April 20, 2012

Nancy Wittenberg
Executive Director
Pinelands Commission
PO Box 359
New Lisbon, NJ 08064

Re: Proposed Intergovernmental Memorandum of Agreement for Expansion of the Robert J. Miller Airpark

Dear Ms. Wittenberg,

Please accept these written comments on behalf of the Pinelands Preservation Alliance and the New Jersey Conservation Foundation regarding the proposed Intergovernmental Memorandum of Agreement (the MOA) with Ocean County for expansion of the Robert J. Miller Airpark. We have several concerns with the proposed MOA in its current form and scope.

1. The Commission has failed to demonstrate in the record which of the development activities are actual requirements of the FAA for safety or other purposes.

The rationale given in this case for using the extraordinary measure of an Intergovernmental MOA to authorize otherwise clearly impermissible development activity in the Preservation Area is the safety need for a cross-winds runway, changes to the runway configuration, and tree-topping near the runways. We do not dispute the safety concerns. Our point is that these safety requirements must be demonstrated in the record and distinguished from other development activities that are unrelated to safety and should not be part of this process.

PPA twice submitted Open Public Records Act requests to review the Pinelands Commission file on the Memorandum of Agreement for the Airpark. We needed this information in order to make complete and accurate comments. For example, we needed to see what the FAA has actually said to the Pinelands Commission or Ocean County about the safety issues and the MOA, since many unverified claims have been made about what the FAA demands, wants or agrees to, and these claims may influence how Pinelands Commissioners vote.

However, the Pinelands Commission responded by denying any access whatsoever to its file on this matter since we made these requests beginning in May 2011, including access to information on the FAA communications and other key issues. Pinelands Commission staff first claimed the entire file was privileged as “deliberative in nature.” When we asked for a list of the specific
documents for which this privilege was claimed, we received no response. After that, Pinelands Commission staff simply ignored our requests for access. (Only with great persistence did we even gain access yesterday, the day before these comments were due, to the actual attachments to the MOA, which the Commission stated on the web site were available for review.)

So the Commission has either failed to document the very basis of this MOA, or refused to disclose the materials that do provide this basis. In either case, it is a serious defect in process.

Even if the Commission does not have any documents supporting the assertions about the FAA requirements, the Pinelands Commission’s responses to PPA requests for access to the file were inappropriate and utterly out of keeping with its historic openness, which we have always viewed as one of the Pinelands Commission’s greatest strengths. This instance is just one piece in a recent pattern of efforts by the Commission staff to keep information from the public and the Commissioners – a pattern revealed in the almost monthly invention of new policies or practices to limit public comment, access to information, and communications with and by the Commissioners.

2. The MOA expands development in the Preservation Area in violation of the Pinelands Protection Act and the Comprehensive Management Plan (CM).

We believe this would be the first time the Commission has used the MOA process to approve development in the Preservation Area. (The earlier MOA regarding the illegal ORV park in Woodland Township was to restore the area to its natural condition, which it has done.) The Preservation Area is supposed to be the most protected part of the Pinelands, and it would set a very dangerous precedent for the future were the Commission to use the MOA process to approve development that violates the CMP’s standards for the Preservation Area.

The Pinelands Protection Act states that the goal of the CMP for the Preservation Area shall be to “prohibit any construction or development which is incompatible with the preservation of this unique area …,” and the Act specifies that the only development to be permitted in the Preservation Area is to be “compatible agricultural, horticultural and recreational uses, including hunting, fishing and trapping ….” NJSA 12:18A-9.c.

The proposed development is clearly inconsistent with preservation of the area, since the Commission agrees it will damage native and rare species habitats. Nor does the proposed development fall into one of the statutory categories of compatible development. The Intergovernmental Memorandum of Agreement provision of NJAC 7:50-4-52(c) is a creation of the CMP and cannot be used to override express requirements of the Act. The MOA and the development which the MOA would authorize, therefore, violate the express requirements of the Act.

To the extent the activities in question are requirements of the FAA for safety or other reasons, they should have been addressed through a waiver based on compelling public need, NJAC 7:50-4.62, -4.64 and -4.65.

3. The MOA should clarify the unique circumstances of this case.

To the extent the Commission uses the MOA process to address the safety issues, it is critical that the MOA explicitly states that unique circumstances justify such an extraordinary action in this case, and that this MOA does not represent a precedent for future use of the MOA process to
expand public or private facilities in the Preservation Area. These unique circumstances should include the pre-Pinelands existence of the Airpark, that the cross-winds runway was part of the original plans approved by the FAA for the airport prior to the creation of the Pinelands, and that there are federal agency requirements that must be met for public safety.

4. **The MOA should not permit the use of the existing County open space trust fund as mitigation for development.**

The proposed MOA leaves for decision by the Commission whether or not the off-setting land purchases required of Ocean County may be met by simply counting any Ocean County Natural Lands Trust acquisitions in the “vicinity” towards the off-set requirement. It would be very bad policy, a violation of the CMP’s “equivalent protection” requirement, and a violation of the laws authorizing the County’s open space trust fund to permit purchases with the existing trust fund income stream to be used to meet the off-set requirement.

The MOA seeks to meet the CMP’s requirement that such waiver MOAs include measures to ensure “an equivalent protection of the resources of the Pinelands than would be provided through a strict application of the standards of this Plan.” NJAC 7:50-4.52(c)1. In this case, the proposed MOA aims to meet this standard by providing for Ocean County to acquire and protect equivalent habitat lands. The MOA, then, uses mitigation as a means to achieve equivalent protection, as set forth in Section IV and Section VI, paragraph A.10 of the April 5, 2012 draft. While we believe such mitigation is not usually an effective or proven means of achieving equivalent protection, we restrict our comments here to the manner in which this mitigation is to be funded.

Specifically, the second paragraph of Section IV needs to be changed (a) to eliminate the phrase “through the Ocean County Natural Lands Trust Fund Program” and substitute “*without the use of County open space trust funds, Green Acres funds, or any source of public funding dedicated to land acquisition for recreational or conservation purposes,*” and (b) add to the end of the same sentence language such as “vicinity of RMAP *in order to mitigate for the impacts to habitat from activities authorized by this MOA.*”

Ocean County and the Ocean County Natural Lands Trust have been exemplary in their open space preservation work since the founding of the Trust. However, County representatives have asserted that in this case the County intends to meet the development mitigation requirement by simply counting acquisitions by the Ocean County Natural Lands Trust, using the existing County open space trust funding, towards the required acquisition totals. The MOA should expressly require, on the contrary, that the mitigation lands be acquired with new funding not already slated for open space acquisitions.

