

**EXCERPT OF THE PROCEEDINGS OF THE BROWARD
COUNTY COMMISSION
PUBLIC HEARING AND DELIBERATION
ON THE RUNWAY ALTERNATIVES FOR THE
FORT LAUDERDALE-HOLLYWOOD INTERNATIONAL
AIRPORT**

JUNE 5, 2007

(The meeting convened at 6:45 p.m. and adjourned at 1:21 a.m.)

PLEDGE OF ALLEGIANCE was led by Mayor, Josephus Eggelletion, Jr.

CALL TO ORDER: Mayor, Josephus Eggelletion, Jr. called the meeting to order and declared a quorum present.

<u>COMMISSIONER</u>	<u>DISTRICT</u>	<u>ATTENDANCE</u>
Josephus Eggelletion, Jr.	9	Present
Sue Gunzburger	6	Present
Kristin D. Jacobs	2	Present
Ken Keechl	4	Present
Ilene Lieberman	1	Present
Stacy Ritter	3	Present
John E. Rodstrom, Jr.	7	Present
Diana Wasserman-Rubin	8	Present
Lois Wexler	5	Present

MAYOR EGGELETTION: FIRST OF ALL, LET ME THANK EVERYBODY FOR YOUR PATIENCE, AND SITTING THROUGH WHAT IS OBVIOUSLY A VERY LONG EVENING. NONE OF THE DECISIONS THAT WE MAKE HERE TONIGHT WILL BE EASY DECISIONS. THEY'RE ALL VERY DIFFICULT DECISIONS. THEY'RE DECISIONS THAT I CAN TELL YOU THAT EVERY MEMBER OF THIS BOARD TAKE VERY SERIOUSLY. WE UNDERSTAND THE IMPACTS, AND CONTRARY TO POPULAR BELIEF, I DON'T THINK ANY MIND ON THIS BOARD IS MADE UP HERE TONIGHT. WE ALL ARE LISTENING TO YOU. WE VALUE YOUR COMMENTS. OBVIOUSLY IF WE DID NOT, WE WOULD NOT HAVE SAT HERE AND LISTENED TO THEM, AND I CAN APPRECIATE THOSE OF YOU THAT RESPECTED OTHERS WHO WERE SPEAKING, AND WE UNDERSTAND THAT THESE ARE EMOTIONAL ISSUES FOR YOU BECAUSE WE'RE TALKING ABOUT YOUR LIFESTYLE, WHERE YOU LIVE, WHERE YOU WORK, WHERE YOU PLAY, AND WHERE YOU RAISE YOUR CHILDREN. WE ALSO UNDERSTAND THAT VERY, VERY WELL. AND SO WE RESPECT YOU A GREAT DEAL, AND I JUST WANT TO EXTEND TO ALL OF YOU THE FACT THAT THIS COMMISSION TRULY ARE LISTENING TO WHAT YOU HAVE TO SAY AND ALL OF THESE THINGS WILL BE TAKEN UNDER CONSIDERATION AS WE DELIBERATE. IT IS CLEARLY MY INTENT TONIGHT FOR US TO REACH SOME SORT OF DECISION, BE IT ANY OF THE ALTERNATIVES OR TO DO NOTHING. FACT IS, IS THAT WE MUST DO SOMETHING. THE ITEM HAS BEEN IN FRONT OF US FAR TOO LONG FOR US NOT TO DO ANYTHING. MY ONLY PERSONAL BELIEF IS I THINK IT WOULD BE IRRESPONSIBLE FOR US TO WALK OUT OF HERE WITHOUT LETTING THE RESIDENTS OF BROWARD COUNTY KNOW EXACTLY WHAT WILL BE THE FUTURE OF FORT LAUDERDALE INTERNATIONAL HOLLYWOOD AIRPORT. HAVING SAID THAT, I'M GOING TO RECOGNIZE MEMBERS ON THE DAIS NOW TO BEGIN TO DELIBERATE SO THAT WE CAN COME TO SOME SORT OF CONCLUSION. COMMISSIONER RODSTROM, I SAW YOUR HAND. YOU'RE RECOGNIZED, SIR.

COMMISSIONER RODSTROM: MAYOR, LET ME BE THE FIRST ONE TO BE IRRESPONSIBLE. YOU KNOW, I COULD TALK ABOUT THE ENVIRONMENT, AND OBVIOUSLY IT IMPACTS THE ENVIRONMENT. I COULD TALK ABOUT THE HARM IT'S GOING TO DO TO THE RESIDENTS THAT I REPRESENT. I'M NOT GOING TO TALK ABOUT THAT. I'M GOING TO TALK ABOUT BEING IRRESPONSIBLE. YOU KNOW, BACK IN 2003 WE ALL SAT HERE AND WE MADE A MOTION, AND THE MOTION THAT WE MADE WAS THAT WE WOULD DO A MASTER PLAN AND WE WOULD DO AN NVIRONMENTAL IMPACT STUDY, AND WE WOULD MAKE A DETERMINATION REGARDING DIFFERENT RUNWAY ALTERNATIVES. THAT'S WHAT THIS COMMISSION VOTED TO DO. SO HERE I AM A NUMBER OF YEARS LATER - AND ALSO WAS PROMISED AN ECONOMIC FEASIBILITY STUDY, AND HERE I AM A NUMBER OF YEARS LATER, AND I HAVE AN EIS IN FRONT OF ME. I HAVE A MASTER PLAN THAT'S GOING TO COME SOME TIME IN DECEMBER, AND YET BACK IN 2005 -- I'VE GOT THE NOTES, THESE WERE SUPPOSED TO BE SIMULTANEOUS DELIVERIES. WE WERE SUPPOSED TO HAVE BOTH AT THE SAME TIME. THAT'S WHAT THE COMMISSION ALWAYS ASKED FOR, AND SOMEHOW THEY WERE "DE-LINKED." SO WHAT YOU'RE ASKING ME TO DO IS YOU'RE ASKING ME TO MAKE A DECISION WITHOUT THE BENEFIT OF MY CONSULTANTS. NOW YOU HAVE TO UNDERSTAND, I DON'T HAVE MY CONSULTANTS HERE TONIGHT, DO I? LANDRUM & BROWN IS HERE, RIGHT?

MAYOR EGGELETTION: MS. BRANGACCIO?

COMMISSIONER RODSTROM: LANDRUM & BROWN IS NOT MY CONSULTANT. WHO PAYS LANDRUM & BROWN?

MS. BRANGACCIO: JACOBS CONSULTING IS HERE.

Runway Alternatives

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Public Hearing

June 5, 2007

JR

COMMISSIONER RODSTROM: JACOBS CONSULTING IS HERE.

MS. BRANGACCIO: YES, SIR.

COMMISSIONER RODSTROM: HAVE THEY DONE COST ESTIMATES ON THE RUNWAY? HAVE THEY DONE COST ESTIMATES ON THE TERMINALS? HAVE THEY DONE COST ESTIMATES ON THE AIRPORT EXPANSION?

MS. BRANGACCIO: WE CAN TELL YOU ONCE IN THE --

MAYOR EGGELETTION: MS. BRANGACCIO, PLEASE TURN YOUR MIKE ON.

MS. BRANGACCIO: I DID. IT'S ON. WE CAN TELL YOU WHAT IS IN THE CAPITAL PLAN THAT WAS ORIGINALLY ADOPTED BY THE BOARD, THAT'S THE CAPITAL PLAN THAT JACOBS WORKSHOPPED WITH THE BOARD ON MARCH 27TH THIS YEAR. RIGHT NOW FOR RUNWAY PROJECT YOU'VE GOT 700 MILLION IN TERMS OF YOUR PROJECT COST, NOISE MITIGATION PROGRAM, YOU'VE GOT 270 MILLION.

COMMISSIONER RODSTROM: OKAY. ARE THEY HERE?

MS. BRANGACCIO: YES, SIR. THERE WAS A REPRESENTATIVE. ABSOLUTLEY. YES, SIR.

COMMISSIONER RODSTROM: WHERE ARE THEY?

MAYOR EGGELETTION: COMMISSIONER, YOU WANT SOMEONE FROM JACOBS CONSULTING?

COMMISSIONER RODSTROM: YES, PLEASE, OUR CONSULTANTS.

MAYOR EGGELETTION: IS THERE SOMEONE HERE FROM JACOBS CONSULTING?

COMMISSIONER RODSTROM: OF COURSE NOT. YOU SEE, HERE'S WHAT'S AMAZING TO ME, BECAUSE IF YOU READ THE FAA, THE EIS DOCUMENT -- AND IF THEY'RE HERE, I'LL GIVE THEM A CHANCE TO SPEAK IN A MOMENT -- BUT IF YOU READ THIS DOCUMENT, WHAT THE FAA'S ROLE IS IN THIS PROCESS, IS THEIR ROLE IS TO BUILD RUNWAYS. THEY SAY THEY ARE CHARGED WITH ASSURING THAT AIRPORT CONSTRUCTION IMPROVEMENT PROJECTS THAT INCREASE THE CAPACITY OF FACILITIES TO ACCOMMODATE PASSENGER AND CARGO TRAFFIC BE UNDERTAKEN TO THE MAXIMUM FEASIBLE EXTENT SO THAT SAFETY AND EFFICIENCY INCREASE AND DELAYS DECREASE. THAT'S WHY THEY'RE HERE, AND SO IT'S NO WONDER THAT LANDRUM & BROWN HAS WORKED WITH THEM ALL THESE YEARS AND COME UP WITH ALL THESE STUDIES THAT ARE FRANKLY FLAWED, BIG TIME FLAWED. AND FRANKLY, IF I HAD KNOWN, IF I HAD EVER KNOWN THAT THEIR STUDIES WERE THIS OFF AND THIS INACCURATE, I WOULD HAVE NEVER, EVER, VOTED TO HIRE THEM, BUT I NEVER KNEW THAT UNTIL TONIGHT. THAT'S THE FIRST TIME I EVER REALIZED THAT WE HIRED FOLKS THAT IN MY OPINION ARE SO FAR OFF THE MARK IN WHAT THEY'VE GIVEN US THAT I DON'T TRUST WHAT THEY'VE GIVEN US, AND I'VE SAID THE MODEL WAS FLAWED AND IF YOU LOOK IT'S THE SAME MODEL IN EACH AND EVERY CASE THAT WAS SHOWN TONIGHT. IT'S A TWO PERCENT INCREASE, A THREE PERCENT INCREASE, AND IT GOES OUT INTO INFINITY, AND OF COURSE IT NEVER WORKS THE WAY THE CONSULTANTS SAY IT'S GOING TO

WORK. WHAT WE HAVE HERE, WE HAVE AT LEAST A BILLION DOLLAR RUNWAY EXPANSION WITHOUT THE MITIGATION. WE'VE GOT 700,000 -- EXCUSE ME, \$700 MILLION FOR THE LONGEST RUNWAY IN 2006 DOLLARS. WE'RE GOING TO BUILD THIS THING BY MAYBE 2011. WE'LL START CONSTRUCTION ON IT. BY THAT TIME IT WILL BE \$850 MILLION, AND THAT'S NOT CONSIDERING THE \$150 MILLION THAT THE DELTA AIRLINE PEOPLE TOLD ME. IT COSTS 300 MILLION MORE TO BUILD THE ELEVATED RUNWAY THAN IT DOES A RUNWAY THAT'S AT GROUND LEVEL. SO I'VE GOT TO FIGURE A RUNWAY IS GOING TO COST A BILLION DOLLARS. SO MY QUESTION IS, WHAT'S A BILLION DOLLAR DEBT SERVICE?

MAYOR EGGELETTION: MS. BRANGACCIO, FIRST OF ALL, LET ME TRY AND ANSWER THE COMMISSIONER'S FIRST QUESTION, AND I THINK IF THOSE PERSONS ARE HERE, WE COULD FOLLOW THROUGH WITH SOME OF THE QUESTIONS THAT THE COMMISSIONER HAS TO HAVE ANSWERED. WE NEED TO KNOW WHETHER OR NOT IF THERE'S ANYONE HERE TONIGHT FROM JACOBS CONSULTANTS.

MS. HENRY: YES, THERE IS A REPRESENTATIVE FROM JACOBS CONSULTANCY, BUT THE QUESTION IS -- I MEAN THERE ARE DIFFERENT ARMS OF JACOBS CONSULTANCY, SO WE REALLY NEED TO KNOW WHAT ARE THE QUESTIONS HERE.

MAYOR EGGELETTION: IS THERE ANYONE HERE --

COMMISSIONER RODSTROM: I'D LIKE TO KNOW ABOUT --

MAYOR EGGELETTION: EXCUSE ME, COMMISSIONER. IS THERE ANYONE HERE WHO CAN ADDRESS COMMISSIONER RODSTROM'S QUESTION WITH RESPECT TO THE COST THAT HE ASKED EARLIER?

MS. HENRY: CAN YOU, ERIC? I CAN'T HEAR YOU. I CAN'T SEE.

MAYOR EGGELETTION: CAN YOU REPHRASE THE QUESTION, SIR.

COMMISSIONER RODSTROM: MY QUESTION IS, IF WE BUILD THE RUNWAY AND WE DO ALL THE AIRPORT EXPANSION, THE TERMINAL 4, AND ADD THE ADDITIONAL GATES, AND DO THE GARAGE IMPROVEMENTS AND ALL THAT, IN YOUR MIND, WHAT'S THAT GOING TO COME TO?

MR. BERNHARDT: I DON'T HAVE THAT ANSWER FOR YOU, COMMISSIONER, I'M SORRY.

COMMISSIONER RODSTROM: OKAY. AND WHAT --

MAYOR EGGELETTION: FIRST OF ALL, PLEASE STATE YOUR NAME FOR THE RECORD.

MR. BERNHARDT: MY NAME IS ERIC BERNHARDT. I'M THE PROJECT MANAGER IN THE PART 150 STUDY. AND WE HAVE BEEN WORKING WITH YOU ON DEVELOPING YOUR MITIGATION POLICY. THIS QUESTION YOU'RE ASKING IS VERY VAST, AND I JUST DON'T HAVE ALL THE ANSWERS WITH ME TO ADDRESS THAT.

COMMISSIONER RODSTROM: AND SEE, HERE'S MY PROBLEM BECAUSE YOU DON'T JUST BUILD A RUNWAY WITHOUT BUILDING GATES. I MEAN, IF THIS IS AN EXERCISE IN BUILDING -- THIS IS REALLY IN MY MIND, IT'S A WHOLE AIRPORT IMPROVEMENT PROCESS. IT'S A RUNWAY. IT'S GATES. IT'S EVERYTHING, AND SO WE'RE NOT GOING TO SPEND A BILLION DOLLARS WITHOUT BUILDING SOME

ADDITIONAL GATES. I MEAN THAT'S NOT WHAT'S HAPPENING HERE. AND SO YOU HAVE TO UNDERSTAND THAT WHEN YOU PULL THAT TRIGGER, WHATEVER THE RUNWAY SOLUTION YOU PICK, AND YOU PULL THAT TRIGGER THAT IT STARTS IN MOTION ALL THE OTHER THINGS THAT GO WITH IT. AND MY GUESS IS THAT IT'S SOMEWHERE IN THE NEIGHBORHOOD OF 2,2 AND ONE-HALF BILLION DOLLARS. I DON'T KNOW WHAT IT IS, BUT IT'S A LOT OF MONEY. AND WHAT I HAVE A PROBLEM WITH IS I DON'T HAVE A HANDLE ON WHAT THE COST PER ENPLANED PASSENGER IS GOING TO BE. AND THE REASON I THINK THAT'S SIGNIFICANT IS BECAUSE, FOR EXAMPLE, IN THE CASE OF SOUTHWEST AIRLINES, SOUTHWEST AIRLINES IS A LOW COST CARRIER, THEIR AVERAGE COST PER ENPLANED PASSENGER, AND THE AIRPORTS THEY SERVICE IS ABOUT \$5. THAT'S WHAT WE ARE TODAY, FIVE AND A QUARTER. BUT AFTER WE SPEND \$2 BILLION, MY GUESS IS WE'LL BE CLOSER TO \$20. AND ACCORDING TO THEM, SIX MINUTE DELAYS THEY DON'T LIKE. TEN MINUTE DELAYS ARE HURTFUL, BUT \$15 COST PER ENPLANED PASSENGERS, THEY'RE DEAD, THEY'RE OUT OF HERE, THEY'RE GONE. SO YOU LOSE YOUR DISCOUNT AIRLINES AT THE COST PER ENPLANED PASSENGER, \$15. SO, YOU KNOW, YEAH, I WANT TO MAKE A DECISION, I REALLY DO, BUT I WANT TO HAVE ALL THE FACTS IN FRONT OF ME TO MAKE A DECISION BECAUSE SOMEWHERE, SOMEHOW, SOMEBODY THOUGHT TO "DE-LINK" "DE-LINK" ALL THE FINANCIAL INFORMATION TO BE PRESENTED TO THIS BOARD, WHICH I THOUGHT FOR YEARS I WOULD HAVE THE NIGHT THAT I WOULD HAVE TO MAKE THIS DECISION. AND I'VE GOT TO TELL YOU, I THINK IT'S DAMN WRONG, AND I THINK IT'S A DISSERVICE TO US BECAUSE - NO, PLEASE. PLEASE. YOU KNOW, WE'LL BE CRITICIZED FOR NOT MAKING A DECISION, BUT I THINK YOU WILL BE GREATER CRITICIZED BY MAKING A DECISION WITHOUT THE FINANCIAL INFORMATION TO BACK UP THAT DECISION, AND, FRANKLY, I JUST DON'T -- I JUST CAN'T -- I'M SHOCKED. I'M SHOCKED THAT MY STAFF WOULD PUT ME IN A POSITION TO FORCE ME TO TAKE MAKE A DECISION WITHOUT GIVING ME THE INFORMATION TO MAKE THAT DECISION. I REALLY DON'T UNDERSTAND HOW YOU COULD PUT ME IN THAT POSITION. I REALLY DON'T UNDERSTAND HOW YOU COULD DO THAT TO ME. MAYOR, I'LL SPEAK AGAIN LATER, BUT THAT'S ALL I HAVE TO SAY RIGHT NOW. THANK YOU.

MAYOR EGGELETTION: THANK YOU, COMMISSIONER. I JUST WANT TO -- WELL, I GUESS YOU WILL ASK THAT QUESTION PROBABLY, VICE-MAYOR WEXLER.

VICE MAYOR WEXLER: NO, I'M NOT GOING TO COMMENT.

