

CHARLOTTE COUNTY AIRPORT AUTHORITY
MINUTES OF REGULAR MEETING – APRIL 07, 2022 – 9:00 A.M.

5 **1. Call to Order**

2. Invocation

Commissioner Herston gave the invocation.

10 **3. Pledge of Allegiance**

4. Roll Call

15 **Present:** Chair Hancik; Commissioners Coppola, Herston, Andrews, and Oliver; Attorney Carr; CEO Parish; Mrs. McLaughlin; Mr. Duncan; Mr. Montoya, Mrs. Miller; Mrs. Cauley and Mrs. Pardal. **Others present:** Councilmember Kuharski; Commissioner Deutsch; Mr. Murry; Mr. Taylor; Mr. Bretan; Mr. O’Halloran and others from the private sector and a member of the press.

20 **5. Citizen’s Input**

Greg Taylor – I’ve received responses from two Board members and I appreciate their response and support but have not received a response from my district. I have one question for the Board (plays a recording of plane flying over Greg’s house) is this appropriate at 2:33am in the morning, waking up my household and my neighbors? Thank you. Chair Hancik Commented staff will research with the noise people to determine what happened.

25 **Eric Bretan** -I’m running for the airport Board, District two. Chair Hancik commented want to remind you this is not a venue for campaigning. Mr. Bretan commented understand 100%. My points talk to the airline consolidation trend that's going on right now. Two months ago, Spirit Airlines was approached to merge with Frontier Airlines, and then two days ago, JetBlue initiated a purchase offer for Spirit Airlines. So clearly the industry is going through a lot of turmoil right now with low-cost Airlines. I think this provides both an opportunity and a threat to this airport, which I think needs to be addressed in the future. The opportunity in my mind, is that anytime any companies merge in an industry, investors and analysts look for two things, cutting costs and increasing growth. With this merger, I think there's even additional factor, which is the Department of Justice looking at antitrust issues. I think this provides a great opportunity for this airport to approach entities like whoever wins this merger to come to an airline where there's only one, potentially two Airlines and open up increased competition. I think that will look very good for the Department of Justice. I think that should be an overture we should be approaching when we talk to companies like Spirit Airlines and Frontier. On the flip side, I think there's a threat, and that is whoever loses this merger, whether it be Frontier Airlines or JetBlue. Investors are going to be really pushing hard for them to find another suitable partner and that potential partner is Allegiant Airlines. I hope this Board and staff is looking very carefully of what would happen if a Frontier or JetBlue purchases Allegiant and what does that mean to this airport? Because suddenly, Redmond and Allegiant Airlines won't be controlling what's going on anymore. There'll be another party. I hope we're having advanced talks with these other two parties in keeping Allegiant here, because obviously it would be a terrible shame if Allegiant Airlines left. Thank you.

40 **Jerry O’Halloran** - I want to review what took place at the last Board meeting. The city representative Mark Kuharski, did, in fact, address the Board and read into the minutes his opinion and he did exaggerate some things that people were stating at the City Council meeting. He did it for good reason because he needed a question answered. I think the City Council needed an answer

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to what is an avigation easement. What do they do? What authority do they have? Mr. Hancik called for a workshop, and because of the workshop, you invited an expert to talk about avigation easements. It was very positive, and two things came out of that; one is a clarification what avigation easements are, and they differ considerably of what the attorney Levin said from the city. If I understand correctly, Mr. Hancik, you suggested that your periodic meetings between the city, the county, and the airport to see if we can all work together for the betterment of the entire community, is that correct? Chair Hancik responded correct. Mr. O'Halloran continued unfortunately, the second part is that Commissioner Oliver had an eight-minute tirade directed at you, Mr. Hancik, and it was not based on facts, but it was completely inappropriate. Commissioner Oliver has no experience with aviation or airport management that was placed in her position here at the airport. I think that the chastisement that Mr. Parish took, basically saying he had no authority to represent the airport was wrong and that he does have every member of this board to defend and protect this airport. Mr. Parish should have the authority to do that and I'm glad he did because of what took place, because of him and the public input. They did, in fact, sign an avigation easement, which protected the airport. I think that developers are happy with that. I think that the city should have not allowed that to happen, but they did. In summary, the developers did voluntarily sign an avigation easement, but it is doubtful they would have signed it had it not been for the helpful, informative comments made by those that appeared in the city, the airport, and the social media. The developers won, the airport won, but I believe the city, as was heard here already, they're going to get some complaints from the residents that are living in that new development. Thank you for your attention. Chair Hancik commented I know that the city is in the process of trying to schedule a mutual meeting between Punta Gorda City Council and this Board.