First, allowing the use of the existing trust fund would prevent the mitigation acquisitions from providing the net, off-setting environmental benefit necessary to satisfy the CMP’s requirement that the MOA provide “an equivalent level of protection of the resources of the Pinelands than would be provided through a strict application of the standards of this Plan.” NJAC 7:50-4.52(c). The existing County trust fund income will be gathered and spent on open space acquisitions regardless of the MOA. So allowing the use of these funds to meet the off-set requirement would turn that requirement into a mere accounting exercise of no genuine benefit to the Pinelands. The outcome of the MOA would be a net loss to the resources of the Pinelands.
Second, the state legislation which authorizes the County’s open space trust fund does not permit the use of these funds as a mitigation bank to meet permit conditions for development of natural resource areas. The statute lists the allowed purposes for a county open space and recreation trust fund as “(a) acquisition of lands for recreation and conservation purposes; (b) development of lands acquired for recreation and conservation purposes; (c) maintenance of lands acquired for recreation and conservation purposes; (d) acquisition of farmland for farmland preservation purposes; (e) historic preservation of historic properties, structures, facilities, sites, areas, or objects, and the acquisition of such properties, structures, facilities, sites, areas, or objects for historic preservation purposes; (f) payment of debt service on indebtedness issued or incurred by a county for any of the purposes set forth in subparagraph (a), (b), (d), (e) or (g) of this paragraph; or (g) Blue Acres projects.” NJSA 40:12-15.2.a.(1). These purposes do not include that of meeting a permit condition or providing a mitigation bank for development that does not meet environmental regulatory standards.

The legislation, moreover, states that funds raised by the tax levy the legislation authorizes “shall be used exclusively for the purposes authorized by the voters of the county.” NJSA 40:12-15.2.c. The county’s Open Space, Recreation and Farmland and Historic Preservation Fund was established by public vote authorized by Resolution of the Board of Chosen Freeholders, dated July 16, 1997, pursuant to P.L. 1997, c. 24, codified as NJSA 40:12-15-1 et seq. In the case of Ocean County, the voters approved a far narrower list of allowed purposes for their open space trust fund than the statute would permit.

The ballot question provided for establishing the Ocean County Natural Lands Trust Fund “to be used for the purposes of preserving and protecting environmentally sensitive lands, natural areas and open space …; protecting sources of drinking water and groundwater recharge areas; and preserving farmland ….” Ocean County’s fund, therefore, cannot even be used for recreational development. The allowed uses, again, do not include purchases to meet permit conditions or use of the funds as a mitigation bank to further development projects.

The County has suggested that all or most of the habitat land to be developed was not intended by the County to be “open space” when the airpark was created. We think the historic record does not support this assertion, except perhaps in the case of the land for the cross-winds runway itself, since many statements and plans by the County included nature preservation of land within the current envelope of the airport plan. (See the attachments to this letter.)

In any case, the original intentions of the County are not to the point. The Pinelands Act and CMP provide the basis for the mitigation requirement based on actual impacts, not the historic or current intentions of the County. Once mitigation is required to use the MOA process, then those intentions do not affect whether existing open space trust funds can be used to meet the permit conditions embodied in the MOA.

Finally, it would be bad policy for the Commission to allow open space trust funds to finance its permit conditions. Doing so would undermine public confidence in the open space preservation effort, and the money taxpayers contribute to the effort, if these funds came to be used to promote development of the very resources they are supposed to protect, by helping developers meet permit conditions and mitigation requirements. The irony would not be lost on the public. Like voters throughout the state, Ocean County voters approved their open space funding to increase preservation, not to finance the costs of developments that need waivers from environmental protections.
5. The MOA should ensure that this is the last expansion of the airpark and its associated facilities.

Experience shows that public agencies which get an MOA from the Commission for a development project tend to come back later for more. The Cape May County Utilities Authority, Richard Stockton College, and Stafford Township stand out as examples of this during the last several years. In addition, the development the County is proposing will expand the airport’s capacity, and the County has persuaded the state Green Acres program to remove the Airpark from its Recreation and Open Space Inventory (ROSI).

These facts suggest the current work may be a precursor to future applications for further expansion and conversion of the Airpark into a commercial, rather than recreational, airport, resulting in greater loss of natural resources. The County has already used the 50% expansion allowance for preexisting activities like the Airpark, before the current round of development it seeks through the MOA.

Ocean County’s Planner stated at the public hearing that the current plan, as reflected in the MOA, is in fact the final build-out of the airport facilities. This conclusion should be explicitly incorporated into the MOA with some form of enforcement mechanism.

6. The snake management and transplantation measures should be omitted and not authorized.

The snake and plant management activities in the draft MOA should be removed. They only give a false sense that no real harm results from paving rare species habitats and plant populations. There is no scientific evidence these methods work over the long run, and, even in cases where data is being collected and expert consultants are working intensively to husband these experiments, the results to date indicate these measures are failing for both animals and plants.

Respectfully submitted,

Carleton Montgomery
Executive Director, Pinelands Preservation Alliance

Alison Mitchell
Policy Director, New Jersey Conservation Foundation
RESOLUTION AUTHORIZING THE PLACEMENT OF A PUBLIC QUESTION ON THE OFFICIAL BALLOT FOR THE GENERAL ELECTION OF NOVEMBER 4, 1997, CONCERNING A PROPOSITION AUTHORIZING THE COUNTY OF OCEAN TO CREATE A TRUST FUND IN ORDER TO ACQUIRE LANDS FOR CONSERVATION AND FARM LAND PURPOSES AND TO PAY CERTAIN COSTS AND DEBT SERVICE RELATED THERETO.

