



Douglas County Forestry Department

9182 E. Hughes Avenue • PO Box 211
Solon Springs, WI 54873

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Tel 715-378-2219
Fax 715-378-2807

April 27, 2016

School District of Superior
Attn: Joan Parenteau
3025 Tower Avenue
Superior, WI 54880

RE: Purchasing Certified Paper Products

Dear School District Administrator,

Did you know that Douglas County is home to the largest County Forest in the State of Wisconsin at over 280,000 acres? We have a very active forest management program and many local and regional wood product companies greatly depend upon wood products harvested from our Forest to operate their businesses. The revenue generated from these products plays a crucial role in the County's annual budget, directly offsets a portion of the tax levy, and helps support many local municipalities and programs. In 2015 alone we generated over \$5M.

The timber industry is the second largest industry in Wisconsin and ranks as one of the largest in the nation. It contributes a significant value to our local economies and provides essential employment opportunities to many working families in our local communities.

Back in 2005, Douglas County achieved third party forest certification by committing itself to the Sustainable Forestry Initiative (SFI) standard and adopting the principles of sustainable forest management on our lands. This signified our commitment to ensuring that wood products harvested from the Douglas County Forest were done so in a scientifically, environmentally, socially, and economically responsible fashion that meets the needs of the current generation without compromising the needs of future generations.

Then in 2008, we further embraced this commitment by becoming dual third party certified under both the SFI and the Forest Stewardship Council (FSC) programs. This has allowed us to remain competitive in the global timber marketplace through the labeling of wood products harvested off our Forest. By using wood products supplied from our lands, manufacturers can then offer their products to customers with an environmentally responsible certified forest label. Many everyday products purchased at common vendors such as paper towels, lumber, books, packaging materials, copy paper, magazines, cups, boxes, and many others contain a certified label printed somewhere on the product or its packaging. Examples of these labels are as follows:

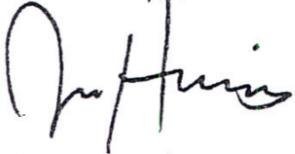


As an important member of the Douglas County community who relies on large amounts of paper products to conduct your business, we wanted to take this opportunity to educate and encourage you to

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purchase certified products. Next time you purchase paper products ask that it be from a SFI and/or FSC certified source and by doing so you will be promoting and supporting your local timber industry here in Douglas County and Wisconsin.

Sincerely,



Jon Harris
Director of Forestry & Natural Resources

DCFD:jh

cc: Douglas County Forest, Parks and Recreation Committee

SENT TO:

*School District of Superior
Attn: Joan Parenteau
3025 Tower Avenue
Superior, WI 54880*

*Drummond Area School District
Attn: Richard Guderian
52440 Eastern Avenue
Drummond, WI 54832*

*Maple School District
Attn: Evonne L. Zosel
P.O. Box 188
Maple, WI 54854*

*Northwood School District
Attn: Mary Ganzel
N14463 Highway 53
Minong, WI 54859*

*Solon Springs School District
Attn: Gitzy Wicklund
8993E Baldwin Avenue
Solon Springs, WI 54873*

*Webster School District
Attn: Stacy Gaffney
26428 Lakeland Avenue South
Webster, WI 54893*



April 14, 2016

Neil Mathison, Chairman
Solon Springs Airport Commission
PO Box 36
Solon Springs WI 54873

Subject: Solon Springs Municipal Airport Runway Expansion

Dear Mr. Mathison:

This is in follow-up to your February 8, 2016 letter to our local Wildlife Biologist, Greg Kessler, regarding an easement request for potential runway expansion to the south at the Solon Springs Municipal Airport. Your request was brought to my attention since our program handles airport project reviews for our agency. The purpose of this letter is to provide you with the conclusions from our review of this request.

In our work on past airport projects, we understand the first step is to gain Federal Aviation Administration (FAA) approval on purpose and need for improvement proposals. We recently verified this important step with Department of Transportation Bureau of Aeronautics (BOA) staff. Therefore, your request for a potential easement on the Douglas County Wildlife Area appears to be premature. The BOA staff also advised us that FAA would need to take a close look at potentially moving the ATC transmission line as part of their purpose and need review.