6. Additions and/or Deletions to the Agenda

7. Employee Service Recognition

Mr. Duncan presented Mrs. Pardal with a five-years of service award and Mrs. Pardal presented Mr. Oelerich with a five-years of service award and commented that Mr. Oelerich was unable to attend the meeting.

8. Consent Agenda

Commissioner Herston motioned to approve the Consent Agenda as presented. Commissioner Andrews seconded. Motion passed unanimously.

9. Secretary/Treasurer's Report

Mr. Parish reported on revenue expenses. Quick overview of the month for February 2022. I also have January 2022, but they were both very good months. February is the month we lead into our biggest month of the year. Budgeted to make a profit of about \$580,000 and exceeded that by about \$140,000 for the year. Exceeding budget by about \$820,000, a total profit for the year of about 2.7 million. Keep in mind, the airport is going to start the slowest time of the year and it will pick up a little in July, and then slide off in the last three months of the year. The airport is exceeding our budget in almost every item. Now onto the accounts receivables. As of February, we have nothing for 30 days, and for 60 to 90 days out is \$190, which we're working on. I get an up-to-date report and there's nothing extraordinary to mention. There are a couple of tenants that are slightly behind on their rents, but everything's looking good. The Balance sheet continues to be very positive, and we are to the end of it. The auditors are here today and they're going to tell you all about our

finances. They'll tell you about the year that just concluded and how we look as we move into the future.

10. Liaison Reports

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a) **Punta Gorda City Council** – Chair Hancik reported working to get a joint meeting with the City of Punta Gorda.

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b) **Board of County Commissioners** – Commissioner Andrews had nothing to report.

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c) **Metropolitan Planning Organization/Economic Development** – Commissioner Herston commented I reported on our last regular meeting of the MPO, which was held on March 21st, and the next meeting is going to be on May 16th. I'll report on that when available. Our next meeting with the MPO AC will be in Orlando on May 28th. The MPO AC right now is the discussion about the selection of the FDOT Secretary over all our districts.

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d) **Community** – Commissioner Coppola commented I'll be going over to the Women's Club in Port Charlotte with a bag full of goodies. The women are putting together Easter baskets for the veterans at the Veterans Nursing Home in Charlotte County. It's wonderful to go over there and just sit and visit and talk to these wonderful people that saved our country. It's a wonderful group of women and they do a lot of charity events. They give out scholarships and have selected two students again this year from our local high schools.

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e) **State Legislation** – Commissioner Oliver commented on the \$3 million appropriations request is still sitting in the budget. The governor has yet to sign or veto. I don't even believe that the budget has been passed up to him, we're waiting. Ms. Miller has done an incredible job of getting together a bunch of letters of support for our appropriations request from Allegiant, Arcadia Aerospace, Charlotte County Public Schools, Hendry Schools, In the Loop, Consultants, Piper Aircraft, Danny Nicks, and the Airport Authority as well. If there are any private businesses out there that want to send letters to the governor in support of this important program, we could use all the help. There's a real concern that he will veto this project. We will need to work hard to make sure this program gets funded.

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11. Attorney's Report

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Attorney Carr reported on two issues that are major; one is the favor concession lease/lease conception agreement. They've redone that process. Working at length with them and their legal counsel to try and get that concluded all in favorable terms. There's the ever-present Gulf Contours issue that continues. Post the last workshop meeting, I did send him an email confirming that there's been no modification of the board's position based upon that workshop, and he should not in any way relent in his efforts to find a new location. The conditions of his lease and the Abatement Agreement remain exactly as stated. Absent some affirmative action by the Board, he's indicated that he is aware of that. Gulf Contours is now five months away from that Abatement Agreement concluded. It's important to keep him aware of our perspective and legal positioning associated with this matter. Commissioner Coppola asked do most people that rent from the airport or lease from the airport, are they required to submit fire insurance policies? Attorney Carr responded yes, ma'am. Commissioner Coppola asked on the fire at Gulf Contours and it wasn't covered? Attorney Carr responded I don't know the answer to that question. Gulf Contours indicated they would take care of the repairs. As of today, it has not