July 16, 1997

WHEREAS, the County of Ocean ("County") has experienced one of the highest growth rates of any county in the State of New Jersey and the Board of Chosen Freeholders of the County of Ocean recognizes the need to preserve the scenic, natural and open space character which is essential to the County's quality of life; and

WHEREAS, the State of New Jersey has enacted legislation allowing counties to establish a County Open Space, Recreation and Farmland and Historic Preservation Trust Fund, pursuant to P.L. 1997, c.24; and

WHEREAS, the Board of Chosen Freeholders recognizes the benefits of a special program to establish such a trust fund in order to acquire and maintain land for conservation purposes and to acquire farmland for farmland preservation purposes and to pay certain costs and debt service related thereto; and

WHEREAS, the purposes of the fund are to provide for and protect natural areas and open space, including Barnegat Bay and its tributaries, to protect sources of drinking water and ground water recharge areas; to preserve farmland and to protect other environmentally sensitive areas such as wetlands, marsh lands and stream corridors; and

WHEREAS, the Board of Chosen Freeholders desires to ascertain the sentiment of the voters of Ocean County concerning the establishment of such a trust fund, to be known as the "Ocean County Natural Lands Trust Fund" for purposes set forth above.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF CHOSEN FREEHOLDERS OF THE COUNTY OF OCEAN, STATE OF NEW JERSEY as follows:

1. Pursuant to the provisions of N.J.S.A 40:12-15.2, the Board of Chosen Freeholders of the County of Ocean hereby requests the Clerk of the County of Ocean to print on the official ballot to be used in the General Election to be held on November 4, 1997 the following public question:

"Ocean County Natural Lands Trust Fund"

"Shall the County of Ocean establish the 'Ocean County Natural Lands Trust Fund' to be used for the purposes of preserving and protecting environmentally sensitive lands, natural areas and open space, including lands within the Barnegat Bay watershed; protecting sources of drinking water and groundwater recharge areas; and preserving farmland, to be funded at a rate not to exceed 1.2 cents per $100 of total County equalized real property valuation, which Fund shall be used to acquire and maintain lands for conservation purposes, and to acquire farmland for farmland preservation purposes and for the payment of debt service incurred by the County for these purposes?"
2. The Clerk of the County is further requested to print on said ballot the following interpretive statement of the public question presented above:

"This referendum will require the elected officials of the County of Ocean to establish an 'Ocean County Natural Lands Trust Fund' to be used for the acquisition and maintenance of land for conservation purposes and the acquisition of farmland for farmland preservation purposes and the payment of debt service incurred by the County for these purposes. A 'YES' vote will permit the County to levy a maximum tax of 1.2 cents per $100 of total County equalized real property valuation. The County will annually determine the rate to be levied which may not exceed the maximum of 1.2 cents per $100 of total County equalized real property valuation. As an example, at a rate of 1.2 cents, the owner of a property assessed at $100,000 would contribute a maximum of $12 per year to the Trust Fund. The money raised annually for this Trust Fund will be used only for the purposes authorized and shall be subject to an annual independent audit."

BE IT FURTHER RESOLVED that certified copies of this Resolution be forwarded to the Clerk of the County of Ocean, Mayors and Clerks of Ocean County municipalities, State legislators, County Counsel, Director of Finance, Planning Director, Director of Parks and Recreation, County Auditor and the Chairman of Ocean County Natural Lands Partnership.

[Signature]
Daniel J. Hennessy
Clerk of the Board
2,000 Attend Opening Of New Airpark

BERKELEY TOWNSHIP — William P. Piper Sr., women pilots, and public officials were among some 2,000 persons who helped dedicate the 400-acre Ocean County Airpark yesterday.

As promised, there were gala exhibits, exciting air shows and "penny-a-pound" airplane rides. The price changed to two cents a pound when it was discovered a penny-a-pound was not profitable.

It's all part of festivities which continue today over the sprayed green ground — no grass yet — off Route 530, five miles southeast of Toms River.

The serious notes concerning the dedication were brief, with Oscar Bakke, associate administrator of the Federal Aviation Agency in Washington, D.C., culminating the terse speeches by quoting the Bible: "Ye shall mount up with wings as eagles."

Mr. Bakke called the airport "an example of healthy growth ... taking the burden off the transportation saturation that continues to afflict our largest cities."

The administrator said in an interview prior to the ceremonies the airport will provide respectable service, private and public, with service doubling and trebling itself within the next two to three years.

"I think this airport will supplement the whole regular airport system," Mr. Bakke said. "Smaller aircraft can be accommodated quite well here."

Mr. Bakke unveiled a monument bearing the quote, "Man's never-ending flight," from John Milton's "Paradise Lost."

Rep. William T. Cahill, R-N.J., presented a flag to airport officials which he said once flew over the Capitol.

Most lucrative presentation of the day was a check for a federal grant of $12,500 presented by Joseph Wilson of the F.A.A. to airport officials. The money is to be used for emergency lighting of the airport.

William P. Piper Sr., founder of the largest single engine plane producing company in the world, was a surprise guest.

Mr. Piper flew to the airport in an eight-seater, $122,000 Piper plane, which he opened for public inspection. Mr. Piper said he started flying in 1908 and was a close associate of the Wright Brothers.

Lady pilots, who flew most of the penny-a-pound flights, were members of "The 99ers," an international women's flying club that was started in 1939 by Amelia Earhart. The club had only 99 members when Miss Earhart started it.

Entertainment for the children included outdoor playground equipment — the most expen-
THE OCEAN COUNTY AIRPORT will offer discounted rates on hangar space to attract additional businesses to the area.

The Ocean County Board of Chosen Freeholders approved a 10 percent discount for hangar use at the airport for qualified businesses.

The Ocean County airport, located at the Ocean County Airport in Toms River, is a prime location for businesses looking to expand or relocate.

The airport offers a range of services, including hangar space, fueling, and maintenance, making it an ideal location for aviation-related businesses.

With the discount on hangar space, businesses can save money while enjoying the benefits of being located at the airport.

The discount applies to hangar space only and does not include fueling or maintenance services.

To qualify for the discount, businesses must meet certain criteria, including being a new or expanding business within the county.

The Ocean County Board of Chosen Freeholders is committed to supporting local businesses and encouraging economic growth in the county.

With the discount on hangar space, businesses will have an opportunity to start or expand their operations at the airport, providing a boost to the local economy.

For more information about the discount on hangar space, contact the Ocean County Airport at (732) 929-2700.

This is an exciting opportunity for businesses to take advantage of and grow their operations in the Ocean County area.
Freeholder Miller’s Funeral

TOMS RIVER - Robert J. Miller of 854 Breezy Oak Drive, died late Tuesday afternoon with severe burns received in an airline accident on Friday morning, in his fourth term as an Ocean County freeholder.

He won his first term after defeating John G. Woods, then mayor of Dover Township, for the Republican nomination for an at-large freeholder seat and went on to defeat his Democratic opponent, Robert F. Novins.

Born 46 years ago last Friday, the day of the crash, in Akron, Ohio, Miller settled in Lakewood after his discharge from the Army where he served in the 80th Infantry Air Corps. Here, he met and married the former Arlyn Applegate. Prior to his service as an Ocean County freeholder, Miller served from 1954 to 1957 as Undersecretary of Labor and then as Secretary of Labor.

