

AGRICULTURAL IMPACT STATEMENT



DATCP File Photo

**DATCP
#4432**

**Central Wisconsin Airport Land
Acquisition
Marathon County
WisDOT-BOA # CWA1015**



**WISCONSIN DEPARTMENT OF AGRICULTURE,
TRADE AND CONSUMER PROTECTION**
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DATCP #4432
Central Wisconsin Airport Land Acquisition

WISCONSIN DEPARTMENT OF AGRICULTURE, TRADE AND CONSUMER PROTECTION

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MISSION STATEMENT

Dear Reader,

In the 1970's, Wisconsin farmers and many local governments located between Green Bay and Milwaukee overwhelmingly opposed the planned creation of Interstate 43 (I-43). As originally planned, the I-43 project would run about 2 miles west of and parallel to Hwy-57 and be constructed primarily on farmland, as opposed to utilizing the existing Hwy-57 right of way. These farmers organized and staged protest rallies on the Wisconsin State Capitol grounds, including bringing cows to graze on the capital lawn. The strong opposition these farmers and local governments demonstrated prompted a compromise that would relocate the interstate to run along the US 141 corridor between Milwaukee and Manitowoc. This same opposition also prompted the Wisconsin legislature in 1978 to establish the Agricultural Impact Statement (AIS) statute, Wis. Stat. § 32.035, as part of Wisconsin's Eminent Domain law.

Holding onto the spirit and purpose of the farmer led protests of the 1970's, the mission of the AIS program is ***to provide agricultural landowners and operators an opportunity to be heard in matters that impact their lands and an opportunity to voice for alternatives in order to preserve farmland under the framework of Wis. Stat. § 32.035.*** Through the AIS program, agricultural landowners have the opportunity to provide feedback, document impacts, and advocate for alternative solutions any time agricultural lands are significantly affected by an entity with the potential powers of eminent domain. The AIS program also provides affected landowners the time to gather information in order to make well informed decisions before the potential project begins. Lastly, the AIS program makes suggestions and recommendations to project initiators to promote project alternatives and management practices that would reduce the potential impacts to agricultural lands and operations.

The AIS program has responsibilities to both the impacted landowners and the project initiator. The AIS program serves as an advocate to the affected agricultural landowners and will contact each affected landowner and operator in order to listen, learn and document the impacts the project poses to their agricultural lands and operations. Based on this feedback, the program will also identify and recommend project alternatives, best management & oversight practices and remediation practices to the project initiator, landowner(s) and operator(s) to reduce potential agricultural impacts. The AIS program serves the needs of the project initiator by conducting the AIS analysis and publishing the statement within a timely manner as required by Wis. Stat. § 32.035. In addition, the AIS program provides a continuing presence throughout project development and oversight processes in order to advocate for agricultural landowners and support the statewide priority to preserve prime farmland.

The Agricultural Impact Statement program and the WI Department of Agriculture, Trade and Consumer Protection are honored to provide this essential state service to the agricultural landowners and operators of the state.

Thank you

The figures within this document were created with a colorblind friendly palette

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SUMMARY OF AGRICULTURAL IMPACT STATEMENT

The Wisconsin Department of Agriculture, Trade and Consumer Protection (DATCP) has prepared this Agricultural Impact Statement (AIS) #4432 for the proposed acquisition of land by the Central Wisconsin Airport (CWA) in the Village of Kronenwetter, Wisconsin. The CWA proposes to purchase land offered by a private landowner which is located adjacent to established boundaries of the airport. The Central Wisconsin Joint Airport Board determined it sensible to acquire the property for future unknown airport use.