MAYOR EGGELETTION: WELL, LET ME JUST TRY TO HELP THEN, BECAUSE I THINK COMMISSIONER RODSTROM ASKS A VERY PERTINENT AND IMPORTANT QUESTION, BUT HERE'S WHAT I WANT TO KNOW. SOME TIME AGO, WE WERE GIVEN A SUMMARY OF COST BENEFIT ANALYSIS FOR VARIOUS PROJECTS WITH RESPECT TO THE DRAFT EIS, AND THIS CAME TO US ON MARCH 30TH, 2007. IN THAT, ALL OF THE ALTERNATIVES WERE LAID OUT, THE NO ACTION WAS ITEM A, AND IT WENT ALL THE WAY DOWN, B1, B1B, B1C, B4, B4, LOWER CASE, b5, C1C, D1, AND D2. WHAT I NEED TO KNOW IS, ARE THESE TOTAL COST NUMBERS ACCURATE, MS. BRANGACCIO, AND IF SO, CAN YOU QUANTIFY THOSE NUMBERS FOR US BECAUSE THEY TAKE US OUT IN A COMPARATIVE ANALYSIS OF THE BENEFIT AND THE COST RATIO TO YEAR 2030. THEY RANGE ANYWHERE FROM 688 MILLION TO A BILLION 200 MILLION. ARE THOSE NUMBERS ACCURATE?

MS. BRANGACCIO: YES. A BILLION ONE. THESE NUMBERS ARE ACTUALLY IN THE DRAFT EIS AS YOU ALL ARE AWARE. SO LANDRUM AND BROWN PREPARED THESE NUMBERS. COMMISSIONER RODSTROM, YOU ANSWERED EXACTLY YOUR OWN QUESTION, AND YOU'RE RIGHT, THE 15 TO \$25 FIGURE IS WHAT WAS PRESENTED TO THE

BOARD IF WE PURSUE THE CAPITAL PROGRAM IN TERMS OF THE \$700 MILLION RUNWAY AND THE \$200 MILLION IN MITIGATION COSTS. SO THAT'S THE INFORMATION THAT WAS PRESENTED TO THE BOARD IN MARCH. THAT IS CLEARLY ON THE TABLE IN TERMS OF THE FUNDING FOR THIS, AS YOU MOVE FORWARD. THE SUMMARY OF ANALYSIS, LANDRUM & BROWN IS HERE AND THEY CAN ADDRESS HOW THEY GOT TO THESE NUMBERS. YOU ARE ALSO CORRECT THAT THE ALTERNATIVES ARE IN 2006 DOLLARS, AND THEY EXPLAIN THAT WHEN WE HAD THE WORKSHOP WITH THE BOARD. I WOULD NOTE TOO, THERE WERE SOME QUESTIONS FROM OUR STAFF, I THINK THE AUDIENCE ALLUDED TO THAT EARLIER, IN TERMS OF THE TOTAL COST BOTH ON -- THERE WERE A NUMBER OF QUESTIONS TODAY ON THE C1 OPTION. A NUMBER OF FOLKS HAVE SAID, WELL, GOSH, THAT'S ONLY 462 MILLION. WELL, FOR EXAMPLE, WHAT'S NOT IN THAT COST ARE THE LEASES AND THE RELOCATION OF THE BUSINESSES THAT IF YOU DRIVE ALONG THE PERIMETER ROAD, YOU CAN SEE EVERYTHING FROM THE FUEL FARM ON AROUND, THAT'S ACTUALLY LOCATED. SO WHEN YOU ASKED US ABOUT THE COST, AND I'M SURE LANDRUM & BROWN CAN GO THROUGH EACH OF THESE. THERE IS NO COST, FOR EXAMPLE, WE KNOW IN TERMS OF THE MITIGATION PROGRAM. WE'VE TALKED ABOUT THE SAFETY ZONE AND THE CONCERN ON THE PURCHASE OF THE HILTON, FOR EXAMPLE. I THINK IT'S THE HILTON NOW RATHER THAN A WYNDHAM. THOSE MITIGATION NUMBERS WE KNOW AGAIN WERE NOT INCLUDED IN THAT COST. SO THERE'S NO DOUBT THAT AS THE FAA GOES THROUGH THEIR ANALYSIS OF BOTH THE QUESTIONS FROM YOUR STAFF, THE PUBLIC, THE VARIOUS AGENCIES, THE MUNICIPALITIES, ALL OF THOSE QUESTIONS ARE TO BE ADDRESSED WHEN THE FINAL EIS COMES OUT. THAT'S PART OF THE PROCESS, WHEN YOU GET TO YOUR RECORD, YOUR NOTICE OF DECISION, YOU'RE GOING TO HAVE HOPEFULLY RESPONSES BECAUSE THAT'S THE WAY THE PROCESS IS LAID OUT FROM THE FAA. BUT I WOULD ASK SPECIFICALLY ON THE TOTAL COST QUESTION THOSE COSTS WERE PREPARED BY LANDRUM & BROWN UNDER CONTRACT.

COMMISSIONER RODSTROM: NOT OUR CONSULTANT, THEY WERE PREPARED BY THE FAA'S CONSULTANT, NOT OUR CONSULTANT. OUR CONSULTANT IS NOT HERE, AND OUR CONSULTANT IS NOT IN A POSITION TO COMMENT ON THOSE NUMBERS?

MS. BRANGACCIO: OUR CONSULTANT IS HERE.

COMMISSIONER RODSTROM: OUR CONSULTANT SAID HE COULDN'T ANSWER ANYTHING REGARDING THE COST, THAT HE WAS DOING THE PART 150.

MS. BRANGACCIO: HE DID NOT PREPARE, THAT'S TRUE. HE DID NOT PREPARE THESE COST FIGURES, BUT I THINK LANDRUM BROWN COULD RESPOND TO YOUR QUESTIONS ON THOSE COSTS.

MAYOR EGGELLETON: WHAT'S YOUR PLEASURE, COMMISSIONER?

COMMISSIONER RODSTROM: LET ME READ YOU A MEMO. THIS IS FROM GREG MEYER (PHONETIC) FIVE DAYS AGO. HE WAS ASKED BY SCOTT WYMAN TO COMMENT ABOUT THE PROJECT COST FOR THE ENPLANED PASSENGER USING THE PREFERRED RUNWAY ALTERNATIVE AS OUTLINED IN THE FAA DRAFT EIS. "I EXPLAINED THE PROJECTED CPE FOR THE PREFERRED RUNWAY ALTERNATIVE IS A DIFFICULT FIGURE TO IDENTIFY UNTIL THE RUNWAY ALTERNATIVE IS CHOSEN. A MITIGATION PLAN IS IDENTIFIED AND A TERMINAL DEVELOPMENT PLAN IS ESTABLISHED." IN SHORT, THERE IS NO NUMBER. THAT'S WHAT WAS TOLD TO THE SUN-SENTINEL. MY PLEASURE IS THAT WE HAVE THE NUMBERS, THAT WE DEMAND NOTHING LESS THAN A FULL ACCOUNTABILITY OF ALL THE NUMBERS, BECAUSE AS I SAID BEFORE, ONCE YOU MAKE THE DECISION FOR THE RUNWAY, YOU MAKE THE DECISION FOR

THE WHOLE "SHOOTING MATCH." THERE IS NO PART DECISION. YOU DON'T GET HALF PREGNANT IN THIS DEAL. YOU GET 100 PERCENT IN THE DEAL AND EVERYTHING ELSE FOLLOWS, AND YOU'VE GOT TO KNOW ALL THE NUMBERS, AND WHEN YOU DO KNOW ALL THE NUMBERS, THEN YOU WILL DECIDE THE FUTURE FOR THIS AIRPORT. YOU'LL DECIDE WHETHER YOU'RE GOING TO BE A LOW COST DESTINATION AIRPORT, OR YOU'RE GOING TO DECIDE WHETHER YOU'RE GOING TO BE AN INTERNATIONAL AIRPORT, OR YOU'RE GOING TO DECIDE WHETHER YOU HAVE DISCOUNT AIRLINES HERE OR WHETHER YOU'RE GOING TO HAVE THE LEGACY AIRLINES HERE. YOU WILL MAKE THAT DETERMINATION BY VIRTUE OF THE FACT BY OF WHAT YOUR COST PER ENPLANED PASSENGER IS GOING TO BE. BECAUSE LET ME TELL YOU, THE LOW COST MODEL DOES NOT REVOLVE AROUND A HIGH COST AIRPORT. SO SOUTHWEST AIRLINES WILL NEVER BE AT MIA, BECAUSE IT'S GOING TO BE \$48 PER ENPLANED PASSENGER. THEY WILL NEVER BE THERE. THEY WILL BE IN PALM BEACH. AND IF YOU RAISE THE COST PER ENPLANED PASSENGER TOO HIGH HERE, HERE, THERE WILL NEVER BE A FLIGHT TO ORLANDO, THEY'LL NEVER BE A FLIGHT TO TAMPA, THEY'LL NEVER BE A FLIGHT TO JACKSONVILLE, THEY WILL MOVE OUT OF HERE AND THEN YOU WILL HAVE FLIGHTS TO SOUTH AMERICA AND FLIGHTS TO EUROPE. AND THAT'S FINE. BUT I THINK YOU OUGHT TO KNOW WHAT YOU'RE GOING TO GET, AND WHAT IT'S GOING TO LOOK LIKE, AND WE OUGHT TO HAVE A REAL GOOD DISCUSSION ON WHAT WE WANT THE FUTURE OF THIS AIRPORT TO LOOK LIKE. AND HOW IT'S GOING TO DEVELOP.

MAYOR EGGELETTION: THANK YOU, COMMISSIONER. I JUST NEED TO HAVE ONE QUESTION ANSWERED. MRS. BRANGACCIO, IT'S YOUR PLEASURE HERE WHO YOU MAY CALL TO ANSWER THE QUESTION, WHETHER IT BE ONE OF OUR CONSULTANTS OR WHATEVER, AND THAT IS, I BELIEVE THE NUMBERS IN THE COST BENEFIT ANALYSIS THAT HAVE BEEN DONE; DO THOSE NUMBERS TAKE UNDER CONSIDERATION INFLATION, AND IF SO OUT TO HOW FAR, AND WILL THOSE NUMBERS TAKE UNDER CONSIDERATION, ARE THOSE NUMBERS VALID FOR CONSTRUCTION THAT IS ANTICIPATED, I BELIEVE, SOMEWHERE AROUND '08 OR '09? I JUST WANT TO KNOW.

MS. BRANGACCIO: '09. I THINK IT WOULD BE GOOD IF WE HAD LANDRUM BROWN ANSWER THAT ON THE RECORD, MAYOR. DEFINITELY.

MAYOR EGGELETTION: IS SOMEONE FROM LANDRUM BROWN HERE?

MS. BRANGACCIO: YES. DEFINITELY.

MAYOR EGGELETTION: WOULD SOMEONE FROM LANDRUM BROWN -- WOULD YOU PLEASE STATE YOUR NAME FOR THE RECORD. THE QUESTION TO YOU, SIR, IS BASED ON THE NUMBERS THAT WE SEE AND THE COST BENEFIT RATIO THAT HAS BEEN PROVIDED FOR THE VARIOUS ALTERNATIVES THAT HAVE BEEN PROPOSED FOR THE AIRPORT, CAN YOU PLEASE LET US KNOW WHETHER OR NOT THOSE NUMBERS ARE ONLY VALID TODAY IN '06 OR WHETHER OR NOT THEY TAKE INTO CONSIDERATION INCREASE IN CONSTRUCTION COST THAT WILL OCCUR AT THE TIME OF THE START OF THE RUNWAY?

MR. PERRYMAN: THANK YOU, MAYOR. MARK PERRYMAN, LANDRUM & BROWN. A COUPLE POINTS OF CLARIFICATION RELATIVE TO THE COSTS. FIRST, THE UNIT COSTS WERE DERIVED IN CONSULTATION WITH BCAD STAFF, USING OTHER COUNTY CONSULTANTS INCLUDING URS, AND U.S. COST, WHO WAS IN THE PROCESS OF DOING A LOT OF YOUR PROGRAM WORK AT THE TIME. SO WE CONSULTED WITH THEM TO MAKE SURE THAT WE HAD THE LATEST COST FIGURES THAT WERE RELEVANT TO SOUTH FLORIDA. IT IS OUR UNDERSTANDING THAT THERE WAS AN ESCALATION FOR

INFLATION ANTICIPATED FOR CONSTRUCTION STARTING IN '09. SO THAT WAS BASED INTO THE UNIT COST, THE UNIT COST FOR YARD, FOR CONCRETE, ASPHALT, OR WHATEVER THE UNIT WAS. THEN WHAT WE DID WAS APPLY THOSE UNIT COSTS TO THE VARYING QUANTITIES AS IT RESULTED FROM EACH OF THE ALTERNATIVES, B1, B4, B5, C1. SO AS THE QUANTITIES CHANGED IN FILL, CONCRETE, AND ALL OF THOSE VARIOUS ELEMENTS, THE COST CHANGED, BUT THE UNIT COSTS WERE THE SAME REGARDLESS OF THE ALTERNATIVE THAT WE LOOKED AT. SO WE WANTED TO MAKE SURE WE HAD THAT, AND, YES, IT WAS OUR UNDERSTANDING THAT IT IS INFLATED FOR UP TO 2009 CONSTRUCTION ANTICIPATED START. RELATIVE TO SOME OF THE OTHER COMMENTS THAT HAVE BEEN RAISED OR QUESTIONS THAT HAVE BEEN RAISED ABOUT THE COSTS, THE TERMINAL COSTS -- THE COSTS THAT ARE IN THE EIS ARE FOR RUNWAYS. THEY ARE FOR WHEN FACILITIES ARE TO BE DISPLACED SUCH AS IN C1, AND IN THE D ALTERNATIVES. IT DOES INCLUDE A VERY SUBSTANTIAL AMOUNT FOR THOSE FACILITY RELOCATIONS AND RECONSTRUCTIONS. THAT WAS NOT OMITTED.

IT DOES INCLUDE A FACTOR OF \$40 MILLION FOR THE WYNDHAM HOTEL OR NOW HILTON HOTEL, WHEN THAT WOULD BE DISPLACED IN ALL OR IN PART. SO THOSE COSTS ARE INCLUDED IN HERE; AND IN THE B4 AND D2 ALTERNATIVES BECAUSE TERMINAL 4 WOULD BE IMPACTED AS A RESULT OF THE RUNWAY CONSTRUCTION, THAT TERMINAL REPLACEMENT IS NOW ELIGIBLE FOR FEDERAL ASSISTANCE THROUGH AIP. UNLIKE NORMAL TERMINAL EXPANSION IS NOT. YOU CAN USE YOUR PFC'S, AND YOU CAN USE SOME DISCRETIONARY MONEY FOR RAMP CONSTRUCTION, BUT TERMINALS TYPICALLY ARE ELIGIBLE FOR THE AIRPORT IMPROVEMENT PROGRAM FUNDING. SO WE DID INCLUDE A \$300 MILLION FACTOR FOR TERMINAL 4 RECONSTRUCTION, BECAUSE IN A COUPLE OF THOSE ALTERNATIVES THEY WOULD BE IMPACTING TO YOUR TERMINAL CONFLICTS, AND, THEREFORE, ELIGIBLE.

SO I HOPE THAT CLARIFIES A FEW OF THE COST QUESTIONS THAT HAVE COME UP. THE ONLY THING THAT HAS NOT BEEN INCLUDED TO OUR KNOWLEDGE IN THE COSTS HAS BEEN MITIGATION, AND THAT -- I BELIEVE I HAVE BEEN CLEAR ON IN EVERY PRESENTATION THAT I HAVE GIVEN; UNTIL THE PART 150 COMES BACK AND THE COMMISSION AGREES ON WHAT THE MITIGATION PARAMETERS ARE, IT'S HARD FOR US TO PUT A DOLLAR FACTOR ON THAT. WE HAVE CAN GIVE YOU A RANGE BASED ON A NUMBER OF HOMES TO BE SOUND INSULATED, BUT IF YOU CHANGE YOUR POLICY TO ANOTHER PROGRAM, I CAN'T THINK AHEAD OF WHAT THAT POLICY MIGHT BE. SO AT THIS POINT WE'VE LEFT MITIGATION COSTS OUT OF THIS COST FACTOR. THE NET BENEFITS ANALYSIS IS ALL CONSISTENT ACROSS ALL ALTERNATIVES. SO WHEN YOU SEE THE VARIOUS RATIOS, THEY ARE CONSISTENT WITH ONE ANOTHER. THESE ARE NOT AND SHOULD NOT BE CONSTRUED AS THE FINAL DEFINITIVE CONSTRUCTION COSTS. THESE ARE ESTIMATES BASED ON THE LEVEL OF DESIGN AND ANALYSIS THAT'S BEEN DONE AS PART OF THIS EIS, NOT THE FINAL CONSTRUCTION DRAWINGS AND FINAL SPECIFICATIONS. WE HAVE, FOR INSTANCE, ON THE FILL, THERE'S TWO OPTIONS THAT VARY IN COST. WHETHER YOU TRUCK IT IN, OR TRAIN FILL IN FROM ANOTHER LOCATION, OR WHETHER YOU SLURRY IT ACROSS THROUGH SOME DREDGING PROJECT WITH THE PORT. THERE'S A VARYING COST THERE THAT WE HAVE FACTORED IN, AND DEPENDING ON WHICH WAY YOU WOULD GO. WE TOOK THE HIGHER ONE WHEN WE WERE DOING OUR ANALYSIS, SO WE REALLY WERE VERY CONSERVATIVE IN OUR NUMBERS TO MAKE SURE WE WERE ADDING AS MUCH COST INTO THE COST SIDE OF THE EQUATION SO THAT WE COULD HAVE A GOOD UNDERSTANDING OF WOULD IT PASS FAA'S REQUIREMENT OF A MINIMUM OF A ONE-TO-ONE BENEFIT COST RATIO. AND THAT WAS REALLY THE PURPOSE OF OUR COST ANALYSIS FOR THE EIS. RELATIVE TO THE COST PER ENPLANED PASSENGERS, THAT IS SUBJECT TO YOUR FINANCIAL MODEL THAT YOU HAVE FOR THIS AIRPORT ON YOUR RATES AND CHARGES, AND ALL OF THOSE

FUNCTIONS. WE DO NOT HAVE ACCESS TO THAT MODEL. THAT WOULD BE SOMETHING THAT YOU WOULD NEED TO ENGAGE YOUR FINANCIAL CONSULTANT TO HELP YOU WITH THAT.

MAYOR EGGELLETON: IN THAT PARTICULAR CASE, MRS. BRANGACCIO, THE FINANCIAL CONSULTANT, I'M ASSUMING IN THIS PARTICULAR CASE, IS JACOBS CONSULTANCY?