Miller was equally concerned about the preservation of the county's many natural assets and the growth of real estate. He served as Parks chairman of the county from 1958 to the nearly 1,000 acres of land owned by the county.

At the time of his death, Miller was involved in the creation and improvement of Lake Shorewood in Lakewood, opposite state-owned Island Beach Park.

Miller was instrumental in establishing the state’s first police academy, which opened its first class this past Monday.

Here, officers and potential officers of the county’s municipal police forces were efficiently trained to better themselves and the community.

Almost single-handedly, Miller was instrumental in the eventual adoption of a psychological test being given for court and correctional officers as a prerequisite for Civil Service.

Miller, as chairman of the county’s Board of Freeholders, pressed for the relocation of every major department of county government and for the new county complex at the corner of Avenue and Washington Street in Toms River.

At the time of Miller’s death, he was engaged in planning a new multi-

Freeholder's Tributes Follow

TOMS RIVER - As Freeholder Robert J. Miller lies in state awaiting his last resting place in Riverside Cemetery, tributes to his greatness pour out from those who knew him best.

Governor Richard J. Hughes offered his condolences to the Miller family, as did all those who expressed their thoughts at this trying time, and said he had gotten to know Bob Miller well while they were both in the political field.

He said although he and Miller were of different political parties, they were able to work together in all matters which concerned the betterment of the state and especially of the County of Ocean.

Miller’s two fellow-freeholders, Director George F. Makin and Howard Lambertson, both had warm expressions of the sorrow experienced by Miller’s untimely passing and of the void created by his loss.


Continuing, he will always be touching your life, looking out of talking to you and things he touched remains as familiar and on your life and of all others that know him.

Makin said Miller left an indelible mark on Ocean County at an untiring work in the establishment of the Ocean County Airpark, the site of his fatal crash.

He had been working steadily for the past seven years in attempting to establish the first municipal airport built for and by a county. All other existing county airports were acquired as existing facilities.

Sept 18, 1969
To Develop Complex Surrounding Airpark

TOMS RIVER — Ocean County Freeholder Joseph S. Portash yesterday revealed a master plan for the development of the Ocean County Airpark, renamed the Robert J. Miller Airpark, and its surrounding acreage.

Portash said the master plan was developed by the County to protect the natural watershed in the immediate area and to provide controls for an orderly growth of industrial land use.

The Freeholder noted the county is in the process of acquiring 417 additional acres which abut the 400-acre airpark site through a 50-50 purchase arrangement with State and Federal agencies. He said the state, itself, is considering the purchase of some 1500 acres which comprise the Bamber Tract under the second phase of Green Acres acquisitions. The tract is located easterly of the airport site.

"With this huge acreage of undeveloped land, it is necessary that, as conservationists, we utilize it wisely for the most sensible use. Therefore, we have prepared this master plan which is to be presented sometime in May for consideration by both Berkeley and Lacey townships as they will be most interested in its 'immediate development,'" Portash said.

Portash commented that the plan envisions an industrial park located easterly of the Airpark along Pine Island-Roswick and Dover roads which would be utilized 'strictly for compatible industries that could not and would not pollute the air or water in any way.'

Portash said such an industry could be electronics by nature or some other comparable industry which would not use too much water, give off offensive odors or the like.

The Freeholder said the first stage would be a small industrial park adjacent to the airfield to which taxiways would be built to facilitate ease of transportation and utilization of the airfield. Growth of the main industrial area would be controlled by the limitation of three-acre tracts within the site.

At the intersection of the two roadways, Portash envisions a large shopping center and lake surrounded by such facilities as a motel and restaurant. Along Dover Road to the west of this envisioned shopping plaza, Portash foresees a stretch of land zoned for highway business.

The 417 acres which are to be acquired, surround the present Airpark site with a portion of it running along the paper street of Mule Road which will eventually be developed.

On both sides of Mule Road, Portash said the county plans a recreational development which would include such facilities as ball fields, volley ball courts and shuffleboard courts.

The area of the proposed purchase south and east of the airpark would be developed naturally for nature trails, picnic grounds and a small camping site.

"I want to make it clear to the people of Ocean County that our plans for the Robert J. Miller Airpark are not to be construed as the beginning of a 'jetport' project. To the contrary, utilization of the entire region, as we propose, will mean that normal, planned growth will take place without any one segment encroaching upon the other," Portash said.

Portash concluded, the Airpark and its entire environs would stimulate the economy of the County by providing more jobs while at the same time providing a recreational area which will not only provide a respite for the people, but protect the area's natural resources.
Boost in Costs Of Land Limits Park Expansion

TOMS RIVER — Spiraling property values around the Ocean County Airpark in Berkeley Township are making it hard for the county to buy more land there for park purposes.

Freeholder Joseph S. Portash said yesterday land owners are now asking $1,400 to $1,500 an acre for property sought for a county park as a result, he said, the county has been able to buy only 221 of the 435 acres needed.

Mr. Portash had predicted last winter the county would have the entire tract bought, or under option, by April 15 at a price of $750 an acre. That’s the price the Board of Freeholders paid for the 221 acres already acquired.

The board plans a public hearing today on an ordinance appropriating $300,000 to buy land at the airpark, but if land owners don’t agree to cut their prices, or the freeholders can’t get a lower price via condemnation, the money won’t be sufficient.

The 221 acres cost the county more than $165,000. If the remaining 214 acres cost $1,400 an acre, the total cost would soar to $299,600, more than $106,000 over what the county can spend.

County officials had hoped the cost of the land would be offset by federal and state grants. The airpark, Mr. Portash said, is one of five major parks planned for the county.

The freeholder said the county must scrap its present county park system in favor of major parks at selected locations. He said many small parks should be turned over to the municipalities in which they’re located for use as municipal parks or recreation areas.

The airpark, with 435 acres devoted to recreation, would almost double the 450 acres which now comprise the county park system. Even these park lands, Mr. Portash said, fail to meet federal recommendations of 10 acres of parks for each 1,000 residents.

Under this formula, Mr. Portash said, Ocean County should have 2,000 acres of parks. He bases the need on an estimated population of 200,000 and said the federal census now underway will show the county now has at least 192,000 residents.

Under Mr. Portash’s plans, the county now has one of the five major parks in the former Rockefeller estate and Lake Shenandoah Park in Lakewood, and the nucleus of a second at the airpark.