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5 been done. Commissioner Coppola asked if there was fire insurance and was there money to cover the fire damage? Attorney Carr responded I don't know that he has made a claim and I don't know that he has received money. One thing he has done is repeatedly tell me he's going to get it fixed. I would note that he promised when he signed the Abatement Agreement in
10 October that he would be completed in 60 days, which would have been December and were now four months past that. Chair Hancik commented I think everybody needs to be crystal clear now, there has been no commitment by this Board to provide a new structure for his business. It was going to be looked at, but there's no commitment by us to build him a replacement facility. Attorney Carr commented that his lease terminated and were on the cusp of removal
15 from the premises. We had various meetings. He came and pledged his case one more time, asking for a year so that he could find another building and pledge that he would not ask for any further changes, modifications, or extensions for use of the subject building. He agreed he would complete the repairs. We evaded the removal action, meaning we simply did not file the lawsuit to have him removed. He is still a holdover tenant on the premises subject to that Abatement Agreement. I would note that he is in default of that Abatement Agreement, and this Board has decided to still abide by that. Gulf Contours is in default of the Abatement Agreement for his failure to fix the fire damage as he promised. Commissioner Andrews asked Is Gulf Contours in compliance? Attorney Carr responded Gulf Contours is not in compliance, nor has he provided a plan to vacate the building in which he's supposed to do. Commissioner Oliver
20 asked if Gulf Contours is current on his rent? Mr. Parish responded he is current on rent. Commissioner Oliver asked if he is current on taxes? Mr. Parish responded we don't get reports from the tax office. Attorney Carr reported Gulf Contours is under a payment plan, he did not pay his taxes when they were due. The taxing authorities issued a payment plan with him the month after he signed the Abatement Agreement and skipped a month paying them for some reason, but he's not current on his taxes. He's delinquent on his taxes. The authority is in the
25 process of still trying to collect the taxes from it under a payment plan. Commissioner Herston asked is rent being paid as a holdover tenant? Isn't there an increase in rent that's due as a holdover tenant? Attorney Carr responded it was agreed to waive that pending the Abatement agreement.

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12. CEO's Report

35 a) **Development Update** – Currently in the process of working on the spec buildings in the industrial park, Golf Course Boulevard and Challenger. Working with the city and the county and waiting on getting comments back. If you'll recall from the master plan, Golf Course Blvd is in the RPZ of runway 1533 at the 15 end, which will have to be moved at some point in time. The cost to move the road or the cost to extend Challenger out to Piper and take the road and stop the road, basically at this loop that this road is on are about the same and that's our
40 preference. I want to make sure the county, the city, and all emergency services have had a chance to talk about that before we start working on plans. Also working on RFQ for the taxiway, which is between Alpha and the new GA ramp, which is in the master plan. We're moving that project forward a little to use some of the bipartisan infrastructure money. Currently soliciting bids for terminal seating as well as some ramp repairs at building 101. The terminal planning still is underway. Meeting with Allegiant who was obviously our largest user
45 in the terminal to talk to them about the costs and how they can reduce the need for some of our expansion by utilizing the terminal a little more efficiently or if we do move forward with expansion, how we're going to charge the airline for that use if necessary. Looking at the grants available and then the option to change the way we use the terminal. In design self-serve fuel