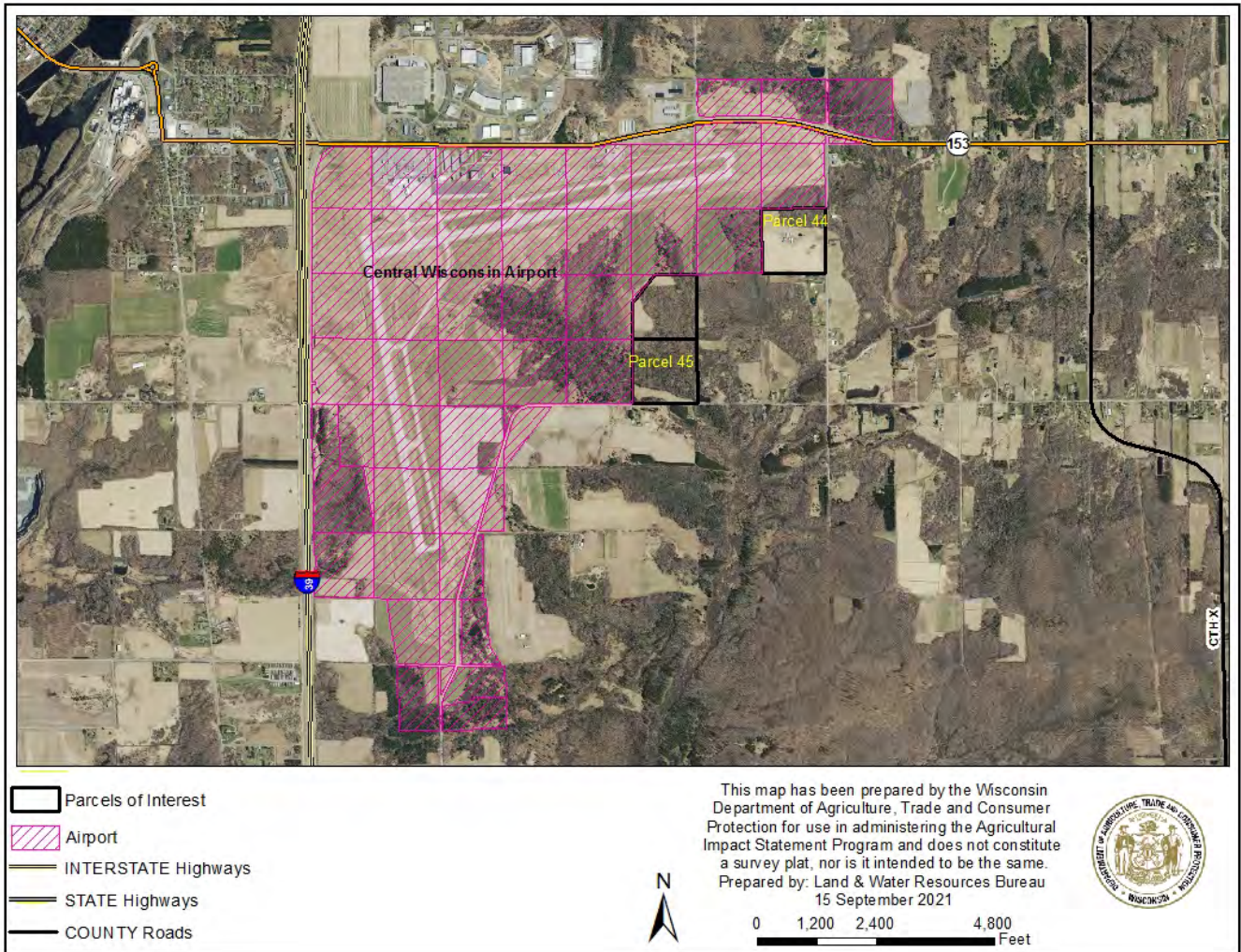
Stanley Grochman Jr., under guardianship of sister Elaine Gaulke, offered 116.72 acres to the adjacent CWA. According to the Agricultural Impact Notice, the property consists of two separate pieces of land, named Parcel 44 and Parcel 45, which is how they will be referred to for the purpose of this impact statement. Parcel 45 is south of the airport (tax ID 145-2707-344-0999 and 145-2707-344-0995) while Parcel 44 is slightly to the northeast of Parcel 45 (tax ID 145-2707-352-0996). At the May 21, 2021 meeting of the Central Wisconsin Joint Airport Board, the board decided to pursue this acquisition, although there is no immediate plan to develop the property. In the agricultural impact notification, the Central Wisconsin Joint Airport Board agrees to honor the current rental agreement (DATCP, 2021a).

In accordance with [Wis. Stat. §32.035](#), CWA has provided DATCP with the necessary information and materials to conduct an AIS. DATCP has also contacted the agricultural property owner affected by the proposed CWA agricultural land acquisitions. In accordance with [Wis. Stat. §32.035\(4\)\(b\)](#), DATCP has reviewed and analyzed the CWA's materials and comments from the affected agricultural property owner to assess the agricultural impacts of CWA's land acquisitions. Through the AIS analysis, DATCP offers a set of recommendations and conclusions to the CWA and the agricultural landowner to help mitigate impacts on agricultural lands and agricultural operations at the selected parcels.