Still needed, he said, are major parks in three other areas — the Jackson-Manchester Township section, the southern part of the county, and along Barnegat Bay.

The new parks, Mr. Portash said, would protect watershed areas in addition to meeting the recreational needs of county residents. The Lakewood Park complex, which is proposed to eventually link with a Forge Pond Park in Brick Township and Lake Carasaljo in Lakewood, would protect the Metedeconk River Watershed.

The airpark, the freeholder said, would protect the Cedar Creek watershed.

Under Mr. Portash’s proposal, the county would also retain Berkeley Island Park, Berkeley Township; A. Paul King Park, Stafford Township and Tuckerton Park in that borough and Little Egg Harbor Township.

All three fail to meet the freeholder’s size criteria for county parks, but all have valuable waterfront areas. Berkeley Island Park is in Barnegat Bay, the others front on fresh water lakes.

May 20, 1970
Freeholders Okay Big Airpark Expansion

TOMS RIVER—The Ocean County Board of Freeholders yesterday approved a final passage, an ordinance will permits the purchase of 435 additional acres of land adjoining the Robert J. Miller Airpark in Berkeley Township.

The ordinance appropriates $300,000 for the purchase. The Freeholders have applied for 50 per cent of the purchase price to be paid from the State's Green Acres funds. An additional $50,000 of the cost has been granted to the County from the federal government under the original purchase agreement. This figure may change, however, as the Freeholders have applied for additional funds from the government.

Freeholder Joseph S. Portash told the audience present yesterday that the land to be acquired is actually disassociated from the Airport itself and will be used as a buffer zone and will include multi-use recreational areas. It will also assist in protecting the natural environment and assure protection of the Cedar Creek drainage and watershed area.

Mr. Portash cited the national ratio of 15 acres of park land per 1,000 population which has ratio of only 2.70 acres of parks for each 1,000 residents. With the addition of the additional land, that ratio will be increased to 7.87 acres for each 1,000 in Ocean County.

The Freeholder pointed out however, that these figures are not as grim as they may appear since the County's residents are fortunate enough to have the Atlantic Ocean and Barnegat Bay at their doorsteps.

Their are currently the owners involved in the land to be purchased. The initial tract of land to be bought will include 221 acres with the purchase price expected to be $750 per acre, including real estate agent's fees. Mr. Portash said he believes the prices for the remaining four tracts will be comparable.

In other action, the Freeholders decided to readvertise for bids for the clearing of land at the Airpark. Two bids were received and expected yesterday to be let for

...
Master Nature Plan
Set Near Airpark

TOMS RIVER—A master nature plan is being created for the multi-use recreational area of the Robert J. Miller Airpark in Berkeley Township under the direction of Ocean County Freeholder Joseph S. Portash, director of the county parks system.

Portash conferred yesterday with William G. Baranyay, an official with the National Audubon Society, and A. Morton Cooper, chairman of the Ocean County Environmental Agency.

The freeholder, in commenting on the project, said the county was intent upon preserving the environment for future generations as well as for the enjoyment of its residents and visitors in the present.

"We are enthused with the visit of Mr. Baranyay, who will study the park site and propose a master nature plan for the 400-plus acres situated south and east of the airfield," Portash said.

Portash said Baranyay and Cooper began the study this week and are due to report back with a proposal within the next two weeks.

A physical inventory of the plants and animals within the "passive" area of the park site as opposed to the "active" sports area to the east. Physical characteristics will be studied and trails for nature walks marked for eventual mapping.

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Thursday
March 30, 1972
Seeking Funds To Buy Island

TOMS RIVER—The Ocean County Board of Freeholders yesterday authorized the submission of an application to the Federal Open Spaces and the State Green Acres Programs for the acquisition of 79-acre Flat Island.

The proposed acquisition stands off Long Beach Township in Barnegat Bay and is the fourth major park acquisition undertaken by the freeholders this year.

Freeholder Joseph S. Portash, chairman of the County Parks Department, said if all projects are approved, the county would hold park lands to satisfy population demands through 1980.

The freeholder noted the other contemplated purchased include Gull Island in the Manasquan River off Point Pleasant Beach, a tract in the Kettle Creek area of Brick Township and the 400-acre Cattus Island tract off Fischer Boulevard in Dover Township.

To Exceed Assessment

It is estimated the purchase price of the newly-proposed acquisition of Flat Island will exceed the assessed value of the land which is $400 an acre for a total of roughly $32,000.

Also authorized was the purchase of a 56-acre tract on the north side of Route 530 in Berkeley Township opposite the Robert J. Miller Airpark.

Portash explained the Federal Aviation Agency would participate in the purchase and pay for half the cost. He said the cost factor had not as yet been

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Funds

(Continued From Page 1)

...determined but noted the last purchase price for land in the area was $500 an acre.

U.S. Requirement

Portash continued the purchase was made under the Federal Aviation Agency requirement that the approaches to the airport runway may not be hampered by commercial or residential growth.
Exhibit 8

Robert J. Miller Airpark Economic Development Study

First 7 pages

(full report available upon request)
BACKGROUND AND SUMMARY

The Robert J. Miller Airpark is situated on a 945-acre tract in the western portions of Berkeley and Lacey Townships in central Ocean County and has the potential of being a catalyst for future economic development in the County. At the present time, the Airpark is utilized for general aviation and recreational purposes, and averages approximately 300-500 operations (takeoffs and landings) per week. Given socio-economic trends and the increased demands for general aviation facilities, expanded utilization of the Airpark can be anticipated during the next twenty years. Expanded uses of the facility could include increased storage of corporate jets, the initiation of regularly scheduled commuter air service to major regional airports, and the development of adjoining parcels of land for light industrial uses which would complement and be compatible with the operation of the Airpark as a general aviation facility.

The Robert J. Miller Airpark was dedicated on June 6, 1968 and has developed steadily as an integral facility in the N. J. Airport System. The Airpark is a major longterm economic asset to Ocean County for a variety of reasons. First, the Airpark is owned by Ocean County and is the only publicly-owned facility in Ocean County. The County has the ability to exercise direct control over the general operation and development of the Airpark and can establish policies and programs in conjunction with other public agencies to guide the future development in and around the facility in a manner which will provide the maximum benefits to the public.

