest Resources Committee. By a vote of:____in favor____against____abstain

John Suralski, Chairman

Steve Kariainen, Vice Chair

Kay Wilson, Member

Randy Neuman, Member

County Administrator's Report

October 2024



Personnel

Recruiting for

- Sheriff – Recruiting Deputy (Court Security)
- Ambulance - All positions, but primary need is Paramedic
- HHS – Childrens Long Term Support
- Maintenance – Part -time
- Elected Official Deputies

Corporation Counsel(s) –.

Ordinance review/development

Tourist Rooming House – Short Term Rental – on agenda tonight

Tax Deed Process – Act 207 and 216 implementation

Airport

Master Plan – public advisory group and public information meetings held on October 9th. Recommended Development Alternative presented

Updates posted to website www.sawyercounty.airportstudy.net

Extending contract with Hayward Aviation for another 5 years, approved by Public Works, presented to County Board.

Ambulance

Ongoing review of operation with ES leadership prioritizing filling vacant Paramedic positions, and aligning staff/scheduling for most efficient operation.

Shortage of paramedics is biggest hurdle to being more efficient

Reviewing Ambulance Charges – plan for resolution to adjust at November Public Works meeting.

Economic Development

Broadband

Providers are waiting “project units” (geographic areas) where funding will be eligible.

Anticipate applications from area providers, who will be seeking Endorsement’s from County.

Endorsement requests will be considered by Economic Development & UW-Extension Committee and October and November (and then sent to County Board in those months).

Sawyer County broadband profile can be found here.
<https://psc.wi.gov/Documents/broadband/CountyProfiles/Sawyer.pdf>

LCO

1-year MOU agreement for CJCC, with amended language proposed by LCO, approved by Public Works, presented to County Board.

Criminal Justice Collaborating Council

Diversion and Treatment (Recovery) Court are both up and running. Both at capacity. CJCC starting discussions on youth issues, and truancy.

Budget

Public Hearing October Board Meeting

Other noteworthy items being worked on

Facilities – Additional card passes, implementation of secure windows in some offices. Will be starting on Clerk of Court secure area with window. Relocation of Justice Point to Child Support area.

Public Safety Radio Network – Resolution to proceed October Board meeting

Implementing Act 207 and 216 with Treasurer – changes in Statute will result in change in our Tax Deed process

Carbon Credits – no new updates

Lake District Formation Petition – Callahan/Mud Lakes

Petition has been filed.

Public hearing on formation will be held at November- Land, Water, Forestry Committee meeting on November 6th. Public notice going out.

After Pubic Hearing committee has to provide a report to the Board.

Town Board Chair meeting – met with Chairs on September 30th in response to letter received from Sawyer County Unit of Wisconsin Towns Association. Discussed Zoning Issues, process and timeline of applications. Role of towns in process. Staffing of Zoning office.

Will be providing Towns with timeline for applications, future meeting on ordinance changes.