The set of recommendations are located within the AIS Recommendation Section beginning on page three. The AIS analysis begins on page four with information on the project located in Section II. Information and conclusions on the agricultural setting of Marathon County and impacted areas can be found in Section III. The agricultural impacts of the project on the land, landowner and operator can be found in Section IV. Appendices for AIS #4432 contain information on the appraisal and compensation process (Appendix A), a copy of Wisconsin's agricultural impact statement statute (Appendix B) and various additional sources of related information for agricultural landowners and operators (Appendix C).

If CWA deviates from the planned voluntary acquisition, proposed use or scale of the acquired land, CWA shall re-notify DATCP. DATCP shall review the re-notification for new potential impacts to agricultural lands and may determine to generate an addendum to this AIS.

Figure 1: Location of the Central Wisconsin Airport and Parcels of Interest, in the Village of Kronenwetter, WI.



AGRICULTURAL IMPACT STATEMENT RECOMMENDATIONS

DATCP has reviewed and analyzed the materials provided by Becher Hoppe Associates, Inc. on behalf of CWA and comments from the affected agricultural property owner regarding the proposed land acquisition of two parcels adjacent to existing airport boundaries. In accordance with [Wis. Stat. §32.035\(4\)\(b\)](#), DATCP provides the following recommendations to CWA and the agricultural landowner to help mitigate impacts on agricultural lands and agricultural operations.

Recommendations to the Central Wisconsin Airport

- CWA and the agricultural land seller should arrive to a mutual agreement to disclose the contact information of the affected tenant agricultural operator, so that CWA may confirm the tenant has been informed of the impacts to their agricultural operation.
- If there is adequate growing season for a crop to mature and be harvested, before acquisition of the two parcels is finalized, the CWA should consider formalizing a rental contract with the current agricultural operator to harvest a crop for that season.
- If CWA wishes to keep the acquired land within agricultural use, CWA should consider formalizing a long-term rental contract with the current agricultural operator.
- As part of any future agricultural rental agreements, CWA should consider requiring conservation practices such as but not limited to conservation tillage, cover cropping, or no-till and require the tenant operator to meet agricultural performance standards under [ATCP 50.04](#) to maintain the health of the soils and preserve the investment.
- As there are no immediate plans to develop the parcels, the expansion could be used to facilitate non-agriculture conservation on site, such as providing space for reclaimed water use, advanced water purification, wetland preservation, or storm water management.
- Wildlife management should be a part of decisions made regarding this property. A report from the University of Nebraska – Lincoln suggests that corn fields result in the highest overall hazard to aviation (Nebraska, 2018). Alternative crops which lack palatable forage or abundant seeds do not introduce as much potential hazard to aviation if the decision is to continue cropping this property.
- In the future, if CWA contemplates adding solar energy to the site, photovoltaics (PV) solar installation could enhance energy supply at the airport. While both parcels are densely forested, which may not be compatible with co-locating solar, the Chattanooga airport in Tennessee has established a 12-acre, 2.64 Mw solar installation which provides all needed electricity for the airport (Baran, 2019).

AGRICULTURAL IMPACT STATEMENT

I. INTRODUCTION

DATCP has prepared Agricultural Impact Statement (AIS) #4432 in accordance with [Wis. Stat. §32.035](#) for the proposed purchase of agricultural land by the CWA in Marathon County, WI (Figure 1). CWA is a regional hub between Stevens Point and Wausau, Wisconsin, jointly owned by Portage and Marathon Counties, and is governed by the Central Wisconsin Joint Airport Board. Opened in 1969 with one runway, the airport has expanded to now offer services by three airlines: Delta Air Lines, American Airlines, and United Airlines. A 2012 Airport Economic Impact Report states that CWA provided \$71.5 million in economic output, supporting 564 jobs.

In Wisconsin, the Wisconsin Department of Transportation – Bureau of Aeronautics (WisDOT-BOA) supports a network of eight commercial service airports, including CWA, as well as 124 general aviation public-use airports. The Bureau of Aeronautics provides aviation and safety education and training for pilots, mechanics and schools. Additionally, the BOA manages land acquisitions for all public airports while providing technical assistance to airport operations. Finally, the BOA administers state and federal aid for airport improvements.

According to [Wis. Stat. §32.035](#), the AIS is designed to be an informational and advisory document that describes and analyzes the potential effects of a proposed project on agricultural operations and agricultural resources, but it cannot stop a project. DATCP is required to prepare an AIS when the actual or potential exercise of eminent domain powers involves an acquisition of any interest in more than five acres of land from any agricultural operation. The term agricultural operation includes all owned and rented parcels of land, buildings, equipment, livestock, and personnel used by an individual, partnership, or corporation under single management to produce agricultural commodities.