Second, the Airpark is centrally located within the County, being approximately five miles from Toms River, the government center of Ocean County, and within a 40-minute driving radius of most of the County's 330,000 residents. The close proximity of the Airpark to the various industrial/commercial areas of the County is a major asset, especially when considering the potential of the facility for expanded corporate aviation use. The Airpark has good highway access, being within five miles of the Garden State Parkway and within six miles of N. J. Routes 37 and 70.
Section 4, Airport Development Alternative, presents alternate scenarios for the Airpark facility, focusing on different levels of use intensity. In addition, three options for airport management are identified, along with respective implications of each.

Section 5 presents findings and recommendations which the County may consider in guiding future growth in and around the Airpark facility. In particular, the prospects of acquiring additional land around the facility for airport-related activities are discussed, as well as the availability of Federal and State funds to assist in the financing of future development proposals in and around the Airpark.
Of the four projects, the extension of the primary runway and the introduction of the Instrument Landing System are scheduled for completion in 1982. Construction of the crosswind runway has been granted FAA approval and the area has been partially cleared, although a construction timetable has not been established. No timetable has been established for the widening of Runway 6-24. Upon the completion of these improvements, the Airpark facility would meet FAA criteria for a Basic Transport Airport.

The major advantage of a Basic Transport Airport classification for the Robert J. Miller Airpark would be the ability of the facility to accommodate larger, heavier aircraft, including commuter carriers and corporate jets. By definition, Basic Transport Airports can accommodate most turbine aircraft including business jets up to a gross weight of 60,000 pounds.

The Robert J. Miller Airpark Economic Development Study evaluates the Airpark facility in terms of its ability to enhance future economic development in Ocean County and to attract light industrial development to the Airpark vicinity.

Section 1, Project Area Description, provides an overview of the project area, focusing on existing land use patterns, provisions of municipal zoning, availability of public infrastructure, and an analysis of environmental features, including environmentally critical areas at the site.

Section 2, Socio-economic Conditions and Trends, presents current population, employment, and income data for Ocean County. In general, the latest census and economic indicators reflect the substantial increases in population and employment in Ocean County during the past three decades, and the projected major increases through the next twenty years.

Section 3, Planning and Development Constraints, describes the major constraints to development at the Airpark. In particular, this study assesses the impacts of the N. J. Pinelands Comprehensive Management Plan on future development proposals; the lack of public sanitary sewers at the Airpark; and the compatibility of industrial and airport-related land uses adjacent to the Airpark. In addition, the potential for future employment and tax ratables in the Airpark area is assessed.
Third, the potential exists for increased aviation and aviation-related development at the Airpark and for light industrial development adjacent to the Airpark in Berkeley Township. At the present time, there is only limited industrial development northwest and east of the Airpark. Primary development potential exists at the Berkeley Township Industrial Park northwest of the Airpark. Additional development of the Industrial Park would benefit the County and Berkeley Township through increased employment opportunities and additional tax ratables.

Finally, the Robert J. Miller Airpark is included within the State Airport System Plan and is eligible for Federal funding assistance for airport-related projects. Under the N. J. State Airport System Plan, which was developed by the N. J. Department of Transportation in 1975, a system of 43 airports has been identified in order to meet the growing needs of general aviation throughout the State. The plan incorporates the current Federal Aviation Administration (FAA) classification system of airports and conforms with the National Airport System Plan. The classification of airports, in order of importance, are Air Carrier Airports, Basic Transport Airports, General Utility Airports, and Basic Utility Airports.

The Robert J. Miller Airpark is classified as a "General Utility Airport." This classification limits the maximum allowable weight of aircraft using this facility to 12,500 pounds. However, several airport improvements are being considered for the Airpark which, if completed, would upgrade the Airpark to a "Basic Transport Airport" classification.

Four improvements are planned to upgrade the Airpark:

1. Extension of Primary Runway 6-24 (the identification of the runway as "6-24" refers to the southwest-northeast orientation of 60° and 240°) from 4,782 feet to 5,782 feet to accommodate medium sized aircraft and increase the safety factor for takeoffs and landings;

2. Installation of an Instrument Landing System (ILS) which will provide for precision landing technology;

3. Construction of a crosswind runway to ensure greater safety during changing wind conditions and improved emergency landing facilities; and

4. Widening of Primary Runway 6-24 from 80 feet to 150 feet for greater safety and physical ability to accommodate larger aircraft.
1.0  PROJECT AREA DESCRIPTION

1.1  Geographical Location

The Robert J. Miller Airpark is situated on approximately 945 acres along the boundary of Berkeley and Lacey Townships in the central portion of Ocean County, New Jersey. The Airpark is centrally located between New York City and Philadelphia with New York being approximately 55 miles north-northwest and Philadelphia located approximately 50 miles southwest. Toms River, a major commercial center and County seat, is located approximately five (5) miles northeast of the facility, in Dover Township.

In general, Robert J. Miller Airpark is bordered on the north by Pinewald-Keswick Road (County Route 530) and on the southeast by Dover Road. The Airpark is located within 5 miles of the intersection of U.S. Route 9 and the Garden State Parkway and 6 miles from New Jersey Routes 37 to the northeast and 6 miles from Route 70 to the west.

Figure 1-A, Regional Site Location, illustrates the general location of the Robert J. Miller Airpark in relation to the New York and Philadelphia metropolitan regions. Figure 1-B, Site Location, shows the Airpark facility in relation to the immediately surrounding area of Berkeley and Lacey Townships.

1.2  Existing Land Use

At present, the land uses occurring in and around the Robert J. Miller Airpark contain a mixture of recreation, conservation, public works, industrial, residential and airport-related activities. The existing land uses at the Airpark and its environs are described below.

1.2.1  Airpark Land Use

The Master Plan and Site development of the Robert J. Miller Airpark, prepared in 1974, provides for a variety of land uses, including recreation, conservation, County and airport-related activities. The following inventories the land uses currently existing at the Airpark.
Airfield - The existing airfield consists of a single paved runway, 4,872 feet long and 80 feet wide, with paved overruns of 600 feet and 478 feet at the south and north ends of the runway, respectively. The runway has a hard asphalt surface constructed at a southwest-northeast orientation of 60° and 240°, with a magnetic declination of 10° 57'. A full length parallel taxiway is located on the northwest side of the runway, with five (5) taxiway approaches connecting the runway to the terminal and apron area. A helipad, which is used primarily by the State Forestry Department, is located adjacent to the apron area.

Airfield support facilities are located directly northwest of the runway and apron areas, and include hangars, a terminal building, beacon, power supply building and parking areas. Two hangars, one of which is used primarily for aircraft maintenance and the other for the storage of a maximum of four (4) aircraft, are located adjacent to each other along the apron. The two hangars and terminal building are operated by the fixed base operator, Ocean Aviation.