5 facility, working on that for the new GA facility. The apron is completed. Taxiway D
rehabilitation project is still in design, going out to bid very shortly. The 50x50 box hangers are
on the agenda today. The inline baggage system still going strong with AECOM and TSA. The
FBO hangar design build and should have hard numbers on the design. Roadway network
10 improvements received the grant, and we're getting that out to bid. Working on the county
easement, working with the city on their removal of the water line out from under the road and
the terminal curbside traffic improvements. Construction Runway 422 is ahead of schedule,
they're putting down some asphalt in the keel section. During shutdown in September, they'll
15 finish that project and then do a last pay for the entire project. The building which will be the
ten unit building on the GA ramp is under construction, they're getting their plans and permits
in place, work to start in a few months. T hanger development, general aviation center, taxi
lanes and apron are completed. We had our final walkthrough on punch list this week, and
general aviation terminal parking and access is getting very close. Hoping the end of the month
20 we'll be able to finish the punch list, take the keys over and start moving our furniture in. I'm
not going to announce an opening date because we had an architect walk through earlier this
week. The architect is here for the next two days developing a preliminary punch list. Wait to
see how extensive that is before we give dates for moving in. Commissioner Oliver asked
going back to the terminal expansion study is that because we have access capacity if flights
were staggered evenly throughout the day? Mr. Parish responded to utilize a gate six times a
25 day? We utilize our gates about 2.8 times a day. As an O&D airport, we tend to utilize gates in
the morning, noon, and night. That's typical of Florida airports and origination and destination
airports. If we had through traffic, we would be able to do a little more during the day. If we
had more Airlines, we could do it, that's our discussion with the Allegiant. There was a mile
30 long back up on Piper, and we had to stop letting people in the hold room the other day because
of a ground hold because of weather. There are some space issues during irregular operations.
Fort Myers, Sarasota, and St. Pete all struggle with that during a regular operation. I want to
make sure our users Allegiant, Sun Country and hopefully a few more, as we work with the
Airlines. There is a need to expand because of their operation. Commissioner Oliver
35 commented is it a financial model that would let us rather than having the airlines if we need to
move in that direction rather than charging them upfront for the construction costs where we
get it on the back end with minimum passenger guarantees. Mr. Parish responded minimum
passenger guarantees is put forward by the airport to the airline. The airport can't participate in
a passenger guarantee, but what we will do is just talk to them about their use agreement and
40 how they use the airport as our contract needs to be renegotiated in the next few years. Chair
Hancik commented you can increase the capacity by the Airlines spreading out their schedules
through the day and being an O&D airport might not need the expansion of terminal building.
It just must be looked at to see what can be done to eliminate any congestion. The State of the
Union Address, Allegiant Airlines last year in 2021, their payment to us was \$0.94 a passenger,
relatively very inexpensive and that's because of the business model we're currently operating
45 under. Mr. Parish commented if you look at our total revenue per plane passenger, we're on
par with all small hub airports and if you take away the debt service payment that most small
hub airports have, we are a little ahead of most airports our size. Our model fails to work if we
build an \$80 million terminal expansion. I want to talk to the Airlines before we present it to
the public. I want to give them the opportunity to comment on the study and the cost. Now,
we're doing this because there is money available. There's generally not money available for
terminal projects. There is money available in the bipartisan infrastructure bill. We're working
with our consultant's plan so we're ready when that money becomes available. Commissioner
Oliver asked how much more capacity will we have when the GA facility opens? Mr. Parish
responded inside the terminal none, outside two more spaces. Currently have ten planes on the

ground, if you put twelve planes on the ground, it increases the crowdedness inside the terminal.

- 5 **b) Marketing Update** – Mrs. Miller commented working to communicate, answer questions through all our fabulous construction projects requests. The airport was recently featured in the Airport Improvement magazine, which is a national magazine, and we were in it a couple of years ago for a wetland mitigation project. Towards the back of the magazine is a full-page photo area dedicated to our new photo op spot in the terminal where we have the paddle boards, and the fishing with the sunset adirondack chair spot. It's just a nice way to get the word out that we're partnering with our tourism Bureau and trying to give some positive amenities to passengers. Hopefully the mask mandate expires on April 18th, and we can have more people taking more photos. Also, with the State of the Airport presentation James delivered a couple of months ago, I made a handout version. If anyone would like printed copies, I'll be happy to print them in house and share them so that you can pass out as you would like. If members of the community would like them, I can provide them as well and they are available online as well.
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- c) Aviation Report** – Mr. Duncan reported on passenger counts, fuel sales, gallons pumped, aircraft ops, hangar vacancies, and routes.
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- d) Blue Lightning Initiative** – Mr. Parish reported on Blue Lightning Initiative. This is an initiative with Department of Homeland Security for human trafficking training. Statistics ranked Florida as the third highest human trafficking destination in the country with half of all human trafficking victims under the age of 18. Beth Pardall, Terminal Mgr. along with Safety and Security Compliance Specialist Mike Thames have been working to ensure that all our staff are in the terminal and around the terminal are trained in identifying human trafficking. They are engaged with the Department of Homeland Security and the public outreach efforts to combat human trafficking. They have established a memorandum understanding with DHS and its Blue Lightning initiative. This makes PGD only the second airport in the state to partner with DHS, Miami being the other. The initiative is focused on prevention, protection, and prosecution with our partners within the commercial aviation industry associated with combating human trafficking and human trafficking awareness. They're doing training with the help of DHS.
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- e) Honor Flight May 14th** – Mr. Parish commented on May 14th we have an honor flight operating in/out of PGD airport. They leave at 6:45 a.m. for Washington, D.C. and return at 9:46 p.m. I encourage everyone to come and welcome them back. If you're interested in working with this group, contact Mrs. Miller, and she can help you get in contact with the owner flight people. These are World War II veterans leaving PGD airport to Washington, D.C., to see all the monuments and then fly back to PGD. For information visit swflhonorflight.org. There's a fee to be a Guardian that helps fund the flights.
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13. Old Business