The AIS reflects the general objectives of DATCP in its recognition of the importance of conserving vital agricultural resources and maintaining a healthy rural economy. DATCP is not involved in determining whether or not eminent domain powers will be used or the amount of compensation to be paid for the acquisition of any property.

Prior to the release of this AIS, CWA and the impacted agricultural landowner notified DATCP of the intent to complete a voluntary contract without actualizing WisDOT-BOA / CWA powers of eminent domain to acquire the impacted agricultural parcel. As the voluntary contract preceded any jurisdictional offer by CWA, the 30-day waiting period for contract negotiations under Wis. Stat. §32.035(4)(d) is not applicable. If CWA plans to acquire additional new parcels of agricultural land, beyond the impacted parcels described within this AIS, DATCP shall be re-notified in accordance with Wis. Stat. §32.035(3).

Should WisDOT-BOA / CWA ever actualize its powers of condemnation for this acquisition, information on the appraisal and compensation process under eminent domain is provided within Appendix A. The full text of [Wis. Stat. §32.035](#) is included in Appendix B. Additional references to statutes that govern eminent domain and condemnation processes and other sources of information are also included in Appendices B and C.

II. PROJECT DESCRIPTION

The Project

Becher Hoppe Associates, Inc., on behalf of CWA, is seeking to acquire 116.72 acres offered by a private landowner. The offered acres are adjacent to the existing boundaries of the airport. The Central Wisconsin Joint Airport Board determined that purchasing this land would be beneficial to the airport, even though there are no current plans to develop the property. In accordance with [Wis. Stat. §32.035\(3\)](#), CWA has provided an agricultural impact notification (AIN) to DATCP that serves as the main reference document for the project and the project need (DATCP, 2021a). The offered acres are located south of the existing airport property boundary and are currently a mixed use of cropped land and forest. One of the parcels includes several buildings, which will be sold with the land. The CWA would acquire two parcels: Parcel 44 which is currently 22.55 acres crop land and 16.11 acres other agricultural land (tax parcel ID 145-2707-352-0996), and Parcel 45 which currently includes 7.41 acres of crop land and 68.26 acres of other agricultural land (tax parcel IDs 145-2707-344-0999 and 145-2707-344-0995). Parcel 44 contains the mentioned buildings.

According to the AIN, the CWA plans for the land to honor the agricultural operator rental agreement (DATCP, 2021a). CWA should provide notice if they plan to terminate the lease in the future.

Project Need

According to the AIN, a private landowner offered to sell the impacted agricultural parcels to the CWA (DATCP, 2021a). The Central Wisconsin Joint Airport Board determined it judicious to acquire the property for future, unknown, airport use.

III. AGRICULTURAL SETTING

Land in Agriculture

Marathon County, with a population of 137,237 residents (WisDOA, 2020) is classified as a Central Metropolitan Statistical Area (MSA) county (WisDOA 2019), which is defined as a county that contains the central urbanized population area(s) of 50,000 people or more (Standards, 2010).

Urban development pressures on agricultural lands are known to increase the rate of farmland conversion and increase agricultural land sale values (Azadi et al., 2010; Borchers et al., 2014). The following analysis will identify if agricultural lands within Marathon County are exhibiting signs of urban pressure and development. In 2017, Marathon County had 473,147 acres of land in farms or 47.8% of the county by area, which is higher than the statewide average of 41.3% (Table 1) (USDA, 2017a). However, the total acreage of farmland remaining within agriculture in the County is decreasing. Between 1997 and 2017 9.0% of agricultural lands within Marathon County were converted out of agricultural use, which is greater than the statewide average (4.1%) (Table 1) (USDA, 2017a). In addition, during this same time-period (1997 – 2017) Marathon County lost 20.8% of its farming operations, which is more than 17 times higher than the average loss experienced across Wisconsin (Table 2) (USDA, 2017b).

Table 1: Agricultural land in production within Marathon County and Wisconsin (USDA, 1997; USDA, 2017a).

Location	Acres of Agriculture Land		Agriculture Land Converted (%)
	1997	2017	
Marathon County	515,888	473,147	9%
Wisconsin	14,900,205	14,316,630	4.1%

Table 2: Change in the number of farms between 1997 and 2017 within Marathon County and Wisconsin (USDA, 1997; USDA, 2017b).