Four (4) "T-hangars", which are used for the storage of individual aircraft, are located along the southwestern end of the taxiway. In addition, the Civil Air Patrol maintains a hangar along the southwest corner of the airfield, near the intersection of Mule Road and Dover Forge Road.

In total, the amount of land reserved for airfield related activities is approximately 500 acres or 53 percent of the Robert J. Miller Airpark property. Figure 1-C, Existing Land Use, illustrates the location of the airport-related facilities at the Robert J. Miller Airpark.

Recreation - Recreation areas at the Robert J. Miller Airpark are located along the northwest side of Mule Road; the major airport access road extending from County Route 530. The recreation area, which is approximately 65 acres in size, includes soccer and baseball fields as well as areas used for other activities, such as horse shows. Parking and restroom facilities are also located adjacent to the athletic fields.
Conservation - The southerly portion of the Airpark property located southwest of Dover Forge Road has been designated as a conservation area and will be minimally utilized for low intensity uses. This area which was purchased by the County through the Green Acres Program of the State of New Jersey Department of Environmental Protection, is entirely located within Lacey Township and partially within the Cedar Creek watershed. A County arboretum has been developed on a 10 acre parcel opposite the Civil Air Patrol facilities. In addition, a Nature Center has been proposed for a location south of the airfield "clear zone." A large camping area is also planned for the southern portion of the Airpark property, adjacent to Dover Road.

County Garage - Ocean County maintains a garage and maintenance facility at the western corner of the Airpark property, near the intersection of Mule Road and Dover Forge Road. The garage is utilized by the County Road Department for the storage and maintenance of Road Department vehicles and equipment.

County Warehouse - Ocean County maintains a storage warehouse along Mule Road near the entrance drive to the terminal area. In the past, the warehouse has been used for storage of County documents, files and equipment.

County Temporary Inmate Housing Facility - Due to overcrowding at the existing County jail, the Ocean County Board of Freeholders have authorized the construction of a temporary minimum security correctional facility for inmates and those involved with work-release programs. Approvals for the facility have been received from State and County agencies. The facility, to be located adjacent to and east of the County Warehouse, will house approximately 58 inmates.

1.2.2 Area Land Use

With few exceptions, the land within a two (2) mile radius of the Robert J. Miller Airpark is largely undeveloped, consisting primarily of pine-oak vegetation typically of the New Jersey Pine Barrens region. A detailed assessment of the existing vegetation is presented in Section 1.5.3 of this report. For purposes of this report, the land uses around the Airpark have been divided into four quadrants, with the Airpark located at the center. Figure 1-C, Existing Land Use, illustrates the existing pattern of land use around the Robert J. Miller Airpark.
County Meeting Praised

Berkeley to Accept Jail Plans

By LESLIE POSDON
Staff Writer

BERKELEY TWP. — Locating the multimillion dollar county jail and administration complex on Pinewald-Keswick Road was tentatively agreed upon Thursday by representatives of the Township Committee and the Board of Freeholders.

The 70,000-foot jail administration complex would be located approximately one-quarter of a mile northwest from the township's municipal complex now under construction.

Committeeman Edward T. Tolbert said the meeting with the county concerning the proposed jail site was "very constructive. Much more than previous meetings."

The full committee will review the proposal and make recommendations to the county before any final site decisions are made, Tolbert said.

Freeholder George J. Hoffman said the Pinewald-Keswick site meets county criteria because it is not within one mile of residential homes on the east or west.

"It's a prime site since the township is considering establishing this area as the hub or downtown district of the township," he said.

He also said the county is willing to locate the $18 million jail and administration complex between 300 and 500 feet back from the road to allow for commercial development and not take away township ratables.

The county is also considering the possibility of renting a portion of the county administration complex to the township for a county library, Tolbert said.

The county initially suggested the township give the current town hall on Route 9 to the county for a library when it is vacated. Tolbert said township officials are opposed to this as they are considering using the vacated building as a community center.

He said the committee's initial recommendation to locate the complex in the Robert J. Miller Airpark is no longer a consideration because of "major obstacles."

He said the county would not be permitted to build a jail complex on land funded through Green Acres. Those funds are designated by the state for recreational development only.

Hoffman said the Federal Aviation Administration (FAA) regulations would also prevent the county from building a watch tower due to height restrictions near the runway.

County Planner Steven L. Pollock will draw up definitive plans citing exact tract location, road size and an artist's rendering of the proposed complex, Hoffman said.

The committee hopes to review these plans and get back to the county by Aug. 1.

Hoffman said the main reason for the

(Continued on Page A11)

★ Jail

(Continued From Page A1)

August deadline is to finalize plans. A new jail complex has been discussed since 1974 and completion may reach into the year 2000.

Land for the 57-acre complex will most likely be acquired from private owners. Hoffman and Tolbert said Leisure Technology owns some 60 acres in the Pinewald-Keswick Road vicinity.

Hoffman said no plans for land acquisition have been made yet, but does not anticipate any objection from Leisure Technology.

Bonding finalization for $30 million will be made in January, 1979. Freeholder Leonard Connors said. He said the bond includes courtrooms in Toms River, road construction, renovations and county garages.
Berkeley Airpark May Cease Operation

TOMS RIVER - Should Ocean County continue to operate the airpark in Berkeley Township, a facility where it loses money each year?

For Manchester Township’s Arthur Silverstein the answer is a resounding “no” but county officials say intangible benefits are reason enough to keep pumping in the dough.

Deputy County Planning Director, Alan Avery Jr., said the airpark helps benefit business and industry in the county, even though the county loses more than $50,000 a year in operating it.

Avery said the airport facility is worth $10 million and most of the money that has developed has come from aviation fuel taxes funneled through the Federal Aviation Administration.

He said it is unlikely the FAA would consent to the sale of the airpark. State Green Acres restrictions would also block efforts to sell it because the adjoining park property is in the county’s inventory of open or recreational space.