MS. BRANGACCIO: YES, SIR. AND THAT WAS THE PRESENTATION THAT WENT TO THE BOARD MARCH 27TH THAT OUTLINED OUR CURRENT RATES AND WHAT WE COULD EXPECT. IT ALSO OUTLINED THE PERCENTAGES, AND WE'VE GOT EXTRA COPIES OF THAT IF ANY OF THE BOARD MEMBERS NEED IT TONIGHT IN RELATIONSHIP TO BOTH OUR REGIONAL AIRPORTS, IN TERMS OF MIAMI, PALM BEACH, OUR COMPETITORS, WHAT WE'RE SEEING THERE IN TERMS OF THEIR EXPANSION DOLLARS TOO. SO WE DO HAVE THAT INFORMATION WITH US.

MAYOR EGGELLETON: THANK YOU VERY MUCH. BEFORE I GO TO ANOTHER MEMBER ON THE DAIS, MS. BRANGACCIO, I HAVE TO SAY THAT I'M SOMEWHAT DISAPPOINTED THAT JACOBS CONSULTANCY ARE NOT HERE TONIGHT, AND I HAVE TO EXPRESS THAT TO YOU PUBLICLY. THEY SHOULD HAVE BEEN HERE TO ANSWER THOSE PARTICULAR QUESTIONS, NOT JUST ON THE PART 150 STUDY, BUT ON ALL PARTS OF THE AIRPORT COST STRUCTURE, AND I'M RATHER DISAPPOINTED THAT THEY ARE NOT HERE. OTHER MEMBERS ON THE DAIS THAT WISH TO SPEAK TO THE AGENDA ITEM? VICE-MAYOR WEXLER, YOU'RE RECOGNIZED.

VICE MAYOR WEXLER: THANK YOU, MAYOR. WHERE TO BEGIN? I HAPPEN TO BE ONE OF THE COMMISSIONERS THAT HAS NEVER VISITED THIS ITEM BEFORE; THERE ARE THREE OF US UP HERE THAT HAVE NEVER VOTED ON AN AIRPORT EXPANSION. I BELIEVE IN DECEMBER '03 THERE WAS SOME TYPE OF A DIRECTION THAT WAS DONE, AND THEN THIS STUDY AND TWO OTHER STUDIES WERE AND STILL ARE IN THE PROCESS OF BEING COMPLETED. AS I'VE GONE THROUGH THE REAMS, AND REAMS, AND REAMS OF INFORMATION, IT SEEMS EXTREMELY -- IT IS EXTREMELY IMPORTANT FOR ME THAT WE -- I ACT REASONABLE, AND IN MAKING THE DETERMINATION OF REASONABLENESS -- AND A COUPLE OF SPEAKERS THIS EVENING MADE REFERENCE TO THAT -- I THINK THAT IT'S IMPORTANT TO LOOK AT WHAT DO I WANT TO SEE, WHAT WOULD I LIKE TO SEE BROWARD COUNTY BE, HOW DO I BALANCE WELL-BEING OF A COMMUNITY THAT FROM A 2003 VOTE WOULD SIGNIFICANTLY BE IMPACTED: HOW DO WE BALANCE THAT? AND I THINK THAT AT LEAST FOR ME THERE'S A COUPLE OF THINGS THAT I KNOW I'M NOT GOING TO SUPPORT THIS EVENING, AND I'M NOT QUITE SURE, I WANT TO HEAR DEBATE AMONGST MY COLLEAGUES. I WILL SHARE WITH YOU ALL WHAT I'M NOT GOING TO SUPPORT THIS EVENING, AND WHAT I'M NOT GOING TO SUPPORT THIS EVENING IS DOING NOTHING. I DON'T THINK THAT'S AN OPTION FOR ME. THE B1B ALTERNATIVE IS NOT AN OPTION FOR ME, AND THE B1C ALTERNATIVE IS NOT AN OPTION FOR ME, AND I'M GOING TO TELL YOU WHY. IT'S NOT AN OPTION FOR ME BECAUSE I DON'T THINK -- AND I HAD THE PLEASURE OF MEETING THE TOWER DIRECTOR A COUPLE OF TIMES, MR. BERLUCCHISENT SENT TO STAFF, DATED MAY 10, AN OPINION, AN OPINION OF WHAT HE BELIEVED, AND THE AIR TRAFFIC CONTROLLERS BELIEVED, WERE SIGNIFICANT LIABILITIES WITH ALTERNATIVE B1C OR A RUNWAY 44 FEET IN THE AIR. AND I'M NOT -- I HOPE THAT EVERYBODY HAS A COPY OF THIS. IF NOT, THAT'S REALLY TOO BAD, REALLY, AND I HOPE YOU HAVE AN ABILITY TONIGHT TO MAKE SOME COPIES FOR MY COLLEAGUES. THIS WAS LAID OUT THAT THE LACK OF TAXIWAY SUPPORT WITH INCREASED OPERATIONS IN GATES WILL CREATE VARIOUS DELAYS.

COMMISSIONER GUNZBURGER: MAY 10TH ONE?

VICE MAYOR WEXLER: MAY 10TH ONE, RIGHT. MAYOR, YOU HAVE A COPY OF THIS?

MAYOR EGGELETTION: YES, I'VE SEEN A COPY OF THIS.

VICE MAYOR WEXLER: FOR ME, IT'S COMPELLING, COMPELLING TO HEAR FROM -- IF WE RESPECT AIRLINE PILOTS AND THEIR OPINIONS, I CERTAINLY RESPECT THE OPINION OF WHO RUNS OUR TOWERS, AND I HAVE TO LISTEN. I WOULD BE A FOOL IF I DIDN'T LISTEN TO THEIR OPINION, AND I AM GOING TO LISTEN TO THEIR OPINION THIS EVENING, ABSOLUTELY. AND FOR ME, I WOULD LIKE TO FIND, I'D LIKE TO MAKE A DECISION THIS EVENING IF IT'S AT ALL POSSIBLE, AND I'D LIKE TO FIND AN ALTERNATIVE THAT -- AND I HAD SHARED WITH YOU ALL AT OUR LAST WORKSHOP THAT BASED ON THE STUDY AND THAT -- THAT LANDRUM & BROWN DID IN ONE PARTICULAR ANALYSIS, THAT WAS THE RUNWAY LENGTH ANALYSIS, ITEM D.3, THE RECOMMENDED RUNWAY LENGTH REGARDING THE 80 PERCENT OF THE TIME AND 90 PERCENT OF THE TIME, AND THAT THE 6,000 FOOT RUNWAY WOULD AT LEAST TAKE US THROUGH A CERTAIN PERIOD OF TIME. I VERY MUCH WOULD LIKE TO SEE A RUNWAY ON GROUND LEVEL. I THINK THAT A RUNWAY ON GROUND LEVEL WOULD CONTINUE TO NOT EXACERBATE THE LIVING CONDITIONS THAT PARTICULARLY THE FOLKS AT MELALEUCA ISLES HAVE ENDURED FOR ALL THESE YEARS --

COMMISSIONER RODSTROM: CAN I JUST -- APPARENTLY COMCAST HAS SHUT THIS MEETING OFF.

MAYOR EGGELETTION: YES, IT WAS -- EXCUSE ME, VICE-MAYOR, I APOLOGIZE, BUT IT WAS WELL PUBLICIZED WITH COMCAST THAT THEY COULD NOT CARRY THIS MEETING BEYOND 12:00 MIDNIGHT. THANK YOU.

VICE MAYOR WEXLER: DOES THAT MEAN THAT WE COULD LOWER THESE LIGHTS JUST A LITTLE BIT? OH, SO MUCH LESS PAIN. THANK YOU. THANK YOU. SO -- IS THAT WHAT ALL THAT NOISE WAS ABOUT BACK HERE REGARDING -- IT SOUNDED LIKE THERE WAS A SPEAKER THAT WAS GOING OUT. AS I'M TRYING TO COME TO SOME TYPE OF TERMS AS TO WHAT WOULD BE A REASONABLE WAY TO PROCEED HERE, A 6,000 FOOT SOLUTION IS SOMETHING THAT I THINK IS A SHORT-TERM, AND I SAY, SHORT-TERM. THEN I SAY, WHY WOULD ANYONE WANT TO GO THROUGH THIS AGAIN, WHY WOULD ANY COMMISSIONERS IN THE FUTURE EVER WANT TO ENDURE -- WHEN 12 TO 14 YEARS THAT YOU'VE BEEN GOING THROUGH THIS -- WE SHOULD NEVER DO THIS TO ANYONE EVER AGAIN.

AND SO I WILL TELL YOU THAT THIS EVENING I'M LEANING TOWARDS THE D2 ALTERNATIVE WHICH WOULD BE DONE IN PHASES OF A 6,000 FOOT SOLUTION FIRST, AND THEN A NORTH PARALLEL RUNWAY. IT IS CERTAINLY THE SOLUTION, THAT AT LEAST ONE IF NOT TWO OF THE AIRLINES ARE SUPPORTING. WE'VE GOTTEN CORRESPONDENCE TO THAT. IT IS THE SOLUTION THAT THE TOWER IS SUPPORTING. I'D LIKE TO ASK A COUPLE OF QUESTIONS THOUGH, MR. MAYOR, REGARDING THAT. AND I WANT TO ASK AN ENVIRONMENTAL QUESTION. THE QUESTION IS DIRECTED TOWARDS THE D2 ALTERNATIVE.

MAYOR EGGELETTION: WHO WOULD YOU LIKE TO ADDRESS THE QUESTION TO?

VICE MAYOR WEXLER: I DON'T KNOW IF IT'S LANDRUM & BROWN OR IF IT'S THE FAA OR -- THEY ARE HERE THIS EVENING.

MAYOR EGGELETTION: BOTH ARE HERE, BOTH THE FAA AND LANDRUM & BROWN.

VICE MAYOR WEXLER: WELL, LET ME ASK THE ENVIRONMENTAL QUESTION AND THEN POSSIBLY TO HEAR FROM BOTH OF THEM.

MAYOR EGGELETTION: OKAY.

VICE MAYOR WEXLER: THE ENVIRONMENTAL QUESTION WE'VE HEARD ABOUT IMPACT. WE'VE HEARD FROM THE COMMUNITY. WE'VE HEARD FROM COMMISSIONERS. WE'VE READ THE STUDY, ALLEGATION OF FLAW IN THIS STUDY, AND NOT THOROUGHLY ANSWERED. I WOULD LIKE TO KNOW YOUR OPINION, FAA, YOUR OPINION, LANDRUM & BROWN, WHICH WOULD BE LESS OF AN ENVIRONMENTAL IMPACT, THE B1B OR B1C, WHICH IS THE AIRPORT SPONSORS PROPOSED PROJECT, OR THE D2 ALTERNATIVE? THAT WOULD BE THE FIRST QUESTION.

MAYOR EGGELETTION: WHY DON'T BOTH -- WE HAVE TWO LECTERNS UP HERE. WHY DON'T EACH OF YOU GO TO ONE OR THE OTHER. BOTH MIKES ARE ON. ONE CAN GO TO ONE. ONE CAN GO TO THE OTHER. I'M ASSUMING YOU'RE ASKING THE FIRST QUESTION OF THE FAA.

VICE MAYOR WEXLER: YES, SIR.

MAYOR EGGELETTION: AND LANDRUM & BROWN TO RESPOND TO THAT IF YOU SO DESIRE?

VICE MAYOR WEXLER: THAT'S CORRECT.

MAYOR EGGELETTION: PLEASE IDENTIFY YOURSELF FOR THE RECORD. I THINK SHE'S ASKING A QUESTION OF THE FAA.

VICE MAYOR WEXLER: I WOULD PREFER THE FAA FIRST TO ANSWER IT, AND I WOULD EXPECT THAT IF LANDRUM & BROWN DISAGREES WITH THE RESPONSE THAT -- OR WISHES TO ENHANCE THE RESPONSE, THAT THEN THEY WOULD FEEL THEY'D LIKE TO.

MR. PERRYMAN: JUST A CLARIFICATION, OF THE TWO ALTERNATIVES YOU JUST MENTIONED, B1B, B1C?

VICE MAYOR WEXLER: B1B, B1C ARE BOTH 8,000 FEET. THEY'RE BOTH 44 FEET IN THE GROUND OVER U.S. 1, OVER THE RAILROAD TRACKS INTO THE MANGROVE. THE ALTERNATIVE D2 IS THE 6,000 FOOT SOUTH, AND THE 7,000 AND CHANGE NORTH.

MR. CHAPMAN: I'M RUSTY CHAPMAN, MANAGER OF THE AIRPORT'S DIVISION FOR FAA'S SOUTHERN REGION. THE INFORMATION WE SHOW ON THOSE ALTERNATIVES, B1B, OR EXCUSE ME -- YEAH, B1B AND B1C, LONG-TERM IMPACTS SHOW APPROXIMATELY A THOUSAND RESIDENCES TO BE ADDED OR IMPACTED BY NOISE, BY THE 65 LDN. AGAIN, THAT WAS A THOUSAND. THE D2 ALTERNATIVE WOULD IMPACT APPROXIMATELY 300 RESIDENTS. SO THE D2 WOULD BE LESS THAN THE B1 ALTERNATIVES.

VICE MAYOR WEXLER: HOW ABOUT ENVIRONMENTAL IMPACT? IS THAT WHAT YOU'RE DEEMING ENVIRONMENTAL, THE ACTUAL MITIGATION FOR HOMES?

MR. CHAPMAN: I'M ADDRESSING THE NOISE, THE NOISE IMPACTS OF RESIDENTS AND I UNDERSTOOD THAT'S WHAT THE QUESTION WAS. ARE YOU TALKING ABOUT OTHER ENVIRONMENTAL IMPACTS?

MAYOR EGGELLETON: THE QUESTION WAS ENVIRONMENTAL IMPACTS.

VICE MAYOR WEXLER: RIGHT.

MR. CHAPMAN: WHY DON'T YOU EXPAND ON THAT?

MR. PERRYMAN: MARK PERRYMAN, LANDRUM BROWN. THERE ARE 26 SOME ODD FACTORS THAT WE EVALUATED RELATIVE TO THE ENVIRONMENT. NOISE, WHICH IS THE IMPACT ON PEOPLE IS OF COURSE ONE OF THE PARAMOUNT ISSUES THAT THE FAA CONSIDERS, AND THAT'S WHY I THINK MR. CHAPMAN IS STARTING THERE WITH SAYING THAT THE D2 WOULD HAVE LESS IMPACTS TO RESIDENTIAL UNITS LONG-TERM, 2020 TIME HORIZON, THAN WOULD THE B1B, B1C. IN ADDITION, OTHER IMPACTS RELATIVE TO WETLANDS AND MANGROVES, THEY'RE EQUAL BECAUSE OF THE RELATIVE IMPACTS ON THE GROUND ARE FAIRLY SIMILAR IN THAT MANNER. THERE IS SOME SLIGHT DIFFERENTIALS, BUT THEY'RE GENERALLY OTHERWISE EQUAL IN THOSE IMPACTS. AS I BELIEVE I SAID THE LAST TIME I PRESENTED BEFORE THE COMMISSION, ONCE YOU MADE THE DECISION TO STOP AT NORTHEAST 7TH AVENUE, YOU REALLY CONTAINED THE EXTENT OF THE IMPACTS TO WETLANDS, MANGROVES, AND HABITAT. BY DOING THAT, YOU'RE DEALING WITH DRAINAGES AND FLOODED AREAS ON THE AIRPORT THAT WE STILL ARE WORKING WITHIN THE CORPS OF ENGINEERS TO DETERMINE FINAL WETLAND NUMBERS, BUT THEY'RE ALL GENERALLY IN THE 15 ACRE RANGE, AND THE MANGROVE IMPACTS WOULD BE LESS IN D2 BECAUSE OF THE RIGHT LANE NOT EXTENDING OUT INTO THE MANGROVE.

VICE MAYOR WEXLER: WELL, I WOULD THINK BY JUST LOOKING AT THE DIAGRAM, AND I'M NOT CROSSING OVER INTO -- ACROSS U.S. 1 THAT IT WOULD BE A LITTLE LESS THAN STAYING ON CURRENT AIRPORT PROPERTY.

MR. PERRYMAN: CORRECT. AND ALSO IN THE D2, THE WYNDHAM/HILTON HOTEL ISSUE PRETTY MUCH -- IS ALL BUT GONE, BECAUSE IT'S NO LONGER WITHIN THE DIRECT CENTER LINE APPROACH OF THE AIRPORT.

VICE MAYOR WEXLER: AND I GUESS IF FOR ME -- IF FOR ME THE QUESTION IS -- THE ANSWER IS I DON'T WANT TO DO NOTHING. I WANT TO DO SOMETHING, BECAUSE I DO CONSIDER OUR AIRPORT AN ECONOMIC ENGINE OF OUR COMMUNITY, OF THE REGION, BOTH IN THE CARGO AND THE CARRIER. AND HAVING SAID THAT, I GUESS I HAVE TO WONDER WHY THERE WAS SUCH -- WHY THE SPONSORS, B1C, ALTERNATIVE WAS THE FOCUS, AND HOW WE GOT THERE. AND QUITE A FEW PEOPLE THIS EVENING ASKED THAT SAME QUESTION. AND I DON'T KNOW. I HONESTLY DON'T KNOW, AND THE ONLY THING THAT I CAN COME UP WITH IS, WELL, ON THE NORTH END OF THE RUNWAY, THERE ARE BUSINESSES, AND CERTAINLY MOVING OF THOSE BUSINESSES WOULD ENTAIL A COST. HOWEVER, FROM WHAT I'VE BEEN ABLE TO FIND, THE MAJORITY OF COST -- MAYBE THAT'S -- I SHOULDN'T MAKE A STATEMENT. LET ME ASK A QUESTION. HOW WOULD THOSE COSTS BE MITIGATED FOR MOVING THOSE BUSINESSES ON THE NORTH SIDE OF RUNWAY?

MAYOR EGGELLETON: WHO ARE YOU ASKING THE QUESTION OF?

VICE MAYOR WEXLER: MR. FAA.

MR. CHAPMAN: ARE YOU ASKING HOW WOULD IT BE PAID FOR?

VICE MAYOR WEXLER: I'M ASKING, WOULD YOU PAY FOR?