Once FAA completes their purpose and need approval, BOA staff would initiate contact with us to begin coordination and gather input under our interagency review procedures. As part of our review, we would gather input from all of our affected program managers, such as Greg, and provide one consolidated response back to BOA staff. So, there is no need for you to seek further input from our local staff.

We appreciate your interests to provide needed improvements at the Solon Springs Municipal Airport and look forward to working with BOA staff should the southern runway expansion proposal proceed. Please feel free to contact me if you have any further questions. I can be reached here in our Spooner office at 715/635-4226.

Sincerely,

Bill Clark

Environmental Review Supervisor

cc: Greg Kessler – Brule
Mike Zeckmeister – Spooner
Stacey Miller – WisDOT BOA

State of Wisconsin
DEPARTMENT OF NATURAL RESOURCES
810 W. Maple Street
Spooner WI 54801

Scott Walker, Governor
Cathy Stepp, Secretary
Telephone 608-266-2621
Toll Free 1-888-936-7463
TTY Access via relay 711



May 3, 2016

Neil Mathison, Chairman
Solon Springs Airport Commission
PO Box 36
Solon Springs WI 54873

Subject: Solon Springs Municipal Airport Runway Expansion

Dear Mr. Mathison:

This is in follow-up to our recent phone conversation regarding our April 14, 2016 letter. We have made additional contacts as agreed to during that discussion. The purpose of this letter is to provide you with a summary of our findings.

We understand you have a desire to pursue airport improvements which would be 100% locally and/or privately funded. Therefore, the Federal Aviation Administration and Wisconsin Department of Transportation Bureau of Aeronautics would have limited to no involvement. Specifically, you are looking at options to either re-route the existing ATC transmission line to remove obstructions from a new RPZ or relocate the entire runway eastward to a point where the existing transmission line would not present any obstruction.

At this time, there are no design, property acquisition, or funding support commitments for any new expansion. As indicated in our April 14, 2016 letter, your request for our consideration of a potential easement to relocate the transmission line onto the Douglas County Wildlife Area is premature. Our agency and Douglas County would need to negotiate details on any easement directly with ATC and not the Airport commission. It is also likely that ATC would need approvals from other entities which regulate the utility industry.

It appears ATC would not pursue obtaining relocation easements until there was a firm commitment to proceed with a specific airport expansion project as referenced in their May 26, 2015 letter to the Airport Commission. That letter also clearly indicates that ATC would not be able to provide funds for any new runway configuration.

In conclusion, it appears there is no viable project proposal being advanced through the appropriate process which would necessitate further review or involvement by our agency. At this time, we cannot provide the Airport Commission with any presumptive approval for a potential easement without specific project design details.

