

I attended the Airport Commission presentation at the Senior Center of the proposed Master Plan for the airport. Unfortunately, I did not have an opportunity to review the document prior to the meeting and was not prepared to ask questions based on the document per se but rather asked in response to information being presented.

On Thursday I spent approximately two hours at City Hall reading through the Master Plan document that was available in the foyer. Several items in the document raised questions:

1. Page 2-3 Are there actual activity numbers (operations) for the Blaine Airport ? It appears the number(s) used in the report were only an estimate from FAA and yet are the basis for making forecasts of future activity.
2. Page 2-11 Step 4 "Due to lack of historical aviation records, no correlation was found between aviation activity and socio-economic statistics---" Is there or has there ever been a system for keeping track of the activity at the airport? I would think this would be a requirement by the city, state and federal governments to measure the viability of the facility.

The presentation of the Airport Master Plan also raised some questions.

1. As I understood the discussion at this meeting and the one held approximately a year ago, the Master Plan that had been in existence had expired about 3 years ago. As a result funds that were made annually available from the state from fuel taxes were not provided to Blaine because there was no Master Plan in place. Those funds amounted to about \$150,000, which if the City were to adopt the proposed Master Plan by October of 2006, would be made available. Is this correct?
2. Several comments were made and questions asked regarding the

costs for land acquisition. Estimates were from \$.50/square ft. to \$4.00/square foot. However, the "excess" property that would be available for sale was valued at ca. \$7.00/ square foot. The excess properties are basically the same in type and location as the \$4.00/ square foot parcels. I question the large difference in valuation.


3. Mr. Fenton in his concluding remarks stated that the airport as it now exists is not economically viable. The alternatives are to close the airport or accept the proposed Master Plan. If these are the choices it would seem to me it would be premature to adopt the Master Plan at this time since the Alternative Use study and the study by Jon Sitkin regarding the process and costs of closing the airport have not been presented to the Council and the public.

As you are well aware I have spent "several hours" attending City Council and other city meetings. The concern I have is that decisions made in haste and as a result of confrontations are very poor decisions in the long run. If you as individuals are not comfortable with the information you are provided on which to make a decision, a delay most certainly beats regrets. I am convinced when the public has an opportunity to hear the information and comment most individuals will accept your decisions even though they may not agree with it. It is when decisions are made in what is perceived to be less than an open manner that problems are guaranteed to arise. (It maybe legal but it is not logical.)

On "Table 8-1-Proposed Capital Improvement Projects (January 2006)" of the proposed Master Plan there are two items I have questions about;

1. Under the column "Other" \$168,000 , \$192,000 and \$180,000 are listed. What is "Other"?
2. Is the \$375,000 Grant Reimbursement for Carruthers Land Purchase the correct figure? (Paper quoted \$700,00 for Carruthers Land Purchase)

Thanks for your time.

Sincerely,

Dennis Olason
860 Georgia St.