No old business discussed.

14. New Business

5 a) **Audit Presentation** – Mr. Tuscan presented the audit presentation (see attached). Chair Hancik asked do we have to cover the pension liability with cash? Mr. Tuscan responded no; the law says you must record your portion of the liability. Commissioner Herston asked did you say year 2011 is when the Auditor General basically changed their procedures and that added about 25 pages to the book? Mr. Tuscan responded the law started being designed in 2011, it kicked in 2017. You'll see that in the back of the audit. There's a trend analysis. We must show ten years, and we're not out ten years, you'll see 2017 through now, and it shows the progression of the liability. Commissioner Herston commented you've taught over the years to go to the big book over the years and look at your opinion, is this the highest as stated? Mr. Tuscan responded yes: it's called a clean opinion. Other than that, it would be called qualified, which is the next level down, which you don't want. It sounds kind of better, but unmodified is the best. I will tell you that the law just changed for 2022. That opinion is going to look totally different next year. it's about twice as long beginning December 31, 2021, it's effective.

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15 **Commissioner Andrews motioned to approve the audit for Fiscal Year 2020-2021 as presented. Commissioner Herston seconded. Motion passed unanimously.**

20 b) **Taxiway “A” Repairs** - Taxiway “A” between Taxiway “C” and Runway 22 End, (approximately 4,000 feet in length and 15 feet in width) is raveling (dislodging of aggregate particles from the pavement surface) and rutting (surface depression in the wheel path). A repair (mill and patch) is needed in advance of the full rehabilitation project which is scheduled for Fiscal Year 2024. The pavement was last rehabilitated in 2009. The work is planned to be completed in April 2022. After receipt of the quotes, Sunland Paving Company requested their quote be withdrawn. As a result, the second low bid from Wright Construction Group, Inc. in the amount of \$89,660.52.

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30 **Commissioner Herston motioned to approve that the Board authorize the CEO to execute an agreement with Wright Construction Group, Inc. in the amount of \$89,660.52 for repair work on Taxiway A between Taxiway C and Runway 22 End as presented. Commissioner Andrews seconded. Motion passed unanimously.**

35 c) **Punta Gorda Air Center / County Impact Fees** – Mr. Parish commented on the impact fees that are part of the permit for the Air Center. The airport is purchasing impact fees from Southwest Land Developers who have credits because of their construction of the roads in the industrial park to the south of the airport, which is a 10% discount. They pay our fee with their credits, or we use their credits to pay our fee and we pay them 10% less. That's the road portion and the other one, the public buildings, the fire, EMS, and the Sheriff are just standard fees that are already included in our contract. I wanted to bring this to your attention as to why sending checks to Southwest Land Developers instead of the county. I will need approval to pay the fees and then to pay Southwest Land Developers \$44,860.05 that is the payment for the \$49,844.50 fee from the county. Commissioner Oliver asked how the county is authorized to charge the airport authority impact fees for construction that's occurring on airport owned property, which is state owned. All our power comes from the state of Florida and whether that is something that is allowable. I was wondering if we could put a hold on this until our next meeting and give our attorneys time research this issue before, we pay any fees. I see the impact fees and then I look at our enabling lending, which says no county is authorized to make us pay any tax or assessment. The question is whether or not an impact fee is a tax or assessment or whether it is part of the building permit. I would like to see our attorneys investigate this matter