Sincerely,

Bill Clark

Environmental Review Supervisor

cc: Greg Kessler - Brule

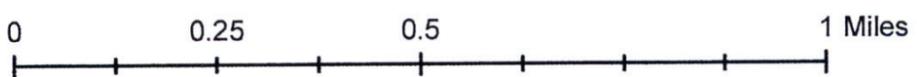
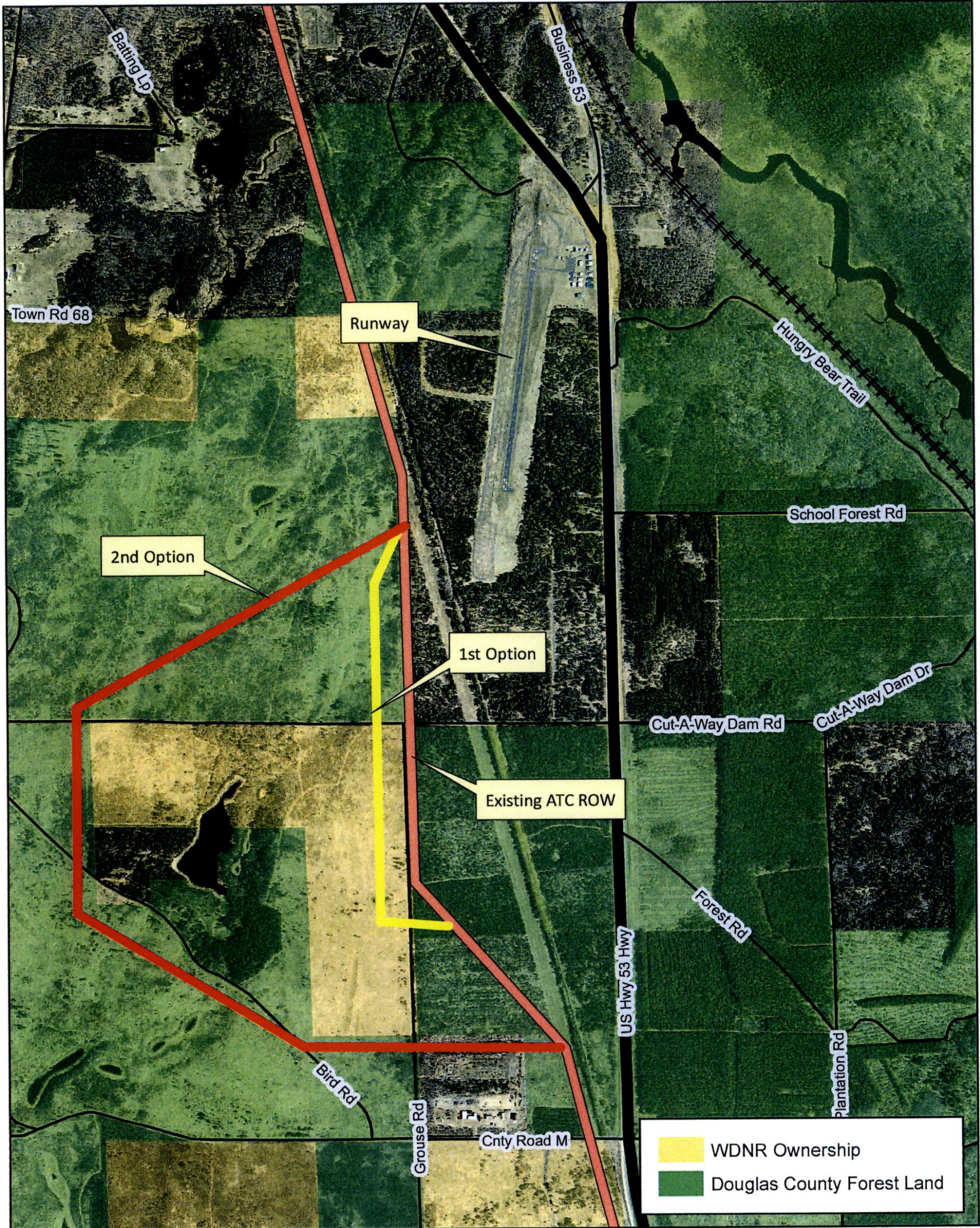
Stacey Miller - WisDOT BOA

→ Jon Harris - Douglas County Forestry Department

American Transmission Company - Right of Way

Section 11 & Section 14, T44N - R12W, Town of Solon Springs and Town of Gordon, Douglas County, WI

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ANNOUNCEMENT
5/12/16

For Immediate Release

Contact:

Jesse Augustyn
(608)770-6865

Great Lakes Timber Professionals Association

Dear GLTPA members,

The Verso bankruptcy continues to move forward and we have some potentially good news. This week, Verso filed an amended repayment plan with the court. Barring any scheduling changes or amendments to the plan, the court will decide whether to allow the plan to move forward on June 23, 2016. This is known as a confirmation hearing.

As it is currently written, Verso plans to repay all administrative claims in full. That is to say if you have a 503(b)(9) claim and you didn't settle or sell your claim for a lesser amount, you will get 100% of the money owed to you through the bankruptcy.

For settlement of general unsecured claims, Verso plans to distribute pro rata the amount of \$3 million. Unsecured general claims are paid on a percentage and no percentage has been set.

A frequently asked question for many people during this bankruptcy was whether they filed their 503(b)(9) claims in the correct bankruptcy case. Although we refer to this case as the Verso bankruptcy, it is actually a number of different companies that have filed for bankruptcy together. If you filled out a 503(b)(9) claim, you had to check a box for which entity owed you money. If you checked the wrong box, Verso might object to your claim. Those claims would have to be amended.

Last week, Verso asked the court for permission to extend the deadline to object to these claims. Verso said that it had about 1,700 administrative priority claims filed, many of which may not be listed against the correct entity. However, Verso does not plan to file objections at this time. If the plan is confirmed and consummated, all these claims will be paid in full anyway. Verso doesn't want to waste time and resources objecting to claims that will be paid regardless of whether someone checked the correct box. If the plan is not confirmed and consummated, Verso may have to file objections. We will have to wait and see.