MR. CHAPMAN: THOSE WOULD BE ELIGIBLE COSTS FOR FEDERAL GRANTS RELATED TO THE RUNWAY CONSTRUCTION. MOST NEW RUNWAYS HAVE A WIDE RANGE OF FINANCIAL PIECES TO IT, SOME OF WHICH ARE FEDERAL GRANTS. SO THE FEDERAL GRANTS WOULD GO SO FAR. I'M NOT SAYING IT COULD PAY FOR ALL RELOCATION OF THE TENANTS, PLUS ALL THE RUNWAY CONSTRUCTION, BUT THE TENANT RELOCATION WOULD CERTAINLY BE AN ELIGIBLE COST TO HAVE FEDERAL GRANTS HELP WITH THAT.

VICE MAYOR WEXLER: OKAY. I WANT TO HEAR FROM OTHER COMMISSIONERS AS TO YOUR THOUGHTS AND YOUR POSITIONS, AND HOW YOU'RE DOING WHEREVER IT IS THAT YOU GET. THANK YOU.

MAYOR EGGELETTION: THANK YOU. ANY OTHER COMMISSIONER WISHING TO SPEAK? COMMISSIONER LIEBERMAN, YOU'RE RECOGNIZED.

COMMISSIONER LIEBERMAN: I'D LIKE TO HAVE MR. PERRYMAN COME BACK FOR A MINUTE.

MAYOR EGGELETTION: MR. PERRYMAN, YOU'RE BEING SUMMONED BACK TO THE LECTERN, SIR.

MR. PERRYMAN: YES, SIR.

COMMISSIONER LIEBERMAN: HI, MR.PERRYMAN. I'M NOT SURE I HEARD YOU CORRECTLY EARLIER, AND I WANT TO MAKE SURE. WHEN YOU WERE ASKED A QUESTION ABOUT THE C1 OPTION, YOU HAD SAID THAT RELOCATION WAS CONSIDERED IN THAT COST ESTIMATE. I'M LOOKING AT PAGE 4-50 OF THE DRAFT EIS UNDER SECTION 4-35, AND THE THIRD PARAGRAPH UNDER 4-35 SAYS, "THIS ANALYSIS IDENTIFIED A SHORTFALL OF NEARLY 40 ACRES OF VACANT AIRPORT PROPERTY FOR THOSE TENANTS REQUIRING AIR SIDE ACCESS. THIS REPLACEMENT IN-KIND IS ASSUMED FOR ALL TENANT FACILITIES; HOWEVER, OFF-SITE RELOCATION TERMINATION OF LEASEHOLDS OR THE CONSOLIDATION OF TENANT FACILITIES WAS NOT ASSESSED."

MR. PERRYMAN: COMMISSIONER, IN OUR DETAILED COST ESTIMATES, WHICH WE CAN PROVIDE YOU; WE HAVE 317 MILLION DOLLARS IN FACILITY RELOCATION COST ASSOCIATED WITH C1.

COMMISSIONER LIEBERMAN: OKAY.

MR. PERRYMAN: WHAT WE WERE SAYING IN THAT IS WHEN WE DID OUR INITIAL ANALYSIS, WE CAME UP WITH 40 ACRES SHORTFALL IF YOU JUST TOOK BLOCK DIAGRAM AREAS TO BLOCK DIAGRAM WITHOUT TRYING TO CONSOLIDATE AND RECONFIGURE.

COMMISSIONER LIEBERMAN: OKAY. SO LET ME TAKE YOU TO THE QUESTION. THE QUESTION THAT I HEARD ASKED, AND THAT'S WHY I WANT THIS CLARIFICATION IS, I'M LOOKING AT THE SUMMARY OF ANALYSIS OF BENEFITS AND COSTS, AND I LOOK AT C1, IT SAYS IT'S \$462,689,207.

MR. PERRYMAN: CORRECT. \$462 BILLION.

COMMISSIONER LIEBERMAN: DOES THAT INCLUDE OR NOT INCLUDE -- WHEN I LOOK AT SECTION 4-50 AS AN ADDITIONAL COST.

MR. PERRYMAN: 317 MILLION OF THAT IS RELOCATION COST.

COMMISSIONER LIEBERMAN: THEN HOW DO I RECONCILE WHERE YOU SAID OFF-SITE RELOCATION, TERMINATION OF LEASEHOLDS OR THE CONSOLIDATION OF TENANT FACILITIES WAS NOT ASSESSED? THAT'S WHAT THE REPORT SAYS.

MR. PERRYMAN: I UNDERSTAND, COMMISSIONER. THAT'S FOR THAT 40 ACRE DIFFERENTIAL, HOW THAT WOULD BE HANDLED.

COMMISSIONER LIEBERMAN: SO IS THAT 40 ACRE DIFFERENTIAL AN OFF-SITE MITIGATION NOT INCLUDED IN YOUR FIGURES FOR C1?

MR. PERRYMAN: CORRECT. BUT SINCE WE HAVE TAKEN A FURTHER LOOK AND WE BELIEVE THAT WITH THE EXCEPTION OF GETTING THAT 40 DOWN TO PROBABLY AROUND 4 ACRES, ALL OF THE FACILITIES THAT ARE ON THE NORTH SIDE CAN BE ACCOMMODATED ON EXISTING AIRPORT PROPERTY, WHETHER THEY'RE AIR SIDE ACCESS OR WHETHER THEY DON'T REQUIRE AIR SIDE ACCESS. WE BELIEVE WE CAN NARROW THAT NUMBER DOWN TO ABOUT 4 ACRES WHICH PROBABLY COULD BE NETTED OUT IN EFFICIENCIES GAINED BY LOCATING TAXIWAYS PROPERLY AND CONFIGURING THE FACILITIES SUCH THAT THEY CAN HAVE BETTER ACCESS. SO IT'S AN INSIGNIFICANT NUMBER IN THE SCHEME OF THINGS.

COMMISSIONER LIEBERMAN: OKAY. AND THAT INCLUDES THE ACQUISITION OF LEASEHOLDS. SOME OF THEM ARE LONG-TERM LEASEHOLDS THAT WOULD HAVE TO BE ACQUIRED, MITIGATION FOR BUSINESSES THAT CAN'T BE ACCOMMODATED ON THE AIRPORT, AND BUSINESS RELOCATION EXPENSES WHICH YOU'D HAVE TO PAY FOR BUSINESSES THAT YOU CAN'T PLACE ON THE AIRPORT.

MR. PERRYMAN: LET ME TAKE IT FROM THE BACK AND WORK MY WAY TOWARDS THE BEGINNING OF THAT. RELOCATION OF THE BUSINESSES, YES, THAT COST IS IN HERE. THE -- WHERE I THINK WE'RE MAKING A CORRECTION SAYING THAT WE NO LONGER THINK THERE ARE LEASEHOLDS THAT WOULD HAVE TO BE BOUGHT OUT BECAUSE WE FEEL WE CAN ACCOMMODATE THOSE AFTER FURTHER LOOK. THAT'S WHY THAT WAS -- FOR THAT 40 ACRES OF UNKNOWN, WE'VE NOW GONE BACK AND DONE A HARDER LOOK, AND SAYS THAT 40 ACRES WE BELIEVE CAN BE ACCOMMODATED IN A MORE EFFICIENT MANNER THAN THEY HAVE TODAY.

COMMISSIONER LIEBERMAN: OKAY. IS THERE SOME REASON WHY THAT WASN'T DONE AS A PART OF A REPORT THAT WAS GIVEN TO US ON MARCH 21ST, 2007?

MR. PERRYMAN: THE 40 ACRES WAS -- AT THAT POINT WE WERE GOING BY DATA THAT WE HAD BEEN PROVIDED AS TO WHAT THE LEASEHOLDS WERE, AND WE'VE BEEN DOING FURTHER ANALYSIS OF THAT.

COMMISSIONER LIEBERMAN: ON YOUR FURTHER ANALYSIS, DID YOU -- HOW DID YOU DO FURTHER ANALYSIS? WHO DID YOU CONSULT WITH? DID YOU CONSULT WITH THE INTERIM AIRPORT DIRECTOR? WHAT LED YOU TO CHANGE YOUR ANALYSIS FROM MARCH 21ST, 2007, TO TODAY?

MR. PERRYMAN: WE GOT SOME ADDITIONAL DATA ON LEASEHOLDS, ON A COUPLE OF THE LEASEHOLDS, THAT THERE WERE HOLES, IF YOU WILL, OR THAT WE NEEDED ADDITIONAL DATA ON.

COMMISSIONER LIEBERMAN: OKAY. AND WHAT LEASEHOLDS WERE THOSE?

MR. PERRYMAN: I DON'T RECALL WHICH ONES THEY ARE OFF THE TOP OF MY HEAD. IT'S IN THE SCHEME OF THINGS, BUT WE DID TAKE A LOOK AT THEM ALL AND WE BELIEVE AT THIS POINT THEY CAN ALL BE ACCOMMODATED.

COMMISSIONER LIEBERMAN: ALL RIGHT. LET ME ASK YOU ONE OTHER QUESTION. YOU KNOW, I HEARD THE VICE-MAYOR TALK ABOUT THE B4 ALTERNATIVE. I ALMOST FEEL LIKE I'M THE MOTHER OF THE B4 ALTERNATIVE. WHEN WE HAD A DISCUSSION ABOUT THIS ABOUT A MONTH AGO, I BELIEVE IT WAS YOUR OPINION THAT THE PROBLEM WITH THE B4 OPTION IS THAT IT DOESN'T BUY ENOUGH CAPACITY TO MAKE IT FINANCIALLY FEASIBLE. HAVE YOU CHANGED YOUR OPINION ON THAT?

MR. PERRYMAN: NO, I HAVEN'T. LONG-TERM B4 GIVES OUT A "GAS," AND I BELIEVE THAT'S THE TERMINOLOGY I USED WHEN I PRESENTED LAST. WHAT I HEARD THE VICE-MAYOR TALK ABOUT IS - THE D2 ALTERNATIVE WHICH IS B4 IS A COMPONENT OF IT.

COMMISSIONER LIEBERMAN: I'M GOING THERE NEXT. RIGHT.

MR. PERRYMAN: AND THE OTHER CHALLENGE THAT WE HAD WITH THE B4 WAS THAT THE CROSSWIND RUNWAY HAD TO REMAIN IN OPERATION, WHICH LIMITED YOUR LAND ENVELOPE FOR REDEVELOPMENT OF OTHER AREAS.

COMMISSIONER LIEBERMAN: MORE IMPORTANTLY, TAKE OUT THE ISSUE ABOUT LIMITING THE LAND ENVELOPE. OF THE THREE EXISTING RUNWAYS, WHICH ONE OF THEM WOULD YOU SAY IS THE MOST NOISE SENSITIVE THAT CAUSES THE BIGGEST NOISE ISSUES IN THE AIRPORT TODAY?

MR. PERRYMAN: I BELIEVE I'D PREFER TO DEFER THAT QUESTION TO YOUR PART 150 GUYS SINCE THEY'VE BEEN WORKING THE NOISE ISSUES MUCH CLOSER THAN I HAVE, BUT I DO UNDERSTAND THAT THERE ARE SENSITIVITIES BASED ON THE LITIGATION THAT HAS GONE ON WITH THE CROSSWIND RUNWAY.

COMMISSIONER LIEBERMAN: BEFORE I ASK FOR THE PART 150 PERSON, LET ME ASK YOU THIS QUESTION: IN MY MIND, TO ME, ONE OF THE ISSUES IS WE HAD A TEMPORARY VICTORY, BUT IT'S JUST TEMPORARY. THE FAA HAS THE UNFETTERED AUTHORITY TO ALLOW INCREASED UTILIZATION OF THE CROSSWIND RUNWAY WITHOUT THE CONSENT OF THE BOARD OF COUNTY COMMISSIONERS EVERY TIME THE FAA BELIEVES THERE'S, QUOTE, "AN UNACCEPTABLE DELAY" IS THAT ACCURATE?

MR. PERRYMAN: I BELIEVE THAT IS CORRECT, YES, MA'AM.

COMMISSIONER LIEBERMAN: SO THE RECENT VICTORY IN COURT MEANS THAT THEY'RE GOING TO HAVE TO DO AN ENVIRONMENTAL ASSESSMENT, AND AFTER THEY DO THE ENVIRONMENTAL ASSESSMENT, THE LIKELIHOOD IS THAT THEY'RE GOING TO BE ABLE TO RESUME USE OF THE CROSSWIND RUNWAY AT THEIR OWN DIRECTION, FOR THEIR OWN PERIOD OF TIMES, WITH THIS COMMISSION LACKING

THE ABILITY TO REDUCE OR STOP USE OF THE CROSSWIND RUNWAY UNLESS IT EXPANDS THE AIRPORT?

MR. PERRYMAN: THAT WAS THE DATA THAT THEY PROVIDED US AS WE ASSESSED THE NO ACTION ALTERNATIVE, IS THAT THAT WOULD INCLUDE AN INCREASED USE OF 13/31 IN THE FUTURE.

COMMISSIONER LIEBERMAN: SO THE PROBLEM WITH THE "NO ACTION" ALTERNATIVE IS THAT ALL OF THE PEOPLE WHO LIVE AROUND THE AIRPORT, UNDER THE "NO ACTION" ALTERNATIVE, IT'S MAYBE NOT BEEN MADE CLEAR THAT THE CROSSWIND RUNWAY WILL BE PUT IN MORE ACTIVE USE BY THE FAA WITHOUT THE BOARD OF COUNTY COMMISSIONERS HAVING ANY ABILITY TO STOP THE INCREASED USAGE OF THE CROSSWIND RUNWAY?

MR. PERRYMAN: THAT'S MY UNDERSTANDING.

COMMISSIONER LIEBERMAN: SEE FOR ME, THAT'S WHY THAT'S NOT ACCEPTABLE. LET ME MOVE TO THE D2 OPTION BECAUSE IF YOU LOOK AT ALL THREE OF THESE OPTIONS -- AND THEN I'M GOING TO ASK FOR THE ADDITIONAL INFORMATION FROM THE NOISE CONSULTANT -- IF YOU LOOK AT THE D2 OPTION, I BELIEVE IN ONE OF OUR MEETINGS I HAD ASKED YOU AND I SAID, YOU KNOW, THIS IS A VERY DIFFICULT ISSUE FOR ALL OF US. WE'RE TALKING ABOUT PEOPLE'S LIVES, THEIR HOMES, THEIR INVESTMENTS, AND THAT IF WE EXPAND THE AIRPORT AT ALL, ARE WE SIMPLY DELAYING THE INEVITABLE BECAUSE AT SOME POINT THERE WILL PROBABLY BE A NEED FOR THREE RUNWAYS, AND IS THERE AN OPPORTUNITY TO BE ABLE TO CHART THAT FUTURE NOW AT A REDUCED COST BECAUSE IF YOU LOOK AT WHAT THE COST IS NOW FOR ANY OF THE SCENARIOS -- AND I'M NOT SAYING THIS WOULD HAVE BEEN THE RIGHT DECISION. IF TEN YEARS AGO THE BOARD OF COUNTY COMMISSIONERS BASICALLY SAID: "DAMN THE TORPEDOS FULL SPEED AHEAD," LET'S DO A 9,000 FOOT RUNWAY, IT WOULD COST LESS THAN THE 8,000 RUNWAY DOES TODAY, RIGHT?

MR. PERRYMAN: PRESUMABLY. YES.

COMMISSIONER LIEBERMAN: OKAY. BUT THERE IS AN ARGUMENT TO BE MADE THAT GOING AHEAD WITH THE D2 OPTION WHICH BASICALLY GIVES YOU AN EXPANSION TO THE SOUTH RUNWAY, AS WELL AS A NORTH PARALLEL JUST PHASED IN AT DIFFERENT TIME SETS THE OVERALL PARAMETERS FOR THE AIRPORT PERIOD; THAT WOULD BE THE ONLY EXPANSIONS THAT WOULD ONLY HAPPEN?

MR. PERRYMAN: I BELIEVE THE D2 WOULD EXHAUST YOUR ENVELOPE.

COMMISSIONER LIEBERMAN: IN COMPARING THE B1C OPTION TO THE D2, WHEN YOU LOOK AT THE COST BENEFIT RATIO, WHICH IS ON ONE OF YOUR SPREADSHEETS, WHICH OF THEM GIVES US A BETTER COST BENEFIT RATIO AND WHY? EITHER B1C OR D2?

MR. PERRYMAN: SHORT-TERM B1C DOES BECAUSE IT TAKES -- IT'S A HIGHER COST FOR D2, AND IT TAKES LONGER TO -- I GUESS FOR LACK OF A BETTER WORD, "AMORTIZE" YOUR BENEFITS OVER THAT TIME.

COMMISSIONER LIEBERMAN: BUT LONG-TERM?

MR. PERRYMAN: BUT LONG-TERM IT PROVIDES YOU THE BEST "BANG FOR YOUR BUCK" IN THE LONG-TERM. AND I THINK, IF I MAY, THAT'S WHAT THE AIR

TRAFFIC MEMO WAS REALLY GETTING AT IS, IF THEY HAD A BLANK SHEET OF PAPER AND THEY WERE LOOKING AT THIS EIS, D2 WAS WHAT THEY SAW AS, WE HAVE THREE RUNWAYS TODAY, WE SAY WE NEED THREE RUNWAYS IN THE FUTURE. WHAT ALTERNATIVE GETS US THERE, AND I BELIEVE -- THAT'S KIND OF A SIMPLIFYING THEIR MEMO TO YOU.

COMMISSIONER LIEBERMAN: SO IS IT YOUR OPINION THAT LONG-TERM FOR THE FUTURE OF THE AIRPORT THE BEST FINANCIALLY FEASIBLE OPTION IS REALLY D2?

MR. PERRYMAN: I'M GOING TO HAVE TO CAVEAT THAT BECAUSE AGAIN, I HAVE NOT DONE THE FINANCIAL ANALYSIS BEYOND JUST THE BENEFIT COST ANALYSIS. THE OTHER FACTORS AS IT RELATES TO YOUR COST PER ENPLANED PASSENGERS, YOUR LANDING FEES, AND ALL OF THAT, THOSE ARE FACTORS THAT SHOULD ALSO BE PLAYED IN HERE, BUT FROM A PURELY WHAT COSTS AND YOUR BENEFITS, THE D2 IS AMONG YOUR BEST ALTERNATIVES, YES.

COMMISSIONER LIEBERMAN: ONE OTHER QUESTION. WE HAD THREE PILOTS COME UP, AND I'M NOT SURE WHETHER TO ASK YOU THE QUESTION, OR WITH YOUR PERMISSION, MS. BRANGACCIO, TO MR. BIELEK. WE HAD THREE PILOTS, JEREMY MVHARSKY, CHRISTOPHER, JOHNSON, AND MIKE MCKEEVER, COME UP AND TELL US THAT THE GRADIENT PROPOSED FOR THIS RUNWAY WOULD BE UNLIKE ANY OTHER RUNWAY IN THE UNITED STATES; IS THAT ACCURATE?