Location	Number of Farming Operation		Change in Farming Operations	Percent Change (%)
	1997	2017		
Marathon County	2,703	2,237	-466	-20.8%
Wisconsin	65,602	64,793	-809	-1.2%

The loss of farming operations within the County is also not occurring evenly across all sizes of operations. Between 2012-2017, farming operations lost within Marathon County all came from small to mid-sized (50 – 499 acre) operations, while the number of large operations (500 + acres) and small operations (1-49 acres) increased (USDA, 2017b). The consolidation of agricultural operations seen in Marathon County could be one explanation for the high rate of farming operation losses.

The urban development pressures within Marathon County may also be contributing to the high rate of farming operations losses and above average rate of agricultural land conversion. Going forward, the 2040 WisDOA population projections predict that Marathon County will see a 7% population increase by the year 2040 (WisDOA, 2013). The growing population projects for Marathon County above average agricultural productivity and below average rate of agricultural land conversion, would indicate agricultural land at this time is valued and but may be vulnerable to urban development pressures within the County.

Farmland Preservation

Wisconsin's farmland preservation (FP) program provides local governments and landowners with tools to aid in protecting agricultural land for continued agricultural use and to promote activities that support the larger agricultural economy. Lands that are planned for farmland preservation by the county and included in a certified zoning district or located within an Agricultural Enterprise Area (AEA) are afforded land use protections intended to support agriculture, and are eligible for the farmland preservation tax credit.

Through this program, counties adopt a state-certified farmland preservation plan that maps areas identified as important for farmland preservation and agricultural development based upon reasonable and objective criteria. Based on the plan, local governments may choose to adopt a FP zoning ordinance or designate AEAs to achieve further land protections and ensure that farmland covered by the plan is eligible for farmland preservation tax credits. Such ordinances and AEAs must also be certified by DATCP. Landowners who are eligible in either or both AEA and FP zoning areas and claim the tax credit are required to follow the state soil and water conservation standards to protect water quality and soil health.

Farmland Preservation Planning

Marathon County's current FP plan was certified by DATCP in 2013 and is set to expire in 2023 (Marathon County, 2021). Beginning in the 1970s, Marathon County was taking measures to protect and monitor the conversion of cropland and reduce the fragmentation of cropland and forestland. The two parcels of interest are not part of a FP Planning Area.

Farmland Preservation Zoning

A review of DATCP's FP program participation map shows that eight towns within Marathon County have adopted certified FP zoning districts administered under county authorities (DATCP, 2021b). The CWA is not sited within any of the FP zoning areas.

Agricultural Enterprise Areas

AEAs are community-led efforts to establish designated areas important to Wisconsin's agricultural future. This designation highlights the importance of the area for local agriculture and further supports local farmland preservation and agricultural development goals. Designation as an AEA also enables eligible landowners to enter into FP agreements. Through an FP agreement, a landowner agrees to voluntarily restrict the use of his/her land to agriculture for fifteen years in exchange for eligibility for the farmland preservation tax credit.

A review of DATCP's AEA program shows that Marathon County contains two designated AEAs (DATCP, 2021c): the Heart of American's Dairyland AEA, and a small portion of the Antigo Flats AEA. Heart of American's Dairyland AEA runs along the western border of the county and the

Antigo Flats AEA is located in the extreme northeast corner of the county. As the proposed CWA expansion project is located in south central Marathon County, neither of Marathon County's two AEAs are impacted by the CWA project.

Drainage Districts

Drainage districts are local governmental entities governed under Wis. Stat. Ch. 88 and organized under a county drainage board and for the primary purpose of draining of lands for agricultural use (DATCP, 2019a). Landowners who benefit from drainage pay assessments to cover the cost to construct, maintain, and repairing the district's drains. According to DATCP, approximately 190 active districts exist within 27 of Wisconsin's 72 counties (DATCP, 2019a). A review of DATCP's Drainage Program database indicates that Marathon County has no active drainage districts.

Conservation Programs

Voluntary conservation programs such as the USDA Conservation Reserve Program (CRP) and the Conservation Reserve Enhancement Program (CREP) are financial incentive programs to help agricultural landowners meet their conservation goals. The USDA and DATCP jointly administer the CREP program in Wisconsin

Conservation Reserve Enhancement Program

The CREP program pays eligible agricultural landowners enrolled within the program to install filter strips along waterways or to return continually flooded fields to wetlands while leaving the remainder of the adjacent land in agricultural production. To be eligible for CREP payments, a recipient must have agricultural lands in crop production that are within 150 feet of a stream or water body or 1,000 feet from a grassland project area (DATCP, 2019b). A review of DATCP's CREP records indicated that the proposed CWA expansion project would not directly impact any current CREP fields or easements, nor is the area eligible for the CREP program.