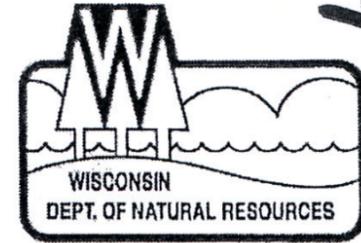
All in all, it seems like good news. We will keep you updated as we know more. As always, please feel free to contact me with any questions.

Sincerely,

Jessie Augustyn
Great Lakes Timber Professionals Association
Legal and Policy Analyst
(608) 770-6865

State of Wisconsin
DEPARTMENT OF NATURAL RESOURCES
810 W. Maple Street
Spooner WI 54801

Scott Walker, Governor
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March 22, 2016

Douglas County Forestry
9182 East Hughes
PO Box 211
Solon Springs, WI. 54873

ORIGINAL COM = 3905 hrs
REDUCED COM = 3355 hrs
ACTUAL = 3675 hrs

Subject: FY 2016 County Time Standards- Douglas Team

Dear Jon Harris- County Forest Administrator and Mark Liebaert- Forestry Committee Chair:

This letter is in regard to the Douglas Time Standards that are agreed upon at the annual partnership and planning meetings. The state is responsible for 3905 hours of assistance to the county forestry department each fiscal year. As of March 17, 2016 the Douglas Team has completed about 72% of assigned hours, which equates to 2850 hours. Due to a variety of circumstances we would like to adjust, by subtracting our commitment by 550 hours.

The following reasons are why we are requesting the variance of hours: a retirement mid fiscal year, vacancies, and staff movement and required training within the area accounts for the 550 hours. The Brule Forester completed 540 hours of his assigned 1100, before retiring at the first of the year. The Gordon Operator position completed 235 of the assigned 500 hours. This position is currently vacant. The Gordon Ranger position is currently vacant and is assigned 200 hours, of which a negligible amount of hours was completed. The Liaison Forester has been out of the office for 4 weeks due to required Deputy Forest Ranger Training. The Pattison Ranger position is currently vacant, which completed 214 hours of his 400 assigned. The Douglas Team also failed to recruit a Limited Term Forester (LTE) that would have accounted for the hour's shortfall.

Outlined in the conditions above, due to the vacancies, other priority work needs, fire season approaching, and not getting a LTE, without other outside assistance, the Douglas Team will not meet their assigned time standard goals. We are asking for approval for variance of 550 hours for a total hour commitment of 3355. This reduction in hours will leave the Douglas Team with a total of 505 hours for remainder of the fiscal year. Douglas team will accomplish the new hour goal through timber sale establishment done independently and assisting the county staff. We will conduct reconnaissance to update stand level data, and administer the County Forest Law.

I have attached a memorandum with the purpose to mutually agree upon the Wisconsin Department of Natural Resources (DNR) Douglas Team requests of a new hour assignment of 3355 for FY 2016. If you have any questions don't hesitate to contact me at 715-399-3100.

Sincerely,

Dale Rochon
Douglas Team Leader
Pattison Ranger Station



GLTPA DIRECTOR'S notes

by Henry Schienebeck

5h



Greetings!

Dear Overloading Trucker,

We regret to inform you that your continuous, intentional loading habits have caught the attention of many public officials and organizations dealing with road issues and are no longer tolerable. Many of you, and you know who you are, are very consistent in your loading as your overloads are often within two to five hundred pounds of each other. Current overweight data documentation supports this statement. The problem is they are well above the legal limit as compared to being consistently below the legal limit. It is clear your overloading activity is intentional.

Because of your poor judgement, whatever the

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trying to reward the good operators. In other words penalizing an offender without generating more rules and regulations to impede the performance of a good operator becomes a task in itself.

Currently Wisconsin allows higher weights on intrastate roads by use of a permit system. For the purpose of this article the six axle 98K permit will be used as the example. The law governing 98K permit holders states very clearly if a permit holder is cited for a violation of more than ten thousand pounds over the 98K permit limit, that permit is revoked for a period of six months. The law also states if the permit holder receives two or more citations in a six month period for weights under ten thousand pounds the permit will again be revoked for a six month period. The law is not specific in how many pounds those two lower weight violations could be, so a permit holder could receive two, one hundred pound violations and have the permit revoked.