MR. PERRYMAN: NO, THAT IS NOT ACCURATE.

COMMISSIONER LIEBERMAN: OKAY. WHAT OTHER RUNWAYS HAVE GRADIENTS SIMILAR TO THIS, AND DO THEY HANDLE WIDE BODY LONG DISTANCE JETS?

MR. PERRYMAN: TWO OF THE RUNWAYS AT LAS VEGAS, MCCARRAN INTERNATIONAL HAVE A GRADIENT OF 1.3.

COMMISSIONER LIEBERMAN: AND WHAT'S THE GRADIENT HERE?

MR. PERRYMAN: ON THE B1C, IT IS .6. SO IT'S ALMOST -- IT'S DOUBLE THAT -- MCCARRAN IS DOUBLE THAT OF WHICH IS BEING PROPOSED. IT IS 150 FOOT DIFFERENTIAL IN ELEVATION FROM ONE RUNWAY END TO THE OTHER. I THINK WHAT HAPPENS HERE IS THE VISUAL IMPACT OF HAVING AN ELEVATED RUNWAY VERSUS MCCARRAN, IT KIND OF BLENDS INTO THE LANDSCAPE. HERE IT WOULD BE RAISED, AND IT WOULD BE SIMILAR TO CHARLESTON, WEST VIRGINIA, LITTLE ROCK, OR ANY - ROANE, WEST VIRGINIA, ANY AIRPORT THAT'S BEEN BUILT UP ON A MOUNTAIN TOP, OR YOU KNOW, WHERE A MOUNTAIN TOP HAS BEEN LEVELED, WHERE YOU HAVE A DROP, A PRECIPITOUS DROP TOWARDS THE END OF RUNWAY. IT DOESN'T MAKE IT UNSAFE. IT MEETS DESIGN STANDARDS, AND AS LONG AS IT MEETS DESIGN STANDARDS, FAA DEEMS IT SAFE.

COMMISSIONER LIEBERMAN: SEATTLE HAVE A GRADIENT FOR THEIR RUNWAY?

MR. PERRYMAN: YES, THEY DO. IT'S EITHER .6 OR .7. I'M GOING FROM MEMORY HERE.

COMMISSIONER LIEBERMAN: DO YOU HAPPEN TO KNOW IF WHETHER ALL OF THOSE AIR RUNWAYS WITH GRADIENTS ARE LIMITED TO ONLY REGIONAL JETS, OR WHETHER THE REAL "BIG GUYS" FLY ON THOSE AND LAND?

MR. PERRYMAN: I KNOW AT MCCARRAN, AND SEATTLE, AND OTHER AIRPORTS THAT HAVE A .6, .7, .8 -- MEMPHIS, DETROIT, DENVER, THOSE ARE ALL LARGE HUB AIR CARRIER AIRPORTS. SO THAT IS -- I THINK THAT ISSUE FOR THE B1C WAS A BIT BLOWN OUT OF PROPORTION.

COMMISSIONER LIEBERMAN: OKAY. CAN WE ASK THE NOISE CONSULTANT -- THANK YOU, MR. PERRYMAN. CAN YOU ADDRESS THE NOISE ISSUES WITH RESPECT TO THE TWO DIFFERENT SCENARIOS?

MR. BERNHARDT: WELL, I COULD ADDRESS THE NOISE ISSUES FROM ONE OF THE SCENARIOS THAT WE'VE BEEN LOOKING AT.

COMMISSIONER LIEBERMAN: I CAN'T HEAR A WORD YOU'RE SAYING, I'M SO SORRY.

MR. BERNHARDT: IS THIS ON?

MAYOR EGGELLETON: YEAH, YOUR MIKE. GO AHEAD.

MR. BERNHARDT: WE COULD ADDRESS THE NOISE ISSUES ON THE B1C ALTERNATIVE BECAUSE THAT'S THE OPTION THAT WE'VE BEEN LOOKING AT IN THE PART 150 STUDY. CAN YOU ASK ME AGAIN WHAT YOUR SPECIFIC QUESTION WAS?

COMMISSIONER LIEBERMAN: WELL, WE WERE HAVING SOME DISCUSSION ABOUT THE IMPACT, THE NOISE IMPACT TO THE AREA. I'M LOOKING AT -- OR I BELIEVE I'M LOOKING AT YOUR NOISE CONTOURS IN TERMS OF WHERE THE NOISE IMPACTS WOULD BE FROM THE SPONSORS PROPOSED PROJECT WHICH IS THE B1C. CAN YOU ADDRESS -- WE HEARD A LOT OF TESTIMONY ABOUT NOISE IMPACT ON MELALEUCA GARDENS, IN HOLLYWOOD, IN DAVIE.

MR. BERNHARDT: JUST A POINT OF CLARIFICATION, AND THOSE NOISE IMPACTS AND THOSE NOISE CONTOURS THAT ARE INCLUDED IN THE EIS WERE DEVELOPED BY THE EIS CONSULT AND THE FAA. THEY HAVE NOT BEEN DEVELOPED BY US, YOUR CONSULTANT FOR THE PART 150 STUDY. OUR JOB IS TO TAKE THOSE CONTOURS AND PROVIDE AN ABATEMENT PLAN, THIS STEP MOVING FORWARD, TO ABATE AND MITIGATE THOSE CONTOURS, BUT THOSE CONTOURS WERE DEVELOPED BY THE FAA IN THE EIS.

COMMISSIONER LIEBERMAN: I'M HAVING A DIFFICULT TIME, I DON'T KNOW WHETHER IT'S YOUR VOICE. YOU'RE NOT TALKING RIGHT INTO THE MICROPHONE.

MR. BERNHARDT: JUST A POINT OF CLARIFICATION. THE NOISE CONTOURS THAT ARE INCLUDED IN THE EIS, THAT I BELIEVE YOU'RE LOOKING AT IN FRONT OF YOU, WERE DEVELOPED BY THE FAA IN THE EIS BY LANDRUM & BROWN. SO IF YOU HAVE SPECIFIC QUESTIONS IN DEVELOPMENT OF THOSE CONTOURS, THEY'RE REALLY THE BEST TEAM TO ASK. OUR JOB IS TO TAKE THOSE CONTOURS AND PREPARE AN ABATEMENT PLAN FOR YOU MOVING FORWARD FROM THIS POINT.

MS. BRANGACCIO: ERIC, COULD YOU ALSO SPEAK -- I KNOW THAT YOUR TEAM HAS GOTTEN TOGETHER AND ACTUALLY HAS LOOKED AT THE FAA NUMBERS, AND HAVE GONE, SHALL WE SAY, STREET TO STREET, HOUSE TO HOUSE, AND THAT YOU'RE ACTUALLY GOING TO BE TAKING THE FAA NUMBERS, AND THEN FOR YOUR PRESENTATION TO THE BOARD IN TERMS OF THE PART 150 MITIGATION, ACTUALLY UPDATING THOSE FOR US AS PART OF THAT PROCESS.

MR. BERNHARDT: PART OF OUR PROCESS IS TO TAKE WHAT LANDRUM & BROWN HAVE GIVEN US AND FINE-TUNE IT TO AN ADDITIONAL LEVEL OF DETAIL. WE HAVE PREPARED A GIS DATABASE AND GONE STREET BY STREET, HOUSE BY HOUSE, AS PAM HAS ALLUDED TO, AND WE'RE PREPARING A MITIGATION, INSTEAD OF MITIGATION OPTIONS FOR YOUR CONSIDERATION, WE'VE BROUGHT THOSE TO YOU TWICE NOW THIS SPRING, AND WE'RE PREPARING A NOISE A ABATEMENT PLAN, LOOKING AT DIFFERENT WAYS OF MITIGATING THAT COUNTOUR, MAKING IT SMALLER, LOOKING AT THINGS LIKE THE 595 FLIGHT TRACK CORRIDOR ON THE ALTERNATIVE THAT COMES OUT OF I GUESS TODAY'S MEETING. SO FAR WE'VE BEEN INVESTIGATING THE OPTIONS ASSOCIATED WITH B1C.

COMMISSIONER LIEBERMAN: AND IS THE -- OF THE THREE COMMUNITIES THAT CAME HERE TO SPEAK ABOUT OPPOSING AIRPORT EXPANSION, YOU HAD DANIA BEACH, YOU HAD HOLLYWOOD, OFFICIALS FROM DAVIE, AND I THINK SOME RESIDENTS OF DAVIE AND A COUPLE FROM HOLLYWOOD. THOSE THREE COMMUNITIES, BASED ON YOUR PART 150 STUDY, WHERE IS THE NOISE IMPACT GREATEST?

MR. BERNHARDT: THE NOISE IMPACT IS GREATEST IN DANIA BEACH.

COMMISSIONER LIEBERMAN: OKAY. SO IS IT IN MELALEUCA GARDENS? IT IS? I'M LOOKING AT YOUR NOISE CONTOURS.

MR. BERNHARDT: THOSE AREN'T MY NOISE CONTOURS. LANDRUM & BROWN PREPARED THOSE CONTOURS. THEY'VE JUST PROVIDED IT TO US AND WE'VE PUT THEM ON A DIFFERENT BASE MAP AND THEY'RE ASSOCIATED WITH SOMETHING THAT'S IN A PACKAGE, BUT THOSE CONTOURS HAVE BEEN DEVELOPED BY LANDRUM & BROWN.

COMMISSIONER LIEBERMAN: THEN LANDRUM BROWN NEEDS TO ANSWER THE QUESTION, BECAUSE THE NOISE CONTOUR I'M LOOKING AT ON THEIR MAP SHOWS THE GREATEST IMPACT IN DAVIE, NOT IN DANIA BEACH. IT SHOWS A SMALLER -- A SIGNIFICANTLY SMALLER IMPACT SOUTH OR NORTH OF THE AIRPORT THAN IT DOES SHOW WEST OF THE AIRPORT.

MAYOR EGGELETION: OKAY. BUT BEFORE YOU ANSWER THE QUESTION, CAN SOMEONE FROM LANDRUM & BROWN MOVE TO THE OTHER MICROPHONE?

COMMISSIONER LIEBERMAN: GOOD IDEA.

MAYOR EGGELETION: SO THAT WE CAN HAVE THE QUESTIONS CONSTRUCTIVELY ANSWERED.

MR. BERNHARDT: I ALSO BELIEVE YOU'RE TALKING ABOUT THE SIZE OF THE CONTOUR, AND IF YOU MEAN IMPACTS IN THE NUMBER OF HOUSING UNITS OR PEOPLE, THE HOUSING UNITS AND PEOPLE I BELIEVE IS IN DANIA BEACH ON THE B1C ALTERNATIVE. THE SIZE OF THE CONTOUR OVERALL MAY BE LARGER IN DAVIE.

COMMISSIONER LIEBERMAN: OKAY.

MAYOR EGGELETION: MR. PERRYMAN, DO YOU UNDERSTAND THE QUESTION POSED BY THE COMMISSIONER, SIR?

MR. PERRYMAN: IF I COULD GET A CLARIFICATION ON WHICH ALTERNATIVE? I MEAN WE DO HAVE --

COMMISSIONER LIEBERMAN: B1C.

MR. PERRYMAN: B1C?

COMMISSIONER LIEBERMAN: YEAH. I'M ACTUALLY ON PAGE 12 OF THE JACOBS CONSULTANCY REPORT.

MR. PERRYMAN: B1C IN 2012, AND WE HAVE THESE BROKEN DOWN BY THE FOUR MUNICIPAL JURISDICTIONS, FORT LAUDERDALE, DAVIE, DANIA BEACH, AND HOLLYWOOD, AND B1C, HOLLYWOOD WOULD HAVE NO IMPACTS WITHIN THE 65. DANIA BEACH WOULD HAVE A TOTAL OF 114 UNITS. DAVIE, TWO. AND FORT LAUDERDALE, 0 WITHIN THE 65.

COMMISSIONER LIEBERMAN: OKAY. EARLIER TODAY I HEARD SOME PEOPLE TALK ABOUT IN THE 65 DNL, 800 UNITS. THERE WERE A COUPLE OF RESIDENTS WHO SAID THERE WERE 800 TO 1,000 IMPACTED RESIDENTS.

MR. PERRYMAN: IN THE LONG-TERM, 2020, I'M FLIPPING TO THAT SLIDE AS WE -- B1B, B1C, FORT LAUDERDALE, 65 AND ABOVE, 0. DAVIE, 0, 65 AND ABOVE, DANIA BEACH, 1,051.

COMMISSIONER LIEBERMAN: SO IT'S IN UNCONSTRAINED SCENARIO.

MR. PERRYMAN: YES, IN THE UNCONSTRAINED REMOVE THE INTERLOCAL AGREEMENTS AND WE'RE USING THAT RUNWAY FULLY.

COMMISSIONER LIEBERMAN: OKAY. ALL RIGHT. YOU KNOW I GUESS FOR ME, "DO NOTHING" IS NOT AN OPTION BECAUSE WHAT I SEE HAPPENING WITH "DO NOTHING" IS I SEE INCREASED USAGE OF THE CROSSWIND RUNWAY THAT WE WILL NOT BE ABLE TO STOP. THERE'S A TEMPORARY HIATUS. IT'S NOT A PERMANENT HIATUS. OF ALL THE OPTIONS THAT WE'RE LOOKING AT, THE ONE -- AS MUCH AS I WOULD LOVE TO SUPPORT B4 BECAUSE IT WAS MY SUGGESTION. I ACTUALLY BORROWED COMMISSIONER WASSERMAN-RUBIN'S RULER WHEN WE WERE ON THE DAIS TO SEE HOW WE COULD FIT IT OUT. ALL THE TESTIMONY IS THAT B4 IS JUST NOT FINANCIALLY VIABLE. SO IT LEADS US, IN MY MIND, TO ONLY TWO OPTIONS. ONE VIABLE OPTION IS B1C. ONE VIABLE OPTION IS D2. IF YOU DON'T WANT TO GO THROUGH THIS PROCESS AGAIN AND AGAIN, AND YOU WANT TO SET THE FUTURE FOR THE AIRPORT -- AND I GUESS THERE WAS ONE RESIDENT WHO TALKED ABOUT GROWTH ITSELF IS NOT A PROBLEM, THE ISSUE IS THE FAILURE TO PLAN FOR GROWTH AND ALLOWING INFRASTRUCTURE DEFICITS TO ACCUMULATE. THOUGH THERE ARE MANY PEOPLE WHO THINK THAT THE GROWTH IN OUR COUNTY IS COMING FROM NEW RESIDENTS COMING TO THE COUNTY, THE CENSUS TELLS US THAT THE DYNAMICS OF THIS COUNTY HAS CHANGED, AND GROWTH IS REALLY COMING FROM PEOPLE WHO ARE BEING BORN HERE, AND I DON'T KNOW THAT ANY OF US WANT TO BE IN A POSITION OF GOING INTO A MATERNITY WARD AND SAYING, I'M SORRY, YOU DON'T GET TO HAVE YOUR BABY TODAY BECAUSE WE HAVEN'T STRUCTURED THE INFRASTRUCTURE AND DEFECITS YET. SO LONG-TERM IT LOOKS LIKE D2 PROVIDES SOME SUBSTANTIAL RELIEF IN THAT YOU DEAL WITH THIS ISSUE ONCE, BUT IN THE SHORT-TERM THE MOST COST-EFFECTIVE OPTION APPEARS TO BE B1C.

MAYOR EGGELETTION: VERY GOOD. ANYONE ELSE WISHING TO SPEAK TO THE ITEM? COMMISSIONER GUNZBURGER.

COMMISSIONER GUNZBURGER: I THOUGHT I KNEW WHERE I WAS BEFORE I CAME HERE TONIGHT BECAUSE I HAD CONSTITUENTS WHO REALLY HAD SPOKEN TO ME, AND THEY REALLY BELIEVED THAT IF WE DID WHAT WAS BEING PROPOSED, AS I DID THIS NIGHT, TILL THIS MINUTE -- I'M NOT GOING TO BE AS COHERENT AS I USUALLY AM. IT'S 12:30, AND WE'VE BEEN MEETING SINCE 9:00 THIS MORNING, SO IT'S A VERY, VERY LONG DAY -- THAT IT WAS AN EASY CHOICE FOR ME. BUT RIGHT NOW, I'M REALLY VERY ANGRY AND FRUSTRATED, EVEN THOUGH I DON'T SOUND IT. I'M TOO TIRED TO SOUND ANGRY AND FRUSTRATED. I DON'T LIKE TO MAKE A DECISION THAT'S NOT BASED ON ALL THE INFORMATION I NEED, AND I DON'T FEEL THAT I HAVE ALL THE INFORMATION TO MAKE AN INFORMED, INTELLIGENT DECISION. TO SAY THAT WE WOULD DO NOTHING WAS GOING TO BE NOT FAIR TO ANYONE BECAUSE THAT MEANT THAT A YEAR LATER OR TWO YEARS LATER THESE PEOPLE WHO HAVE STUCK IT OUT SINCE 4:30 AND 5:00 THIS AFTERNOON, ARE GOING TO GO HOME AND HAVE NO DECISION FOR THEMSELVES AS WELL. AND THAT ISN'T FAIR TO ANY ONE OF YOU, OR ALL THE ONES WHO WERE WATCHING US AND THEN WROTE ME THAT WE WENT OFF THE AIR. I ASSUME WE'RE STILL ON -- ARE WE ON THE -- WE'RE NOT EVEN ON THE COMPUTER?

MAYOR EGGELETTION: NO, COMMISSIONERS, WE CANNOT BE ON EITHER OF THOSE. WE'RE BEING TAPED.