Conservation Reserve Program

The CRP program is a land conservation program administered by the Farm Service Agency of the USDA. In exchange for a yearly rental payment, eligible agricultural landowners enrolled in the program agree to remove highly erodible land from agricultural production and plant resource-conserving plant species such as grasses or trees that will improve environmental health and quality (USDA, 2019b). Eligible agricultural landowners must possess lands with the potential for long-term improvements to water quality, prevent soil erosion or establish beneficial wildlife habitats according to the USDA Environmental Benefits Index (USDA, 2019b). CRP enrollment information is privileged to the USDA and CRP program participants. DATCP is therefore unable to determine if any of the impacted agricultural parcels are enrolled within the CRP program.

IV. AGRICULTURAL IMPACTS

In addition to being a key component of [Wis. Stat. §32.035](#), documenting the agricultural impacts of a project provides the project initiator and the agricultural landowner the opportunity to better understand the project in its own right as well as learn how the project will impact agriculture. Furthermore, the documentation of agricultural impacts by agricultural landowners and operators creates the opportunity for them to advocate for alternatives that may reduce impacts to agricultural lands. In order to promote the opportunity for alternatives, DATCP has used information provided by CWA for this AIS and information gathered by DATCP from the agricultural landowner to analyze the potential agricultural impacts of the CWA's proposed acquisition of Parcels 44 and 45. The analysis of agricultural impacts and conclusions drawn from the analysis form the basis of DATCP's recommendations within the AIS Recommendation Section above.

Farmland Acquisitions and Landowner Concerns

The proposed acquisition of Parcels 44 and 45 by the CWA will cost approximately \$79,578.65 and take place over a two year period, with one parcel being sold in 2021 and one in 2022. DATCP attempted to contact the agricultural landowner, but the agricultural tenants remain anonymous. The following section relays the feedback and comments received from stakeholders and the agricultural landowner through DATCP's efforts as well as WisDOT-BOA. The information obtained will help form the basis of DATCP's analysis of agricultural impacts to specific agricultural landowners and agricultural landowners in general.

CWA

Within the AIN, the CWA states the land to be acquired is adjacent to the current airport property boundary. At this time, no improvements to the land are planned. CWA stated within the AIN they will honor the current rental agreement established by the seller (DATCP, 2021a).

Elaine Gaulke

Elaine Gaulke, acting in guardianship of Stanley Grochmal, initiated the sale of 116.72 acres to the neighboring CWA. The property is currently rented out, both land and existing buildings, and current land use is a mixture of cropland (26%) and other agricultural land (74%). Mr. Grochmal also owns a parcel of land in a residential area, but these two parcels contain all of Mr. Grochmal's agricultural holdings in Marathon County. The tenant producer uses the rented land to produce row crops such as corn or soybeans.

According to the CWA's agricultural impact notification (AIN), Ms. Gaulke initially approached CWA in 2021 with an offer to sell the impacted parcels ID (145-2707-352-0996, 145-2707-344-0999 and 145-2707-344-0995) to CWA. CWA reviewed the property and determined its location adjacent to the current airport property created a unique opportunity to increase CWA-owned property. CWA confirmed at the May 21, 2021 Central Wisconsin Joint Airport Board Meeting that CWA will

purchase the offered parcels by a fee-simple acquisition (i.e. to purchase full ownership and exclusive rights to the property).

Severance, Access and Wasteland

The acquisitions of agricultural property could result in agricultural parcel severance, removal of existing field access points and potentially the creation of wastelands and uneconomic remnant parcels. The circumstances (i.e. loss of access, severance, wasteland etc.) surrounding the impacts to each impacted remnant agricultural parcel are unique, thus some agricultural parcels may remain economically viable, while others may not. The following analysis will document the potential for severance, loss of access and potential creation of wastelands and uneconomic remnant parcels for the agricultural parcels impacted by the acquisition of Parcels 44 and 45 by the CWA.

With no development planned, and the intent to honor the agricultural rental agreement in effect, there is little risk of detrimental impacts regarding severance, access or creation of a wasteland.