Included in the 98k six axle law, WI DOT has the ability and is enforcing revocation of permits from permit holders who have exceeded the ten thousand pound threshold. As of the writing of this article three permits will be suspended for the six month period. A logical person would think loss of a permit, especially for an owner operator with one truck, for a

reason, the entire forest products community is now judged by your actions. That in itself is an injustice; however human nature dictates anyone involved in a particular business or activity automatically be judged by the worst offenders.

Based on the repetitiveness of overloading activity by a small percent of trucking companies, its apparent chances of getting caught are minimal. That however, does not mean things won't change to eliminate the problem of egregious overweight offenders. In fact quite the opposite is true as ways of catching and prosecuting the offenders are being discussed and GLTPA is at that table. Finding deterrents becomes a process to find ways of penalizing the offender while

six month period would be a penalty worth avoiding but that does not seem to be the case. Either the permit holders don't know what the penalty is or they simply choose to ignore it and deal with it once they get caught.

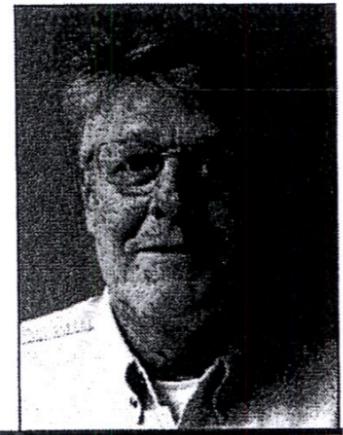
The permit holders ignoring the law are the ones who will suffer by means of penalties but that does not resolve the black eye received by the industry because of lumping everyone into the same mold by public opinion. Also worth mentioning is the fact that weight violations seem to have ramped up since the first of the year. Is that a sign of current market conditions? It's hard to say but the thought does deserve some consideration. Regardless overloading is not acceptable in this day and age and will have to be addressed if the current system continues to fail as a deterrent. †

Until next month,

Henry Schienebeck
GLTPA Executive Director
Phone: 715-282-7988
Email: henry@gltpa.org



By Bill Hennigan



Overweight Trucks Subject of Letter

Here we are in the middle of summer – 4th of July, breakup just a memory, but planning is well underway for this years Logging and Heavy Equipment Expo being held in Oshkosh again this year but in a new venue at the Sunnyview Exposition Center. All of us at the GLTPA office are excited to host the show at this facility. We believe that you will enjoy these grounds and the amenities that they offer will make this another great fall show. Please plan to attend on our traditional show days which are Thursday afternoon, all day Friday, and Saturday until 1:00 p.m.

Last month Henry Schienebeck, GLTPA Director touched on the subject of overweight trucks in his montly column, and I believe it bears another mention. Henry recently received a letter from a Wisconsin County Highway Commissioner regarding all of the overweight loads that had gone into Northern Wisconsin mills during

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January, February and March of this year. The data showed that anywhere from one third to nearly a half of all loads of wood going into Northern Wisconsin mills were overweight! This information is given to the Wisconsin State Patrol and eventually into the hands of our elected officials at the local and state level.

Folks, this is simply not the way we should be operating our businesses and industry! When GLTPA and others lobby for transportation funds to fix our roads and bridges, or lobby against road postings and restrictions on access, we lose all credibility when this kind of activity is happening. We simply cannot as individual businesses and an industry as a whole conduct ourselves by breaking the law.

I can hear it now – the milk haulers, gravel haulers, ag haulers, etc. – they all do it too. It doesn't matter what they do. We as an industry need to and must conduct ourselves legally regardless of what others do. If we continue to operate this way, I can guarantee we will not like the results. We will have poor roads, restricted weight limits, restricted access, and more stringent law enforcement. It will happen if we do not clean up our act!

So, we are at a crossroads, we can operate this way and suffer the very real consequences that none of us will like, or run legal as much as possible and operate in a responsible manner. The choice is ours to make. You know who you are – lets do the right thing for our industry and the public. †

Until next month,

Bill Hennigan
GLTPA President

Cell: 906-250-2130 Office: 906-485-6351