

1) The CIP assumes a \$1M annual contribution from the FAA instead of \$150K due to our Port achieving 10K enplanements/yr. 2019 gave us 9200 enplanements so we will be \$850K short of projected funds for at least another year---if somehow we continue to miss the 10K mark, we will be \$17M short over the course of the 20 yr plan.....what projects will have to be postponed because of this????

(Simply, how much of the budget for which we are responsible is assuming that \$1M is part of our income?)

2) Properties scheduled for acquisition and removal (SW and NE properties) will carry the threat of eminent domain with the final passage of this master plan. With past commissions, eminent domain has been off the table. What would it take to remove the threat of eminent domain on these properties? A variance can be issued here? Also the CIP has not addressed the potential legal costs to the Port should eminent domain remain on the Master Plan or be implemented.

3) Year 2025 shows the removal of the terminal and all buildings to the south-it specifies that passenger terminal goes to the SE parcel at that time but does not reveal where freight services (Aeronautical Services and Federal Express) are relocated until the Westside development is to occur in 2037-2038? Assuming the intention is to move passenger and freight services BOTH to the SE parcel, have the needs and desires of the tenants (sq footage and parking requirements) been ascertained? Have they accepted the increase in lease rates that accompany the new and expanded facilities? Does the fact that the SE parcel is not level pose any problems to the relocation of the terminal to this site? Are any of these questions beyond traditional scope of a 20-yr Master Plan?

4)As the new Commission directs DOWL, how do changes we make affect the costs? Is every change we make at this point going to cost the Port additional \$\$ or will this be included with the original \$600K plus fee?? Of any additional costs, does the Port continue to get a 90/10 split of costs with the FAA?

1.Can we remove the SW and NE quadrants of the plan?

2.What would the cost be to make amendments to Chapter 6 of the Master Plan?

3.Can we get a Variance to Standards on the West side of the runway?

4.Can we remove the Acquisitions?

5.What if the 10,000 enplanements in 2018 were an anomaly? What does it do to our timeline?

6.Will an EA or EIS encompass all portions of construction outlined in MP at the outset?

7.How does the status of San Juan County's Storm Water Management Plan for the Airport Basin affect the timeline?