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before we pay. Commissioner Herston asked are these impact fees are paid right at the end of the project? Mr. Parish responded yes. Commissioner Herston asked are we delaying the project if we don't authorize payment? Mr. Parish responded our next meeting is May 26th and our plan is to get a CO at the end of the month, which will delay it 30 days. Commissioner Herston commented all projects I've worked on over the years, it didn't matter what entity, always had to pay impact fees. I know Commissioner Deutsch; updated their impact fee ordinance. Commissioner Oliver commented I would prefer a legal opinion. My job as an authority member is to question why sometimes. Could we delay it a week or we could approve pending an attorney memo, opinion stating that they're due? Commissioner Andrews commented that his concern would delay the project and trying to find a way to keep the project on time while this is being vetted. How would we reword our emotion to do that? Attorney Carr commented I did have an opportunity to briefly review the concept and send her a brief email associated with this citing case law. I would note to Commissioner Oliver that the statement relative to section 15 of our enabling legislation says we don't pay assessments of any kind or nature whatsoever upon property belonging to the authority that's upon property. As I noted to you in my email and the case law has indicated that impact fees are normally considered fees, and as a result, it's not an assessment against your property or your assets and therefore, that's not precluded here. It is a predominantly a user fee, and as a fee, we're obligated to pay it. There is a case on this which I provided to you yesterday, and again, I'm just briefing the Board, so they know that we have at least had this resolved. Commission Oliver's inquiry made a preliminary review. I sent the decision, City of Gainesville versus State of Florida. It's 863 Southern 2nd 138 Supreme Court decision that makes the distinction between a user fee and a special assessment. This is not an assessment that is defined here, but more of a fee based upon the fact that it's our individual use of this product. Now, I would be the first one to tell anybody that when the government's taking your money by any means, you could perceive it as a tax. However, in the wisdom of the Supreme Court and others, they have thin sliced this a fee that is only for the purposes of a particular government service, in this case, the issuance of a building permit, that that is not an assessment or a tax. A special assessment is one that they're making an assessment associated with the overall general use of a particular property. I think there's two points to Miss Oliver's presentation. One is, are we authorized to pay that? I think the answer to that is yes and B, I think that we're going to be obligated to pay that based upon that decision as it's detailed on the agenda. Chair Hancik commented it's a fee because we're paying for the public billing, fire, and EMS share from roads, and that's more of a fee because we're using those services, as opposed to a tax ID. Commissioner Oliver commented with all due respect to Attorney Carr, that case that was cited. It did not specifically deal with impact fees. Briefly researching what the decision would be regarding an impact fee versus a special assessment or stormwater fee in this case, it's very possible that we owe it. I'm not disputing that at all. Maybe make a motion to approve it, pending a clean memorandum of law stating that we are authorized in citing statutes that could take a week. We can trust Mr. Parish once he receives the okay after a full vetting. Chair Hancik commented our counselor says that we are authorized to pay the fees. That half of the question is answered. Attorney Carr commented it's not a question of whether we're authorized to pay it or authorize to pay any bills. The question is whether or not another governmental entity has the right to make an assessment against your property. Although the case that Miss Oliver presented to dealt with an issue of authorization of payment, which I didn't think was applicable here, I believe the Section 15 that Commissioner Oliver is referred to deals whether or not another entity can make an assessment or tax against your property. I don't dispute that. No other municipality or county could make an assessment against property and require us to pay that. However, this is an assessment. It is a user fee. Commissioner Herston asked how many construction projects have we went through

over the years, and have we always paid impact fees? Mr. Parish responded several and yes. Commissioner Herston commented this would be the first time ever that we basically wouldn't pay it because we're questioning the taxing authority. It's not a tax to the county. Chair Hancik commented to move this along, the Chair would entertain a motion and we'll get it to a vote.