Prime Farmland and Soils

The soils of the parcels being acquired by CWA were analyzed for impacts to soils designated as prime farmland, prime farmland if drained or farmland of statewide importance. Prime farmland is designated by the USDA according to section 622.3 of the National Soil Survey Handbook (USDA, 2017b) and is based on the ability of the land and soil to produce crops.

Prime Farmland: Land that has the best combination of physical and chemical characteristics for producing food, feed, forage, fiber and oilseed crops, and may further be utilized for cropland, pastureland, rangeland, forest land, or other lands excluding urban built-up land or water. It has the soil quality, growing season, and moisture supply needed to produce economically sustained high yields of crops when treated and managed according to acceptable farming methods.

Prime Farmland if Drained: If drained, it would meet prime farmland criteria.

Farmland of Statewide Importance: Set by state agency(s). Generally, these farmlands are nearly prime farmland and economically sustained high yields of crops when treated and managed according to acceptable farming methods. Some may produce yields as high as prime farmlands under proper conditions.

Not Prime Farmland: Farmland is neither prime farmland, nor of designated importance.

Within the parcels, most of the soils are classified as farmland of statewide importance (52.3%); next is prime farmland if drained (40%) and finally not prime farmland (7.7%). The majority of impacted soils are sandy loam soils, which are medium to coarse textured soils (Cornell, 2017)

with good soil structure, possess an ideal ability to hold onto moisture while also draining well and are usually best suited for crop production (UW-Extension, 2005).

This soils analysis shows that CWA's proposed purchase of Parcels 44 and 45 has the potential to remove both high quality soils and prime farmland from production. However, since current plans are to keep the land in agricultural production, this is not an issue of concern.

The voluntary sale of this agricultural land has mutually offsetting impacts to CWA. For example, the sale of property by Mr. Stanley Grochmal by his own will, will result in a loss of long-term income from cropland rental in exchange for the gains derived from the sale of the land. Mr. Grochmal would also lose future rights to the impacted lands for his own personal gain or use.