COMMISSIONER GUNZBURGER: OKAY. ALL RIGHT. ANYHOW, I AM CONCERNED ABOUT PEOPLE WHOSE LIVES HAVE BEEN ON HOLD FOR A VERY LONG TIME, AND THAT ISN'T FAIR TO THEM EITHER. THE HOMES THAT I SAW SHOWN TO ME TONIGHT WERE JUST BEAUTIFUL. I WAS AMAZED THAT WHEN I WAS IN MELALEUCA GARDENS AT THE NOISE SPOT, THAT IT WAS QUIET. I REALLY EXPECTED IT TO BE A LOT NOISIER BASED ON EVERYTHING THAT I HAD KEPT HEARING. I THINK THAT WAS THE MOST SURPRISING THING. IT WAS AS SURPRISING AS COMMISSIONER WASSERMAN-RUBIN'S DISCUSSION A FEW WEEKS AGO ABOUT A DINNER AT COMMISSIONER STARKEY'S HOME. THAT BEING SAID, IT STILL DOESN'T SOLVE ANYTHING, AND I JUST DON'T -- I MEAN THE ONLY THING THAT I WOULD BE VERY -- THAT I THINK I WOULD BE COMFORTABLE WITH WOULD BE THE SECOND PARALLEL RUNWAY, WHICH IS C1 ON THE NORTH, WHICH I DON'T BELIEVE THAT -- LAST TIME I PROPOSED IT, I COULDN'T EVEN GET A SECOND, AND I HAVE A FEELING I'D BE AT THE SAME PLACE AGAIN TODAY. I THINK WE COULD EVEN LIVE WITH D2, WHICH DOES NOT EXTEND THE SOUTH RUNWAY THAT FAR. IT ONLY ADDS 500 FEET. BASED ON THE LETTER FROM THE CONTROLLERS, THEY CERTAINLY FEEL THAT EXTENDING IT 8,000 FEET AND ELEVATING IT IS A VERY UNSAFE OPTION, AND IF THE PEOPLE WHO ARE CONTROLLING THE AIRPORT ARE SAYING THAT THAT'S AN UNSAFE OPTION, THAT'S ONE I CAN'T EVER CONSIDER. WHEN WE TALK, WE DON'T HAVE ALL THE COST FIGURES. I JUST DON'T KNOW. FROM OUR EXPERTS, I WISH WE HAD HAD THE REST OF THE JACOBS CONSULTING TEAM HERE BECAUSE YOU'RE OUR ADVISORS, AND WHEN YOU WERE LEIGH FISHER AND STEVE MARTIN WAS WITH YOU, WE USED TO ASK HIM TO TELL US, GIVE US THE INFORMATION WE WERE LOOKING FOR. WE CAN'T EVEN DO THAT. AND I'M JUST AT A CROSSROADS WITHOUT KNOWING WHAT TO DO, AND I'M LOOKING AT EXHAUSTED PEOPLE AROUND THIS TABLE.

MS. BRANGACCIO: MAYOR, WE SHOULD ASK, FAA WAS AWARE OF THE LETTER FROM THE TOWER, AND I DO BELIEVE THAT THE REPRESENTATIVES FROM FAA SHOULD BE ASKED TO ADDRESS THAT SINCE THERE ARE FAA EMPLOYEES THAT WROTE THE

LETTER AND WE KNOW THAT THEY'RE AWARE OF IT. WE HEARD THAT THERE WAS CONVERSATION GOING ON, AND WE DO HAVE OUR AIRPORT FINANCIAL PEOPLE HERE. THEY WORKED WITH JACOBS ON THE NUMBERS THAT WE PRESENTED TO THE BOARD BACK ON MARCH 27TH. I MEAN WE CAN ADDRESS WHATEVER BUDGET NUMBERS THAT NEED TO BE ADDRESSED, ANY QUESTIONS THE MEMBERS HAVE.

MAYOR EGGELLETON: COMMISSIONER GUNZBURGER'S QUESTION IS RELATED TO A LETTER THAT WAS RECEIVED AND ADDRESSED, AND IT WAS SENT TO MS. VIRGINIA LANE, AND IT'S FROM THE ATCT. MR. ROBERT BERLUCCHI, ARE YOU FAMILIAR WITH THIS LETTER?

MR. BERLUCCHI: YES, I AM.

MAYOR EGGELLETON: CAN YOU TALK TO US ABOUT THAT LETTER?

MR. BERLUCCHI: THAT'S FAA'S TOWER MANAGER AND HIS COMMENTS TO US RELATIVE TO THE DRAFT EIS. HE EXPRESSED PRIMARILY CONCERNS ABOUT NOT NECESSARILY THAT THE RUNWAY WAS ELEVATED, BUT THAT THE RUNWAY BEING ELEVATED REQUIRED CERTAIN TAXIWAY GEOMETRIES BECAUSE YOU CAN'T GO STRAIGHT DOWN FROM THE END OF THE RUNWAY INTO THE TERMINAL BECAUSE THAT IS TOO STEEP TO TAXI DOWN. SO, THEREFORE, THE INDIRECT EFFECT OF THAT IS LONG TAXI DISTANCES, EXPRESSED CONCERN ABOUT THAT, AS WELL AS OTHER GEOMETRY WHICH WOULD REDUCE THE OVERALL CAPACITY; THEREFORE HE WAS SUPPORTING D2 AS BEING THE BETTER OPERATIONAL ALTERNATIVE. THOSE ARE THE MAJOR FOCUSES.

MR. PERRYMAN: MAYOR, IF I MIGHT, HAVING READ THAT MEMO, I WOULD LIKE TO LEAVE ONE POINT VERY CLEAR. I DON'T BELIEVE ANYWHERE IN THAT MEMO HE DID SAY THAT B1C WAS UNSAFE. HE SAID THAT IT CAUSED CONGESTION. IT CAUSED SOME ISSUES THAT THEY HAD WITH IT, BUT THE WORD, "UNSAFE" FROM THE FAA IS A VERY SERIOUS WORD, AND I DON'T BELIEVE ANYWHERE IN THAT MEMO DOES IT SAY IT'S UNSAFE. HE HAS ISSUES WITH THE GROUND CONGESTION THAT'S CAUSED BY THAT CONFIGURATION OF THE LONG TAXI TIME BACK DOWN THE SLOPE, AND THAT THERE'S A BOTTLENECK DOWN THERE TOWARD THE WEST END OF THAT RUNWAY THAT WOULD CAUSE CONGESTION, AND I BELIEVE HE USED THE WORD GRIDLOCK IN THAT MEMO.

VICE MAYOR WEXLER: HE ACTUALLY USED SIGNIFICANT LIABILITIES.

MR. PERRYMAN: SIGNIFICANT LIABILITIES.

COMMISSIONER GUNZBURGER: THAT TO ME IS UNSAFE.

MAYOR EGGELLETON: OKAY. ALL RIGHT. LISTEN, LET ME ASK -- LET ME ASK THE FAA THIS QUESTION: THE LETTER WAS SENT TO MS. VIRGINIA LANE; IS THAT CORRECT?

MR. BERLUCCHI: THAT'S CORRECT.

MAYOR EGGELLETON: CAN YOU PLEASE STATE FOR US HER POSITION WITH THE FAA.

MR. BERLUCCHI: VIRGINIA LANE IS THE EIS PROGRAM MANAGER IN OUR ORLANDO DISTRICT OFFICE. SHE WORKS IN THE ORGANIZATION WHICH I MANAGE. SHE'S

THE PROGRAM MANAGER THAT IS COLLECTING THE COMMENTS. OUR ENTIRE EIS TEAM AND FAA TEAM WILL BE REVIEWING THESE COMMENTS.

MAYOR EGGELLETTION: AND THIS PERSON WORKS AT FORT LAUDERDALE-HOLLYWOOD INTERNATIONAL AIRPORT THAT WROTE THE MEMO?

MR. BERLUCCHI: HE IS THE TOWER MANAGER, CORRECT.

MAYOR EGGELLETTION: HE'S IN CHARGE OF THE TOWER?

MR. BERLUCCHI: HE'S IN CHARGE OF AIR TRAFFIC CONTROL FOR FAA AT FORT LAUDERDALE AIRPORT. YES, SIR.

MAYOR EGGELLETTION: ALL RIGHT. VERY GOOD. ANY OTHER QUESTION, COMMISSIONER GUNZBURGER?

COMMISSIONER GUNZBURGER: NO. I MEAN I'M LOOKING FOR DIRECTION, AND I DON'T EVEN HAVE ANYONE TO GIVE ME THE HELP THAT I TRULY NEED. I AM -- I FEEL LIKE ALL THOSE PEOPLE THERE WHO ARE FRUSTRATED.

MAYOR EGGELLETTION: SO IS YOUR QUESTION AN OPERATIONAL QUESTION? ARE YOU ASKING US FROM AN OPERATIONAL PERSPECTIVE?

COMMISSIONER GUNZBURGER: NO, WHAT I'M SAYING IS THERE ARE TOO MANY HOLES IN THE INFORMATION THAT WE NEED TO MAKE AN INTELLIGENT, INFORMED DECISION TO DECIDE FOR THESE PEOPLE'S LIVES. THAT'S WHAT I'M SAYING.

MAYOR EGGELLETTION: OKAY. COMMISSIONER RITTER.

COMMISSIONER RITTER: THANK YOU, MR. MAYOR. WE CAN DEBATE "SOTERIC" ISSUES ALL NIGHT LONG, AND WE'RE NOT ACTUALLY TALKING ABOUT ANYTHING SIGNIFICANT. SO I'M GOING TO MAKE A MOTION WITH THE MAYOR'S PERMISSION. I'M GOING TO MOVE AGENDA ITEM 1A WHICH IS A MOTION TO RATIFY THE PREFERRED RUNWAY ALTERNATIVE PURSUANT TO AND CONSISTENT WITH THE DEIS PREPARED BY LANDRUM & BROWN FOR THE FAA AND AUTHORIZE THE COUNTY ADMINISTRATOR TO FORWARD SUCH APPROVAL TO THE FAA.

COMMISSIONER WASSERMAN-RUBIN: SECOND.

MAYOR EGGELLETTION: THERE'S A MOTION MADE BY COMMISSIONER RITTER. IT'S HAS BEEN SECONDED BY COMMISSIONER WASSERMAN-RUBIN.

COMMISSIONER RITTER: AND I DON'T KNOW IF YOU WANT ME TO EXPLAIN MY REASONS NOW OR IN CLOSING AS THE MOVER.

MAYOR EGGELLETTION: WELL, YOU CAN -- WE'LL GIVE YOU AN OPPORTUNITY TO DO THAT DURING THE DISCUSSION ON THE MOTION. WE HAVE A MOTION ON THE FLOOR. ARE THERE ANY OTHER MOTIONS BEFORE WE TAKE DISCUSSION ON THIS MOTION? COMMISSIONER RODSTROM.

COMMISSIONER RODSTROM: MAYOR, I MEAN THERE AREN'T ENOUGH WARNING BELLS GOING OFF HERE, YOU'VE GOT A TOWER CHIEF, YOU'VE GOT A NUMBER OF PILOTS, THEY ALL SAY THIS RUNWAY IS UNSAFE. YOU'VE GOT LANDRUM & BROWN WHO DOES NOT WORK FOR US. OUR CONSULTANT IS NOT HERE TONIGHT, DELIBERATELY NOT HERE, AND I THINK IF YOU GO AHEAD AND MAKE A DECISION TONIGHT YOU'RE GOING TO REGRET THE DECISION YOU MAKE UNLESS YOU MAKE IT

WITH ALL THE INFORMATION AND SO MY MOTION WOULD BE THAT WE DEFER UNTIL SUCH TIME AS WE HAVE THE MASTER PLAN IN OUR HANDS AND WE HAVE JACOBS CONSULTING HERE THAT CAN GIVE US THE INFORMATION WE NEED TO MAKE AN INTELLIGENT DECISION.

MAYOR EGGELETION: IS THERE A SECOND TO THE MOTION? MOTION DIES FOR LACK OF SECOND.

COMMISSIONER RODSTROM: MY SECOND MOTION WOULD BE THAT WE -- GOING BACK TO WHAT COMMISSIONER LIEBERMAN SAID, THE FACT THAT WE WILL USE 13/31. FRANKLY IT'S ONLY THE FACT THAT WE WOULD HAVE MORE GATES. IF WE DON'T ADD MORE GATES, WE WON'T HAVE A NECESSITY TO USE 13/31. AND I MUST REMIND EVERYBODY, ALL THESE MITIGATION NUMBERS ARE BASED ON A CONSTRAINED AIRPORT, AND WE'VE LEARNED FROM THE FAA THERE WILL BE NO CONSTRAINTS. SO, YOU KNOW, YOU'VE GOT TO LOOK AT THE HIGHER NUMBER IN EVERY CASE AND UNDERSTAND WHAT IT'S GOING TO DO TO THE DYNAMIC OF THAT AIRPORT. AND SO MY MOTION WOULD BE THAT NO BUILD IS AN OUTCOME AND I WOULD MAKE A MOTION THAT WE DO NOT BUILD A RUNWAY AT THIS TIME.

COMMISSIONER GUNZBURGER: SECOND.

MAYOR EGGELETION: COMMISSIONER RODSTROM MAKES A MOTION THAT THE COMMISSION TAKES NO ACTION.

COMMISSIONER RODSTROM: NO, THE ACTION IS THE NO BUILD ACTION AT THIS TIME. THAT IS AN ACTION. THAT IS AN ACTION. NO BUILD IS AN OUTCOME. IT'S AN ACTION.

MAYOR EGGELETION: COMMISSIONER RODSTROM MAKES A MOTION THAT WE DO NOTHING AT THIS TIME. IS THERE A SECOND TO THE MOTION?

COMMISSIONER GUNZBURGER: I SECONDED THAT BECAUSE IT DOESN'T NEGATE THE ABILITY TO DO THE OTHER THAT HE HAD SUGGESTED EARLIER. I JUST WANTED TO SEE HOW LONG THAT WOULD TAKE.

MAYOR EGGELETION: COMMISSIONER GUNZBURGER HAS SECONDED THE MOTION. ARE THERE ANY OTHER MOTIONS? VICE-MAYOR WEXLER.

VICE MAYOR WEXLER: YEAH. I'M GOING TO SUPPORT THE D2 ALTERNATIVE. EVERYTHING I'VE HEARD HERE THIS EVENING. THAT'S MY MOTION.

MAYOR EGGELETION: COMMISSIONER WEXLER MOVES D2. IS THERE A SECOND TO HER MOTION? THE MOTION DIES FOR LACK OF SECOND. WE HAVE TWO MOTIONS ON THE TABLE, LADIES AND GENTLEMEN. COMMISSIONER RODSTROM HAS MADE A SUBSTITUTE MOTION, AND, THEREFORE, IF HIS MOTION PASSES, THE ORIGINAL MOTION MADE BY COMMISSIONER RITTER DIES. ALL THOSE IN FAVOR -- WELL, I THINK MR. NEWTON, DO WE NEED A ROLL CALL VOTE ON THIS ONE?

MR. NEWTON: NO, YOU DON'T NEED A ROLL CALL VOTE SO LONG AS YOU CAN DETERMINE WHAT THE NUMBER IS, AND WHETHER OR NOT THERE'S A MAJORITY VOTE ON IT.

MAYOR EGGELETION: ALL RIGHT. VERY GOOD.

COMMISSIONER LIEBERMAN: I'M GOING TO SECOND VICE-MAYOR WEXLER'S D2 MOTION.

MAYOR EGELLETTION: WELL, HER MOTION HAS DIED. A MOTION WOULD HAVE TO BE MADE AGAIN.

VICE MAYOR WEXLER: I'M GOING TO REMAKE MY D2 MOTION THEN.

MAYOR EGELLETTION: COMMISSIONER WASSERMAN-RUBIN MAKES A MOTION ON D2.

VICE MAYOR WEXLER: WEXLER.

MAYOR EGELLETTION: I MEAN VICE MAYOR WEXLER MAKES A MOTION ON D2. IS THERE A SECOND?.

COMMISSIONER LIEBERMAN: SECOND.

MAYOR EGELLETTION: THE MOTION HAS BEEN SECONDED BY COMMISSIONER LIEBERMAN. SO YOU NOW HAVE A SUBSTITUTE TO THE SUBSTITUTE MOTION. IF THE -- BY ROBERT'S RULES, YOU MUST TAKE UP THE SUBSTITUTE TO THE SUBSTITUTE; IS THAT CORRECT?

MR. NEWTON: YES, THAT'S THE MOTION RELATED TO THE D-2 ITEM.

MAYOR EGELLETTION: THAT'S THE MOTION RELATED TO THE D2. IF THAT MOTION PASSES, ALL THE OTHER MOTIONS FAIL.

MR. NEWTON: CORRECT.

MAYOR EGELLETTION: IS THERE A DISCUSSION ON THE MOTION BEFORE WE VOTE ON THE MOTION, ON D2? IS THERE A DISCUSSION ON THE MOTION? SEEING THAT THERE IS NO DISCUSSION ON THE MOTION, THE COMMISSION WILL TAKE A VOTE ON D2.

THOSE IN FAVOR OF D2, PLEASE RAISE YOUR HAND. D2. ONE, TWO, THREE. THREE VOTES FOR D2. OKAY.

NOW WE GET TO THE NEXT MOTION, AND THAT IS THE SUBSTITUTE MOTION BY COMMISSIONER RODSTROM, AND THAT IS THAT THE COMMISSION TAKES NO ACTION.

COMMISSIONER RODSTROM: NO. THAT THEY DO THE NO BUILD SCENARIO. THE NO BUILD IS AN ACTION. ITS ACTION IS TO NOT BUILD.

MAYOR EGELLETTION: NOT TO BUILD.

COMMISSIONER RODSTROM: ALTERNATIVE A.

MAYOR EGELLETTION: ALTERNATIVE A. ALL THOSE IN FAVOR OF ALTERNATIVE A, RAISE YOUR HAND.

COMMISSIONER GUNZBURGER: NO, ALTERNATIVE --

MAYOR EGELLETTION: ALTERNATIVE A, THERE'S TWO VOTES.

OKAY. THAT GETS US TO THE MAIN MOTION. THE MAIN MOTION MADE BY COMMISSIONER RITTER IS THAT IT WOULD BE ITEM A ON THE AGENDA. THOSE IN FAVOR OF ITEM A, PLEASE SIGNIFY BY RAISING --

COMMISSIONER KEECHL: I GOT CONFUSED, SORRY. YOU JUST DIED, RIGHT?

COMMISSIONER RODSTROM: I LOST.

COMMISSIONER KEECHL: SO WE'RE AT STACY'S NOW?

COMMISSIONER RODSTROM: YES.

COMMISSIONER KEECHL: I THOUGHT I HEARD RODSTROM. I'M SORRY.

MAYOR EGGELETION: WE'RE GOING TO -- IS THERE ANY DEBATE ON THE MOTION? YOU HAD DISCUSSION, COMMISSIONER, OR DO YOU WANT TO CLOSE ON THE MOTION OR NO DISCUSSION?

COMMISSIONER RITTER: WELL, I WOULD ACTUALLY LIKE TO CLOSE. I KNOW IT'S LATE.

MAYOR EGGELETION: OKAY. GO AHEAD.