5 **Commissioner Herston motioned that the Board authorize payment of Charlotte County Billing Department impact fees in the amount of \$10,335.65 payable to the Charlotte County Board of County Commissioners and impact fees in the amount of \$44,860.05 payable to Southwest Florida Developers as presented. Commissioner Andrews seconded. Motion passed 4-1 with Commissioner Oliver voting no and with instructions from the Board for a memorandum to address the issue with clarification.**

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d) **Box Hangars - Five 50'x50' Units** – Mr. Parish commented working with the developer that's building the T hangers and the 60x60 box hangers for a change order to build five 50x50s. I've negotiated a change order with them in the amount of \$1,793,343.97. That is under our engineers estimate and we would ask the Board to authorize us to execute change order with Stellar Development in that amount, I will let you know that breaks down to about 360,000 per unit. But that is the state of construction today. If we were charging a 5% return, our cost would be or the cost of the tenant would be about two times what we're paying now. We're charging about \$600 a month. Talked to everybody on the list, or we've requested contact from everybody on the list and received multiple responses to build hangars. If the board approves, we will go ahead and get deposits and leases from the first five and if we see enough interest beyond five, we'll go ahead and negotiate with Stellar to add the last four that can go in that location. We're building 24 T hangars. We emailed the first 24 and received a few deposits. We're giving them until till April 29th to respond. They have until May 20th to send us their deposits. If we don't have 24, we will go to the next people on the list based on the number of units left. The 60x60s, we have sent letters to the first four people on that list, the first two on the storage and the first two on commercial rental and received one deposit, they have until May 6th to respond. Chair Hancik asked on the 60x60s are any of those replacements? Mr. Parish responded were building ten, only leasing out four right now and it's for four existing tenants. There are two that are for storage only and two that are commercially available with parking and restrooms. We've only received one deposit. The next three in next single for storage is \$750 a month and the next two for commercial, which is \$2,750 a month. The engineer's estimate was \$1,196,595.50. The reason we're confident with moving forward with a change order instead of putting this out to bid is we have a contractor in place, mobilization is already done, and already dealing with one steel manufacturer for two buildings. **Commissioner Herston motioned that the Board authorize CEO to execute a change order to the existing contract with Stellar Development, Inc. In the amount of \$1,793,343.97 as presented. Commissioner Andrews seconded. Motion passed unanimously.**

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40 **15. Commissioner's Comments**

Commissioner Oliver - Earlier this meeting, I was berated for disagreeing on an issue involving private property rights. I'm not here as a rubber stamp for the Board and for staff. I was elected here because I'm an attorney. I've worked in land use spaces before. I have every qualification to stand up against government overreach and that's what I intend to do. You can call me names, you can berate me all you want, but I'm always going to stand up for private property rights.

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Commissioner Andrew - Thanked everyone for attending. The airport is going through a lot of growth and change. Mr. Tuscan great audit. I would like to recognize staff for their hard work in making this all come together.

5 Commissioner Coppola - I want to thank everybody for being here this morning. Mr. Tuscan, thank you so much for another audit you're always right on target.

10 Commissioner Herston - It was good to see Mr. Deutsche, told me that he couldn't make it today. So above and beyond the call of duty. It's good to see Mark and Gary from the city of Punta Gorda. I know we have our great engineers out in the audience. It's good to see all three of you. Congrats to our staff for such a good job working with Mr. Tuscan. It's always good to see Jeff and enjoy his report. Congratulations to Beth on five yrs. of service. I would like to tell everybody that I saw in the newspaper that stated I had never lived in district five. I just want to tell you; I have lived my life in district five until the Board Academy Commissioners moved the line that created this situation about ten years ago. I've lived my life in District five. I probably said too much. I'm talking about my poor Charlotte life which started in 1985.

15 Chair Hancik - I just had a general comment to solve our financial statements in our audit that we have a considerable amount of dollars in the bank. That doesn't mean that's a slush fund. That doesn't necessarily mean we're charging too much for things that we do, but basically that gives us the financial capability to speed up things that are needed on the airport that are fairly well detailed in the master plan. That puts us in a very fortunate position.

25 **16. Adjournment**

The Meeting adjourned at 10:41 a.m.

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 Kathleen Coppola, Secretary/Treasurer


 Robert D. Hancik, Chair