Avery said businesses use the airpark as do tourists and emergency response agencies like the Coast Guard, State Division of Forestry and Civil Air Patrol.
Exhibit 13

Cedar Creek

A Unique Open Space Conservation and Recreation Resource

August 1975
CEDAR CREEK
A UNIQUE OPEN SPACE
CONSERVATION AND
RECREATION RESOURCE

OCEAN COUNTY
NEW JERSEY

AUGUST 1975

PREPARED BY
THE AD HOC COMMITTEE
TO PRESERVE CEDAR CREEK
At the County level the Ocean County Park System maintains the Robert J. Miller Air Park and Recreational Area which includes part of the watershed of the Cedar Creek basin. The master plan for the Airpark includes development of outdoor recreation facilities along the Creek. At the municipal level Berkeley Township has developed park facilities along the Creek. The Township is applying under the Green Acres Program of 1974 for the purchase of 250 acres along the stream corridor of Cedar Creek.

Clearly, cooperative action on all levels of government has resulted in progress toward the preservation of Cedar Creek. Total realization of the goal of preserving the Cedar Creek basin, however, requires renewed State action. Lacking continued State action, the efforts at the County and municipal level cannot protect the integrity of the basin as a pure water preservation area.

The following map illustrates the extent of present State, County and municipal ownership of park, recreation and open space lands.

CEDAR CREEK - RECOMMENDATION FOR STATE ACTION

The Cedar Creek basin is an environmentally sensitive area. State land use planning, water quality management and open space acquisition policies have recognized the critical nature of this watershed. The New Jersey Open Space Plan calls for the preservation of the Cedar Creek basin. The New Jersey Department of Environmental Protection has assigned its highest water quality classifications to Cedar Creek. And the Green Acres Program for State open space acquisitions in the North Shore Region included plans for acquiring over 9,000 acres along Cedar Creek as part of the Double Trouble Park. At present, all of the areas identified in the State's plan for the North Shore Region have been acquired, with the exception of the Cedar Creek properties! Monmouth Battlefield has been purchased. Assunpink Creek Fish and Wildlife area has been acquired. Allaire State Park has undergone major expansion. Double Trouble State Park has not been completed.
Ocean Airport Moves Ahead

By RAY OLLIVER</p>Press Staff Writer</p>

BERKELEY TOWNSHIP — Ten years after its dedication, Ocean County's airport is just getting off the ground.

Held back by cautious operators and freeholders, attention, the Robert J. Miller Airpark has attracted few of the recreational and industrial facilities that were promised by its creators.

But county officials are predicting that the airport will begin to show some results this year with both the county and the operators planning major improvements.

Completion is expected by next week of four small hangars that will be rented to owners of private planes.

The 4,900-foot runway, surfaced last year, will receive a more permanent asphalt overlay this year at a cost of about $200,000.

And Sana Air Inc., a Pennsylvania-based company which took over the lease to manage the airport in April, is promising a new hangar and other facilities to support the commuter service it hopes to begin by the end of the summer.

"OUR TIME is coming," says County Administrator Frank B. Holman, a pilot who strongly supports the airport. "The airport was built when money was available, but they were looking 10 to 20 years down the road."

Development of the airport, while slow, has occurred with a minimum of county tax funds.

The 790-acre site was acquired with matching state Green Acres money and with private donations of land to the county.

Federal funds put up 90 cents for each dollar spent in building the airport. Freeholders have continued to move slowly while waiting for additional federal funds, which paid for most of a longrange master plan and recently for lighting along the taxiway.

The county is responsible for keeping the runways and lights in good shape and providing trash collection and security, while Sana Air — which pays a percentage of its gross receipts to the colony — runs the operations.

In the five years ending in 1977, the county received $89,925 from airport operations and spent $53,062.

LAST YEAR the county lost $7,867, however, as the result of spending about $8,000 to resurface the runway.

Holman says the county is in a good position to make a profit in coming years; Chuck Wilson, the assistant manager of the airport, says there may be a profit.

But both men say a good airport is needed for a total transportation system in a county and that all means of transportation are subsidized in one way or another.

The most pressing need at the airport is for an instrument landing system to assist pilots during bad weather.

That could cost up to $1 million, Holman said.

But the county has already had preliminary discussions in seeking a 100 percent federal grant for the system, and the base operators would like to see it in operation by the fall of next year.

The airport here could end up competing for federal funds with a county-owned airport in Monmouth County, Wilson said.

Because federal grants for airport development are not available to private owners, the same competition is not in effect with Monmouth at this time.

But Wilson said he believes Ocean County would have an advantage in any contest with Monmouth for funds because it has a completed master plan and because it meets all federal safety requirements.

WHILE the improvements recommended by consultants for Monmouth Airport would increase the competition for air traffic, Wilson said, the expected general increase in plane use "should make up for any losses to either facility."

The airport has maintained a low profile over the years in its location in the pines, about six miles southwest of Toms River.

It has not been a major political issue, although Democratic Freeholder Robert A. Gasser has regularly criticized it for failing to serve its potential and for serving only a small number of wealthy persons. Gasser has said the money could be better spent on other county projects.

There's one man who wants to get the airport back into the news, however — Kenneth J. Hetland, vice president of Sana Air Inc.

"When the freeholders put up this airport 10 years ago, they wanted to play it low-key," Hetland said.

"But if we pump $4 million into new facilities, then we're not going to play it low-key," he said. "The freeholders have been doing everything else in the county except the airport, so we're going to make a lot of demands on them."

AMONG those demands are more signs around the county pointing to the airport, new taxiway and runway lights, a repair of the rotating beacons, and new tie-down pins for private aircraft.

Sana, which is owned by Thomas Nardozzo and Henry Schafman of State College, Pa., has big plans for the future.

Hetland said the company hopes to begin commuter service to Newark Airport by the end of the summer, with a possibility of routes to Philadelphia, New York City and Atlantic City.

A 40,000-square-foot hangar is expected to be built by December, which will contain offices and storage space.

The market is seen in connecting persons on pleasure trips with the metropolitan airports, and in providing a base for corporate aircraft.

Wilson is optimistic that once an instrument landing system is installed, larger companies will take a closer look at Ocean County for their corporate offices.

"BRING MONEY to Ocean County — that's what that facility has got to do," Wilson said. "And as the revenues begin to come in, they should be plowed back into the operation."

Wilson, a Leisure Technology employee, is resigning his $2,500-a-year part-time job as airport assistant manager this week.

The county may not replace him, Holman said, but may instead delegate a management specialist in the county administrator's office to take charge of airport business.

The airport's future depends on the freeholders, Wilson said.

"After Bob Miller died everybody knew it was there, but nobody knew what to do with it," Wilson said: "It was too big to hide, so it just kind of sat there."

"But if it begins to show results, then they won't be able to turn their backs on it," he said. "In two or three years there could be some real returns coming back to the county."

Asbury Park Press
June 25, 1978