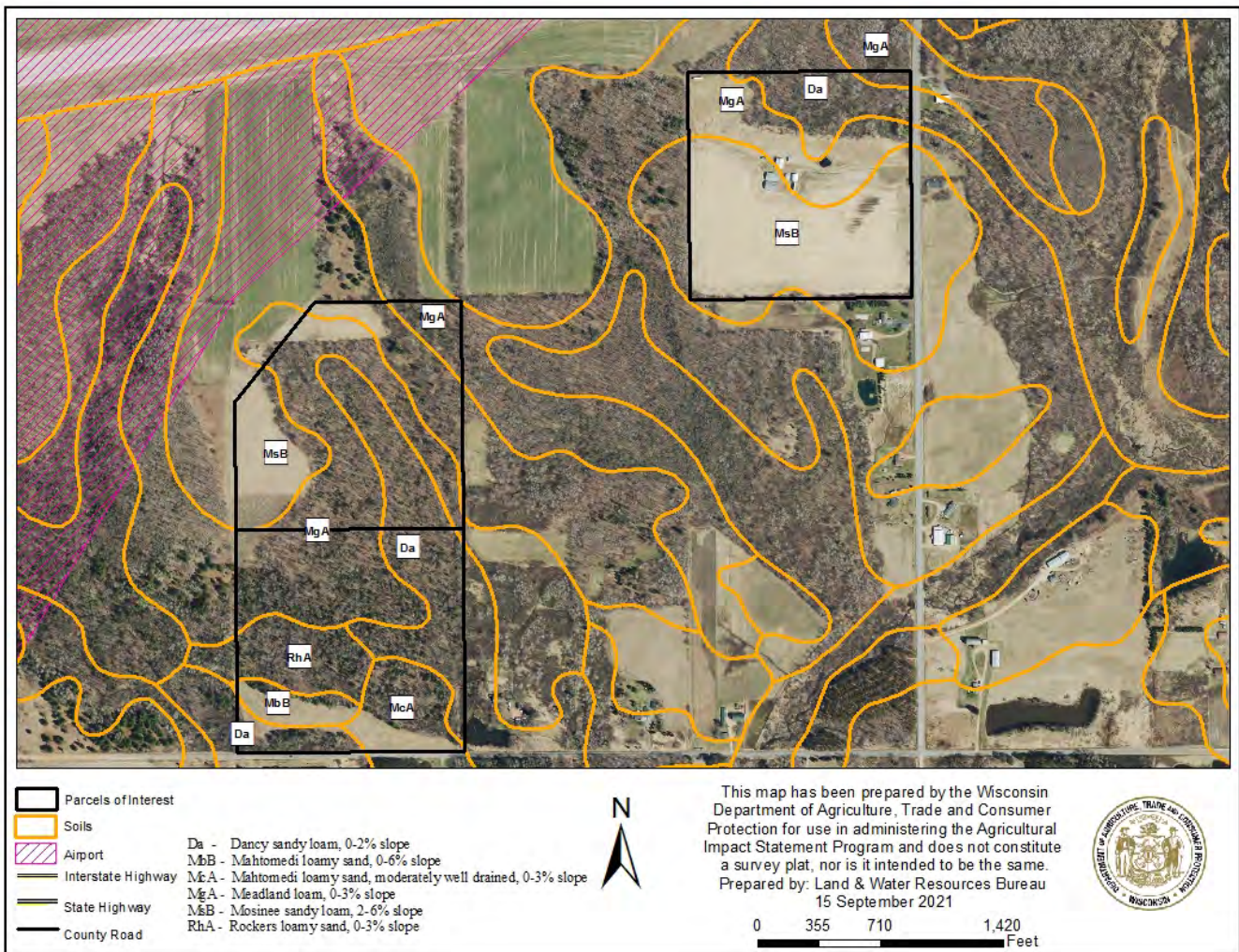


Figure 2: Soil map for the parcels of concern.

Drainage and Soil Health

Maintaining proper field drainage and preserving soil health is vital to the success of an agricultural operation. If drainage is impaired, water can settle in fields and cause substantial damage, such as reducing soil health, harming or killing crops and other vegetation, concentrating mineral salts, flooding farm buildings, or causing hoof rot and other diseases that affect livestock. Soil structure, texture, organic matter and microorganisms are all important factors that influence soil health (Wolkowski and Lowery, 2008).

An evaluation of the parcels' topography indicated that the tilled cropland portion slopes downward from west to east gradually. Aerial images of Parcel 45 show a decrease in elevation from northwest to southeast, with the tilled areas being on the northern and western, higher sides. The southern edge of Parcel 44 borders an unnamed stream. Aerial images of the impacted parcel also show several distinct wet areas on Parcel 44, a pond and what appears to be a low spot in the eastern portion of the tilled area. Utilizing conservation practices such as conservation tillage, cover crops, or no-till would be beneficial to the soil health and productivity of the land.

CWS's intention to not develop this land and to continue with current agricultural lease agreements minimizes the impacts to agricultural lands. The CWA owns other properties around the perimeter of the airport which also appear to be cropped. As their properties increase, a conservation plan for the best uses of the land is advisable. As mentioned previously, aircraft safety is paramount, so planting crops which provide conservation and economic benefit without attracting what become nuisance species is of import. For example, corn is an abundant and easy to access food source and is well known to attract wildlife. Researching and learning about crop alternatives would be beneficial for all agricultural properties owned by the airport.

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Federal and State Elected Officials

Governor Tony Evers

Honorable Joan Ballweg (State Senator: Committee on Agriculture)

Honorable Jerry Petrowski (State Senator: Senate District 29)

Honorable Patrick Testin (State Senator: Senate District 24)

Honorable Gary Tauchen (State Assemblyman: Committee on Agriculture)

Honorable John Sprios (State Assemblyman: Assembly District 86)

Federal, State and Local Units of Government

Wisconsin Department of Agricultural, Trade and Consumer Protection (DATCP)

DATCP Public Information Officer - LeeAnn Duwe

DATCP Legislative Liaison - Bradford Steine

DATCP Administrator, Agricultural Resource Management Division - Sara Walling

DATCP Director, Bureau of Land and Water - Lacey Cochart

Village of Kronenwetter President – Chris Voll

Village of Kronenwetter – Administrator – Richard Downey

Village of Kronenwetter – Clerk – Cindra Falkowski

Marathon County – Conservation, Planning and Zoning – Laurie Miskimins

Marathon County County Conservationist – Paul Daigle

Portage County – Planning and Zoning – Jeff Schuler

Portage County County Conservationist – Steve Bradley

Central Wisconsin Joint Airport Board Chair – Sara Guild

Central Wisconsin Joint Airport Vice-Board Chair – Dave Ladick

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Interest Groups, Entities and Individuals

Stanley Grochmal - Landowner



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TRADE AND CONSUMER PROTECTION**

**DIVISION OF
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Agricultural Impact Program

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