COMMISSIONER RITTER: I'M GOING TO CUT IT DOWN SIGNIFICANTLY OF WHAT I WOULD HAVE SAID, BUT, FIRST, I WANT TO THANK THE MAYOR FOR APPOINTING ME AS THE LIAISON TO THE AIRPORT SHORTLY AFTER BEING ELECTED TO THE COUNTY COMMISSION. I DIDN'T KNOW I WOULD NEED COMBAT PAY TO "PAY FOR THE ARTILARY, MY SHIELD THAT I NEEDED AFTER BEING APPOINTED."

UNIDENTIFIED AUDIENCE MEMBER: WE CAN'T HEAR YOU.

COMMISSIONER RITTER: I'M SORRY, I HAVE A COLD, AND SO I'M NOT GOING TO HAVE AN ABILITY TO YELL AT YOU THIS EVENING. IN THE SIX MONTHS THAT I HAVE BEEN A COUNTY COMMISSIONER AND BEEN THE LIAISON TO THE AIRPORT, I'VE HAD THE OPPORTUNITY TO TALK ABOUT THE DOZEN ISSUES THAT ARE STILL ON THE TABLE WITH RESPECT TO THE AIRPORT, AND I'VE MET WITH ALL THE CONSULTANTS INVOLVED IN EVERY ASPECT OF THE ISSUE, FROM THE STAFF, TO THE OPERATIONS MANAGERS, TO RAMP PERSONNEL, TO RESIDENTS WHO LIVE IN THE AREA, TO COMMISSIONERS WHO REPRESENT THE CITIES THAT ARE DIRECTLY AFFECTED BY THE AIRPORT, TO UNANNOUNCED VISITS TO THE BCAD TRAILERS, AND TO THE PROGRAM MANAGER TRAILERS. AND I THINK I'VE DONE MY HOMEWORK. I'VE ALSO MET WITH ALL THE BUSINESS OWNERS WHO DO BUSINESS AT THE AIRPORT, AND I'VE DISCUSSED THE EXPANSION WITHIN THE RESIDENTS THAT I REPRESENT IN DISTRICT 3 BY HOLDING A SERIES OF TOWNHOME MEETINGS TO EDUCATE THEM ON THE ISSUE RELATED TO EXPANSION. MANY OF THEM WERE HERE TONIGHT IN YELLOW SHIRTS, AT MY REQUEST. I ASKED THEM TO COME AFTER HAVING EDUCATED THEM, AND I'M VERY PROUD OF THEM, BECAUSE THEY WERE EXCESSIVELY ABUSED THIS EVENING FOR NO OTHER REASON THAN THEY DIDN'T AGREE WITH PEOPLE WHO ARE SITTING HERE IN RED SHIRTS, AND I AM VERY PROUD OF THEM AND I THINK THEY DID A DAMN GOOD JOB TONIGHT, AND I'M GLAD THEY CAME. BUT IT'S TIME TO MAKE A DECISION. NONE OF US GOT ELECTED TO THE COUNTY COMMISSION SO THAT WE COULD SIT HERE AND PUT OFF DECISIONS FOR FUTURE COMMISSIONERS, AND IT'S TIME TO DO WHAT THE VOTERS SENT US HERE TO DO, AND EVALUATE THE FACTS AND MAKE AN INFORMED DECISION. I'M GLAD THE COMMISSION REJECTED THE "DO NOTHING ACTION"

BECAUSE I DON'T THINK IT HELPS WHERE WE WANT TO BE IN 10 OR 20 YEARS, AND I'VE GOT TO TELL YOU, THAT WHILE WE MAY NOT KNOW EXACTLY WHAT WE'RE LOOKING FOR IN AN AIRPORT IN 20 YEARS, THIS COMMISSION SUPPORTED ME LAST WEEK IN MY TRIP TO ISRAEL, AND I WANT TO THANK YOU FOR THAT AND I WOULD HAVE GIVEN YOU MY REPORT TODAY, BUT I COULDN'T GET OUT OF BED. I HAD TO FLY FROM MIAMI TO TEL AVIV NONSTOP, AND THEN RETURN TO MIAMI. MOST OF THE PEOPLE ON MY FLIGHT WERE BROWARD COUNTY RESIDENTS. THEY WEREN'T FROM MIAMI-DADE, AND THEY WEREN'T FROM PALM BEACH, BUT THEY HAD NO ALTERNATIVE BUT TO DRIVE DOWN TO MIAMI, YOU GO NONSTOP TO TEL AVIV BECAUSE THEY HAD NO ALTERNATIVE, AND WHILE WE MAY NEVER BE THAT AIRPORT, WE CERTAINLY NEED TO GIVE PEOPLE MORE OF AN OPTION THAN THEY CURRENTLY HAVE. SO AFTER HAVING CONSIDERED ALL THE OPTIONS, AFTER HAVING SPOKEN TO NUMBERS OF PEOPLE, AFTER HAVING READ THE EIS, AND ALL OF THE THINGS, ALL OF THE REAMS OF THE PAPER THAT WE HAVE HERE TONIGHT -- AND I FIND IT HARD TO BELIEVE THAT ANYBODY COULD SAY WE DON'T HAVE ENOUGH INFORMATION BECAUSE I'VE ONLY BEEN DOING IT FOR SIX MONTHS, AND I FEEL LIKE I'VE READ MORE THAN I NEED TO KNOW ABOUT IN ORDER TO MAKE A DECISION. BUT I DO THINK THAT THE RESIDENTS OF DANIA BEACH ARE A DIFFERENT STORY, AND I UNDERSTAND THAT THE IMPACT THAT THIS WILL HAVE ON THEM IS UNLIKE THE IMPACT THAT THERE WILL BE IN ANY OTHER CITY IN BROWARD COUNTY, AND I UNDERSTAND THE TREPIDATION THAT THOSE RESIDENTS HAVE IN DEALING WITH THE COUNTY BECAUSE THEY'RE DEALINGS WITH THE COUNTY IN THE PAST HAVE NOT BEEN PARTICULARLY POSITIVE, AND THERE'S NO QUESTION IN MY MIND THAT THE COUNTY HAS NOT NECESSARILY LIVED UP TO THE DEALS THAT IT PROMISED THE RESIDENTS OF DANIA BEACH IN PREVIOUS AGREEMENTS. SO I'M GOING TO SUPPORT MY MOTION TONIGHT. OBVIOUSLY I WAS THE MAKER OF THE MOTION.

SO I'M GOING TO, BUT -- AND, MR. NEWTON, I KNOW IT'S LATE, AND I KNOW I'M NOT SUPPOSED TO GIVE YOU LEGAL ADVICE, BUT THIS ISN'T LEGAL ADVICE, BUT YOU KNOW AS WELL AS I DO THAT THIS WILL CREATE LITIGATION. I URGE YOU TO GET ON THE PHONE TOMORROW MORNING, OR ACTUALLY THIS MORNING, AND FIND THE BEST COUNSEL THAT WE CAN TO HELP US IN THIS MATTER.

NONE OF US SUPPORT REMOVING THE RESIDENTS OF DANIA BEACH FROM THEIR HOMES. I HEARD THAT REPEATEDLY TONIGHT AND I CONTINUED TO BE VERY, VERY, FRUSTRATED AT THE MISINFORMATION THAT YOUR LEADERS ARE GIVING YOU FOR THOSE OF YOU WHO LIVE IN DANIA BEACH. I FIND THAT VERY DISTURBING THAT YOU COME HERE TONIGHT AND TELL US THINGS THAT WE HAVE ALREADY PUBLICLY STATED WE ARE NOT GOING TO DO. WE ARE NOT GOING TO FORCE ANYONE FROM THEIR HOMES. I DON'T KNOW HOW MUCH PLAINER IT CAN BE. WE ARE NOT GOING TO FORCE PEOPLE FROM THEIR HOMES.

HAVING SAID THAT, I HOPE THAT -- HAVING SAID THAT, I HOPE THAT WE WILL SUPPORT A FORMULA AT THE COUNTY THAT KEEPS THE CITY WHOLE FOR ANY DIMINISHED TAXABLE VALUES THAT MAY OCCUR AS A RESULT OF THE EXPANSION. I WANT TO BE CLEAR THAT I SUPPORT THE CITY MANAGER, MR. PATO, AND THE CITY COMMISSIONERS IN DANIA BEACH WHO ARE FIGHTING LIKE HELL FOR THEIR RESIDENTS, WHICH IS EXACTLY WHAT THEY ARE SUPPOSED TO DO, BUT I'M THE COUNTY COMMISSIONER. I'M A COUNTY COMMISSIONER. THIS IS EVERYONE'S AIRPORT. THIS AIRPORT DOES NOT BELONG TO ONE RESIDENT OR ONE CITY. IT BELONGS TO ALL OF US, AND FOR A RESIDENT OF NORTHWEST BROWARD COUNTY, WHICH IS WHAT I AM, AND FOR A COUNTY COMMISSIONER WHO DIRECTLY REPRESENTS PEOPLE IN NORTHWEST BROWARD, BUT REPRESENTS THE REGION AS A WHOLE, I PERSONALLY RESENT BEING TOLD THAT IT ISN'T MY AIRPORT, BECAUSE

IT IS AS MUCH MY AIRPORT AS IT IS ANY OTHER OF THE 1.8 MILLION PEOPLE WHO LIVE HERE.

HAVING SAID THAT, I WOULD HOPE THAT WE WILL SOMEHOW SUPPORT THE CREATION OF AN INDEPENDENT MEDIATOR WHICH WILL ASSIST THE COUNTY AND THE RESIDENTS OF DANIA BEACH TO ARRIVE AT A SERIES OF BINDING REMEDIATIONS FOR THE RESIDENTS OF THAT CITY, AND SINCE IT'S NOT AN AGENDA ITEM THIS EVENING, I WOULD NOT MOVE IT, BUT I WOULD LIKE TO PUT IT WITH THE MAYOR'S PERMISSION ON THE AGENDA FOR NEXT WEEK, TUESDAY'S COUNTY COMMISSION SO THAT WE CAN MOST ADEQUATELY ADDRESS REMEDIATION ISSUES. I HOPE YOU'LL SUPPORT THE MOTION. I HOPE THAT YOU'LL ALL RECOGNIZE THAT IT IS A REGIONAL ISSUE, THAT WE ARE A WORLD CLASS COMMUNITY, AND I THINK THAT THOSE OF US WHO LIVE IN BROWARD COUNTY DESERVE A WORLD CLASS AIRPORT. I WOULD APPRECIATE YOUR SUPPORT.

COMMISSIONER RODSTROM: WILL YOU SUPPORT THE 60 DNL NOISE CONTOUR? I MEAN THIS IS A COMMITMENT THE COMMISSION MADE SOME TIME AGO.

MAYOR EGGELLETON: COMMISSIONER RODSTROM, COMMISSIONER KEECHL WAS NEXT AND THEN I'LL CALL ON YOU. COMMISSIONER KEECHL, YOU'RE RECOGNIZED.

COMMISSIONER KEECHL: THANK YOU, MAYOR. I WAS ELECTED TO THIS JOB A LITTLE OVER SIX MONTHS AGO, AND THIS IS THE MOST DIFFICULT DECISION THAT I'VE EVER MADE, AND I HAVE TO TELL YOU, THIS IS THE MOST UNNERVING HEARING THAT I'VE EVER BEEN TO, AND I TRULY UNDERSTAND THAT WE'RE TALKING ABOUT YOUR HOMES, AND I KNOW WHETHER YOU LIVE IN DANIA BEACH, OR DAVIE, OR HOLLYWOOD, I KNOW YOUR LEADERS AND THEY'RE GOOD PEOPLE, AND THEY'RE MAKING THE ARGUMENTS THAT YOU'VE ELECTED THEM TO MAKE, AND THEY'RE DOING A GOOD JOB, AND I RESPECT THEM. BUT AS COMMISSIONER RITTER SAID, WE ARE BROWARD COUNTY COMMISSIONERS, AND WE HAVE TO DO WHAT WE THINK IS BEST FOR ALL OF BROWARD COUNTY. I HAVE STRUGGLED WITH THIS DECISION SINCE THE DAY AFTER I WAS ELECTED AND HAD MY FIRST BRIEFING, AND I'M NOT GOING TO SPEND A LOT OF TIME GOING THROUGH EACH OF THE ALTERNATIVES, BUT I BELIEVE THAT THE ALTERNATIVE TO DO NOTHING IS NOT RIGHT, BUT IT WOULD BE THE EASIEST DECISION TO MAKE. I WOULDN'T HAVE TO FACE YOU AND DISAPPOINT YOU AND YOUR CHILDREN WHO HAVE SPOKEN HERE TODAY. BUT AS ONE OF MY COLLEAGUES SAID TO ME WHEN I GOT ELECTED, "IF YOU CAN'T MAKE THE HARD DECISIONS, YOU DON'T DESERVE TO BE UP HERE." AND THIS IS A HARD DECISION. I CAN'T SUPPORT -- ORIGINALLY I WANTED TO SUPPORT THE B4 RUNWAY OR OPTION. I CAN'T SUPPORT IT BECAUSE AFTER TALKING TO THE EXPERTS, I DON'T THINK IT'S THE APPROPRIATE RUNWAY TO UTILIZE. SO ANY ALTERNATIVE THAT INCLUDES THE 6,000 FOOT RUNWAY DOESN'T WORK AS WELL. THE C1 ALTERNATIVE I DON'T THINK IS THE RIGHT ALTERNATIVE FOR A NUMBER OF REASONS, INCLUDING THE CLOSENESS OF THE PARALLEL RUNWAYS, AND THE PROBLEMS THAT IT CAUSES WHEN PILOTS ARE USING SIMULTANEOUS OPERATIONS, ATTEMPTING SUMULTANEOUS OPERATIONS UNDER INSTRUMENT WEATHER CONDITIONS. CONSEQUENTLY, IT'S MY BELIEF THAT THE B1C ALTERNATIVE IS THE BEST ALTERNATIVE FOR EVERYONE IN BROWARD COUNTY, AND IT'S OUR OBLIGATION AS BROWARD COUNTY COMMISSIONERS TO MAKE THIS DECISION. WE HAVE TO BE AWARE AS WE'RE GOING THROUGH THIS PROCESS, BECAUSE IT'S NOT OVER TODAY, THAT THERE ARE RESIDENTS THAT ARE BEING AFFECTED. PLEASE MAKE NO MISTAKE, IF WE DO NOTHING, YOU'RE GOING TO BE AFFECTED AS WELL. THE FAA STUDIES INDICATE THAT THE SITUATION WILL ONLY GET WORSE IF WE DO NOTHING. SO FOR THE REASONS THAT I'VE STATED I'M GOING TO SUPPORT THE MOTION. THANK YOU.

MAYOR EGGELETION: THANK YOU. COMMISSIONER RODSTROM WAS NEXT ON THE QUEUE FOLLOWED BY COMMISSIONER JACOBS. COMMISSIONER RODSTROM, YOU'RE RECOGNIZED.

COMMISSIONER RODSTROM: I WOULD JUST TELL YOU THAT, YOU KNOW, THIS COMMISSION MADE A COMMITMENT, YOU CAN'T TAKE MELALEUCA AND SPLIT IT IN HALF. YOU KNOW, YOU WANT TO DESTROY A NEIGHBORHOOD, THAT'S HOW TO DESTROY A NEIGHBORHOOD, I DON'T CARE WHETHER YOU HAVE BINDING ARBITRATION OR WHAT YOU HAVE AT THE TABLE. YOU HAVE TO TAKE A PHILOSOPHY WITH YOU TO THAT BARGAINING TABLE, AND THAT PHILOSOPHY HAS TO BE YOU'VE GOT TO DO A 60 DNL NOISE CONTOUR AND NOT SPLIT UP THAT NEIGHBORHOOD. IT'S BAD ENOUGH YOU'RE GOING TO RUIN THAT NEIGHBORHOOD, BUT DON'T SPLIT IT UP AND MITIGATE HALF OF IT.

MAYOR EGGELETION: THANK YOU. COMMISSIONER JACOBS, YOU'RE RECOGNIZED.

COMMISSIONER JACOBS: THANK YOU, MAYOR. UNLIKE SOME OF MY NEWER COLLEAGUES, I'VE BEEN THROUGH THIS NIGHT BEFORE, AND UNFORTUNATELY AT THE END OF THAT NIGHT, WE DIDN'T COME TO A DECISION BECAUSE HONESTLY IN MY OPINION, I THINK THAT NIGHT IT WAS TOO HARD OF A DECISION TO MAKE, AND AS ONE OF MY COLLEAGUES SAID TO ME, COMMISSIONER KEECHL, WHEN I WAS FIRST ELECTED, "THIS IS NOT A JOB FOR THE FAINT OF HEART," AND THE DECISION THAT'S BEFORE US TONIGHT, TO ME, WHEN I LOOK AT ALL THE ALTERNATIVES, THERE'S ONE ALTERNATIVE THAT IS COMPLETELY UNACCEPTABLE TO ME AND THAT IS REALLY THE DRIVING FORCE BEHIND MY DECISION TO SUPPORT THE B1 ALTERNATIVE TONIGHT, AND THAT IS THE DECOMMISSIONING OF THE CROSSWIND RUNWAY. WHEN I CONSIDER THE NOISE IMPACTS, AND YOU LOOK AT THOSE MAPS AND YOU SEE THE SOUND GET BLOWN OUT OVER NEIGHBORHOODS THAT HAVE NEVER HAD -- HAVE NEVER FOUND THEMSELVES IN THE PATH OF THE FLIGHT PATH UNTIL MOST RECENTLY, THE FAA IS "DRIVING THE TRAIN" HERE, AND WE ARE TRULY UNDER AN ELUSION TO THINK THAT WE ARE GOING TO TELL THE FAA WHAT TO DO.

ONE OF THE SPEAKERS TONIGHT SAID DON'T LET THE FEDERAL AGENCIES DICTATE TO YOU, BUT THAT'S EXACTLY WHAT THEY'RE DOING. WHAT THEY SAID TO US WAS THAT THESE AGREEMENTS THAT WE'VE MADE WITH OUR CITIES DON'T REALLY HOLD WATER WITH THEM. THEY ARE LOOKING NATIONALLY AT AN AIR SYSTEM, AND THEY'RE LOOKING AT CHANGES THROUGHOUT THE COUNTRY THAT THEY NEED TO SEE MADE, AND WHILE I THINK THEY'VE ENTERTAINED US TO SOME DEGREE WHILE WE TRY TO MAKE A DECISION THAT'S BEST FOR US REGIONALLY AND LOCALLY, I DON'T BELIEVE FOR A SECOND THAT THE FAA IS GOING TO ALLOW US TO CONTINUE ON A "DO NOTHING" TRACK. WE MAY THINK THAT WE ARE, AND WE MAY SAY THAT IT IS ACTUALLY AN ACTION. AND I WOULD AGREE, COMMISSIONER RODSTROM, THAT IT IS AN ACTION. IT'S AN ACTION THAT SAYS WE PREFER A CROSSWIND RUNWAY USAGE, BECAUSE THAT'S EXACTLY WHAT THE FAA HAS TOLD US THEY'RE GOING TO GIVE US. IT'S WHAT THEY BEGAN TO DO UNTIL WE INTERVENED WITH A LAWSUIT, AND AS ONE OF MY COLLEAGUES SAID, IT WAS A VERY SHORT VICTORY. THEY WILL GO THROUGH THE OTHER STEPS THAT THEY NEED TO, AND THEY WILL COME BACK AND BEGIN TO USE THAT CROSSWIND RUNWAY.

WITH THE D2 ALTERNATIVES, I DON'T SEE -- I SEE US NOW RUNNING THREE RUNWAYS INSTEAD OF TWO, AND I DON'T SEE THAT THE NOISE THAT'S GENERATED BY THREE RUNWAYS BENEFITS ANYONE ANY BETTER THAN THE EXISTING MOTION THAT'S ON THE TABLE. THESE DECISIONS, AS SO MANY OF MY COLLEAGUES HAVE

SAID HAVE BEEN HARD TO MAKE. THEY HAVE NOT BEEN MADE OUT OF PRESSURE FROM ANYONE TO CHOOSE ONE OVER THE OTHER. IN MY MIND, AND I KNOW IN MY COLLEAGUES, IT HAS COME THROUGH HOURS AND HOURS OF PAPERWORK. WHAT YOU SEE HERE IN THIS PILE THAT I'VE BEEN REFERRING TO REPEATEDLY TONIGHT IS BUT A SMALL PORTION OF THE OVERALL INFORMATION THAT I HAVE BEEN READING IN THE LAST SIX OR EIGHT MONTHS AND EVEN MORE THAN THAT IN THE OVERALL TIME THAT I'VE BEEN ON THIS BOARD STUDYING THIS ISSUE. I DON'T COME TO THIS DECISION LIGHTLY, AND I KNOW THAT THE ENVIRONMENTAL COMMUNITY THINKS THAT DOING NOTHING IS A BETTER STEP FOR THE ENVIRONMENT. I DISAGREE COMPLETELY. WHEN I LOOK AT THE OVERALL IMPACTS THAT THE CROSSWIND RUNWAY MEANS FOR THE ENVIRONMENT I SEE IT AS A BIG NEGATIVE, AND IT'S THE MAIN REASON WHY I CAN'T SUPPORT IT.

COMMISSIONER RITTER, YOU SAID SOMETHING TO THE COMMUNITY THAT I THINK IS REALLY IMPORTANT TO REPEAT, BECAUSE WE'VE SAID IT MANY, MANY TIMES AND IT'S SOMETHING THAT'S REALLY IMPORTANT TO ME AND THAT IS THAT I WILL NEVER SUPPORT HAVING ANYONE FORCED TO LEAVE THEIR HOME. THAT, TO ME, IS -- HAS NEVER BEEN ON THE TABLE, AND ALL THE DISCUSSIONS THAT WE'VE HAD, WHAT THE COMMISSION WAS ATTEMPTING TO DO, AND MOST LIKELY HAS NOT COMMUNICATED VERY WELL, WAS THAT SHOULD A RESIDENT WANT TO LEAVE THEIR HOME THAT THERE WOULD BE FAIR AND JUST COMPENSATION FOR THAT. WE HAVE HAD CONVERSATIONS AND NOT ARRIVED AT A SOLUTION YET WHICH I THINK BEARS FURTHER INVESTIGATION, AND THAT IS IF SOMEONE SHOULD CHOOSE TO LEAVE THEIR HOME, THEY DO WANT TO SELL IT, THEY DO WANT TO GET OUT, WHERE DO WE STAND AS FAR AS THE PORTABILITY ISSUES OF SAVE OUR HOMES, AND THE IMPACTS OF THAT? WE HAVEN'T REALLY EXPLORED THAT AS A BOARD, AND I THINK THAT THAT'S A REALLY, REALLY IMPORTANT POINT FOR US TO GO. IF YOU DO WANT TO LEAVE THIS STATE, AS SOME PEOPLE HAVE SAID THEY WANT TO DO, THEY COULDN'T BECAUSE THEY CAN'T TAKE -- OR NOT EVEN THE STATE, JUST THIS COUNTY -- THEY CAN'T LEAVE AND TAKE THE MONEY THAT THEY WOULD SELL THEIR HOME FOR AND REINVEST IT BECAUSE THEY WOULD COME UP TO THEIR FULL TAXABLE VALUE, AND THAT IS AN IMPOSITION BEING PUT UPON THEM BY GOVERNMENT THAT MUST BE MITIGATED SOMEHOW. SO I DON'T KNOW WHAT IT IS EXACTLY THAT'S COMING BACK, COMMISSIONER RITTER, ON TUESDAY FOR US TO CONSIDER GOING FORWARD STEPS AS FAR AS MITIGATING ANYONE WHO CHOOSES TO SELL THEIR HOME, BUT TO ME, I THINK THE COUNTY ATTORNEY'S OFFICE NEEDS TO HELP THIS BOARD FIND A WAY THAT WE CAN MITIGATE THOSE LOSSES TO THOSE HOMEOWNERS THAT CHOSE TO DO IT, AS WELL AS ANYONE WHO DOES WANT TO STAY AND SIMPLY HAVE THE TYPE OF INSULATIONS AND OTHER MITIGATION FACTORS APPLIED TO THEIR HOME.

I'M SORRY THAT WHAT WE ARE DISCUSSING TONIGHT WAS NOT EXACTLY WHAT YOU ALL WANTED TO HEAR AND PROBABLY ISN'T ANYWHERE NEAR WHAT YOU WANTED TO HEAR TONIGHT, BUT IT IS A LONG AND HARD DECISION MADE WITH THE BEST INTEREST OF THE COUNTY, THE OVERALL COUNTY, AS WELL AS THE RESIDENTS OF DANIA WHO WERE HERE IN FORCE. I CONGRATULATE YOU ON SO MANY OF YOU COMING OUT, BUT YOU TRULY ARE REPRESENTING ONE OF 31 CITIES, AND AS A COUNTY COMMISSIONER, I AM CHARGED, WHILE I AM ELECTED FROM ONE DISTRICT, I BELIEVE THAT I AM A REGIONAL COMMISSIONER, AND MY DECISIONS MUST BE WHAT'S BEST FOR THE OVERALL COUNTY, AND HENCE I WILL SUPPORT THE MAIN MOTION. THANK YOU.

MAYOR EGGELLETON: THANK YOU VERY MUCH. COMMISSIONER GUNZBURGER, YOU'RE RECOGNIZED.

COMMISSIONER GUNZBURGER: I'M VERY BRIEF. THAT WAS THE OTHER THING THAT I NEGLECTED TO SAY, AND COMMISSIONER JACOBS REMINDED ME, AND THAT WAS IN THE EIS ABOUT THE ENVIRONMENTAL DEGRADATION TO JOHN LLOYD ON PAGE 212 OF THE ENVIRONMENTAL BOOK. YOU WILL FIND THAT THEY TALK ABOUT THAT THERE ARE ENVIRONMENTAL PROBLEMS RAISED BY THE 8,000 FOOT RUNWAY TO JOHN LLYOD PARK, AND ALSO TO WESTLAKE, LAND THAT WE'VE BOUGHT AND PRESERVED, SO NOT ONLY ARE WE GOING TO HARM SOME OF THE RESIDENTS BUT WE'RE ALSO GOING TO HARM NATURE AS WELL.

MAYOR EGGELLETON: COMMISSIONER RODSTROM, YOU'RE RECOGNIZED.

COMMISSIONER RODSTROM: AND THE NO BUILD IS AN ACTION. IF YOU LOOK AT THE STATISTICS SINCE 2005, WE HAVE VIRTUALLY DROPPED IN EVERY MONTH IN OPERATIONS AT THAT AIRPORT SINCE 2005. SO THIS THREAT THAT 13/31 IS GOING TO BE BACK IN OPERATION TOMORROW, THAT'S NOT JUSTIFIED BY THE OPERATIONS AT THIS AIRPORT IF YOU LOOK AT THE NUMBERS. I MEAN, SO I JUST TAKE EXCEPTION WITH THE FACT THAT YOU'RE USING A SCARE TACTIC TO TRY TO CONVINCED THESE PEOPLE THAT SOMETHING HORRIBLE IS GOING TO HAPPEN TO THEM, THAT IS NOT NOW HAPPENING TO THEM. THE NUMBERS, THE STATISTICS JUST DON'T BEAR IT OUT. AND ONE LAST THING, IF TONIGHT'S PRESENTATION DIDN'T AT LEAST RAISE YOUR ATTENTION LEVEL, I MEAN BECAUSE LANDRUM & BROWN FRANKLY IN THEIR PROJECTIONS FOR THE FAA COMPLETELY, UNEQUIVOCALLY, "MISSED THE BOAT" IN THEIR PROJECTIONS. THEY WERE SO FAR "OFF THE MARK," IT'S SHOCKING, AND SO TO RELY ON THEIR PROJECTIONS AFTER YOU'VE SEEN THE TWO CASES WHERE THOSE PROJECTIONS HAVE BEEN SO FLAWED, AND TO STILL BELIEVE THAT THOSE PROJECTIONS HAVE ANY VALIDITY AT ALL TO THEM, WELL, "I'VE GOT A BRIDGE I CAN SELL YOU."

MAYOR EGGELLETON: OKAY. VERY GOOD. COMMISSIONER LIEBERMAN.

COMMISSIONER LIEBERMAN: I DON'T THINK IT IS -- I DO NOT BELIEVE IT IS A SCARE TACTIC TO SAY THAT THE CROSSWIND RUNWAY WILL BE BACK IN USAGE. ON CURRENT AIRPORT OPERATIONS, THEY WERE USING THE CROSSWIND RUNWAY. THE ONLY REASON THE USE OF THE CROSSWIND RUNWAY WAS STOPPED IS BECAUSE WE WERE TEMPORARILY SUCCESSFUL IN A LAWSUIT AGAINST THE FAA. THEY'RE REQUIRED TO DO AN ENVIRONMENTAL ASSESSMENT. THEY WILL "JUMP THROUGH THAT HOOP" AND THEY'LL BE BACK USING THAT CROSSWIND RUNWAY. IT'S NOT A QUESTION OF FUTURE GROWTH. THEY WERE USING IT BASED ON TRAFFIC TODAY, SO IT'S NOT A SCARE TACTIC. IT'S BEING REALISTIC IN TRYING TO GET RID OF THE BIGGEST NOISE SENSITIVE ISSUE THAT IMPACTS THE PEOPLE LIVING ALL AROUND THE AIRPORT.

MAYOR EGGELLETON: OKAY. I WANT TO SPEAK, AND THEN I'M GOING TO CALL FOR THE QUESTION. FIRST OF ALL, LET ME JUST SAY THIS. AGAIN, I WANT TO THANK THE CAREFUL DELIBERATION OF ALL THE MEMBERS HERE. AT ONE POINT I THOUGHT WE REALLY WAS GOING TO HAVE A SPLIT BOARD AND NOT COME TO ANY CONCLUSION HERE TONIGHT. ONE OF THE THINGS I'VE LEARNED IN MY NINETEEN YEARS OF ELECTED POLITICS, AND THAT IS THAT SOMETIMES POLITICIANS DO IN FACT, OR CONTRARY TO POPULAR BELIEF, THAT YOU HAVE TO LEARN TO COUNT YOUR VOTES AND UNDERSTAND WHERE YOUR MEMBERS ARE, AND THAT'S JUST A GUT THING THAT OCCURS DURING THE SPUR OF THE MOMENT. HOWEVER, MEMBERS, I WILL TELL YOU THAT I AM VERY TROUBLED HERE TONIGHT, MRS. BRANGACCIO BECAUSE AN IMPORTANT PLAYER THAT WE REALLY NEEDED AT THIS HEARING TONIGHT, WHICH WAS OUR FINANCIAL PEOPLE, ARE NOT PRESENT. I'M VERY TROUBLED BY THAT.

MS. BRANGACCIO: MAYOR, I'VE GOT MY FINANCE PEOPLE HERE FROM THE AIRPORT.

MAYOR EGGELETTION: NOT YOUR FINANCE PEOPLE.

MS. BRANGACCIO: AND JACOBS WAS REPRESENTED HERE.

MAYOR EGGELETTION: MRS. BRANGACCIO, I AM TALKING. I AM TROUBLED THAT THE FINANCIAL PEOPLE THAT WE ARE PAYING GOOD TAXPAYERS' MONEY TO ARE NOT PRESENT HERE TONIGHT. AND I'M NOT BACKING AWAY FROM THAT, AND I'M TRYING TO BE VERY CIVIL IN THIS CONVERSATION. AND I THINK THEY SHOULD HAVE BEEN HERE. I ALSO -- AND, IN FACT, I'LL TELL YOU, COMMISSIONERS, I'M TROUBLED ABOUT A LOT OF THINGS THAT I'VE LEARNED OVER THE LAST FOUR OR FIVE MONTHS AT THE AIRPORT. I'M EXTREMELEY TROUBLED. HOWEVER, WE HAVE TO TAKE A VERY CLOSE LOOK AT THIS BUSINESS UNIT. THERE ARE CERTAIN THINGS IN THIS COUNTY THAT I BELIEVE THAT HAS TO FUNCTION LIKE A BUSINESS; THE PORT IS ONE AND THE AIRPORT IS ANOTHER. THEY ARE TWO BUSINESS ARMS. THEY OPERATE VERY DIFFERENT FROM THE REST OF COUNTY GOVERNMENT, AND THEREFORE, REQUIRES A GREAT DEAL OF SCRUTINY FROM BUSINESS PRINCIPLES, SOUND BUSINESS PRINCIPLES. LET ME JUST SAY THAT ONE THING THAT I THINK HAS BEEN HELPFUL TO ME, AND I DON'T KNOW ABOUT TO THE REST OF YOU, AND THAT IS THAT WHEN WE DID NOT MAKE THIS DECISION IN 2003 I THINK IT WAS A WISE DECISION NOT TO MAKE THAT DECISION BECAUSE IT HAS GIVEN US ENOUGH TIME TO THOUGHTFULLY REVIEW EVERYTHING THAT WAS GOING ON, AND I THINK THE DECISION THAT WE COME TO HERE TONIGHT HAS BEEN ONE THAT HAS BEEN GATHERED WITH A GREAT DEAL OF INFORMATION, AND ONE THAT I BELIEVE TRULY BRINGS US TO A DECISION THAT WE CAN ALL LIVE WITH.

NOW HAVING SAID THAT, I DO BELIEVE AT SOME POINT IN THE FUTURE THERE MAY BE A NECESSITY FOR A THIRD RUNWAY AT THIS AIRPORT, AND I JUST BELIEVE THAT. THE DATA SUGGESTS THAT, THAT AT SOME POINT IN THE FUTURE WE'RE GOING TO HAVE TO HAVE A THIRD RUNWAY MERELY FOR TRAFFIC RELIEF CONGESTION, AND I THINK ALL AIRPORTS GO THROUGH THAT. YOU KNOW, WHEN I LOOK AROUND THE COUNTRY, EVERY SINGLE AIRPORT GOES THROUGH THAT DESPITE THE FACT OF WHAT THEY DECIDE ON THESE VERY TOUGH QUESTIONS. HOWEVER, SINCE SEPTEMBER OF 1990, THIS COMMISSION HAS DEALT WITH THIS ISSUE FOR 17 YEARS ALMOST NOW, AND ONE OF THE THINGS I KNOW ABOUT LIFE IS ONE OF ITS GREAT FAILURES IS THE FAILURE OF AN INDIVIDUAL OR A GROUP OF PEOPLE TO MAKE A DECISION. INDECISIVENESS WILL LEAD YOU TO FAILURE. I DO NOT WANT TO BE A FAILURE, AND I DON'T THINK THAT THIS BOARD WANTS TO BE A FAILURE. SO WE COME TO A DECISION TONIGHT THAT IS LONG OVERDUE, AND ONE THAT NONE OF US HERE TAKES LIGHTLY. I RESPECT THE VOTE OF EVERY SINGLE COMMISSIONER HERE TONIGHT. WE HAVE ALL LEARNED IN POLITICS THAT SOMETIMES YOU HAVE TO AGREE TO DISAGREE, YOU MOVE YOUR DISAGREEMENTS ASIDE, AND YOU WORK COLLEGIALLY AS A BODY, AND THIS COMMISSION I BELIEVE IS A VERY COLLEGIAL BODY, AND GIVES DUE RESPECT TO ALL OF ITS MEMBERS FOR THE DIVERGENT VIEWPOINTS AND OPINIONS TO COME TO NECESSARY CONCLUSIONS TO MOVE THE PUBLIC AGENDA FORWARD. I WANT TO THANK ALL OF YOU IN THE AUDIENCE FOR BEING SO VERY PATIENT. I WANT TO THANK ALL OF THE MEMBERS THAT ARE STANDING UP AND FIGHTING, AND THE GREAT AMERICAN PRINCIPLE FOR THE THINGS THAT YOU BELIEVE. I REALLY DO. HOWEVER, WE HAVE TO COME TO SOME SORT OF CONCLUSION AND DECISION, AND WE'RE ABOUT TO DO THAT.

SO WITH THAT, I WOULD LIKE TO CALL THE QUESTION ON THE MOTION BY COMMISSIONER RITTER, AND THOSE OF YOU THAT ARE IN FAVOR OF THE MOTION, PLEASE DO SO BY RAISING YOUR HAND. SEEING FIVE HANDS -- SIX HANDS, THE MOTION PASSES, AND, THEREFORE, THE MOTION THAT HAS PASSED IS MOTION A, WHICH IS THE PREFERRED RUNWAY ALTERNATIVE PURSUANT TO AND CONSISTENT WITH THE DRAFT ENVIRONMENTAL IMPACT STATEMENT PREPARED BY LANDRUM & BROWN FOR THE FEDERAL AVIATION ADMINISTRATION AND TO AUTHORIZE THE COUNTY ADMINISTRATOR TO FORWARD SUCH APPROVAL TO THE FAA TO THE FEDERAL AVIATION ADMINISTRATION.

I WANT TO THANK EVERYBODY FOR THEIR TIME TONIGHT. IF THERE BE NO OTHER BUSINESS BEFORE THIS BOARD, I MOVE THE MEETING ADJOURNED.

(THE PUBLIC HEARING CONCLUDED AT 1:21 A.M.)