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[1] ST. AUGUSTINE - ST. JOHNS COUNTY AIRPORT AUTHORITY

[2] General Meeting

[3] held at 4796 U.S. 1 North

[4] St. Augustine, Florida

[5] on Monday, July 16, 2001

[6] from 4 p.m. to 6:48 p.m.

[7] * * * * *

[8] BOARD MEMBERS PRESENT:

[9] WILLIAM "BILL" ROSE, Chairman

[10] CHARLES LASSITER

[10] JOSEPH CIRIELLO

[11] JIM BRYANT, County Commissioner/Airport Liaison

[11] * * * * *

[12] BOARD MEMBERS ABSENT:

[13] DENNIS R. WATTS, Secretary-Treasurer

[14] BARBARA BOSANKO (Leave of absence)

[15] * * * * *

[16] ALSO PRESENT:

[17] GEORGE McCCLURE, Esquire, Rogers, Towers, Bailey,

[18] Jones & Gay, P.A., 170 Malaga Street, St. Augustine,

[19] FL, 32084, Attorney for Airport Authority.

[20] EDWARD WUELLNER, A.A.E., Executive Director.

[21] BRYAN COOPER, Assistant Airport Director.

[21] * * * * *

[22] St. Augustine Court Reporters

[23] 1510 N. Ponce de Leon Blvd., Suite A

[24] St. Augustine, FL 32084

[24] (904) 825-0570

[25]

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[1] P R O C E E D I N G S

[2] CHAIRMAN ROSE: Well, it's 4 o'clock. Looks

[3] like we have a quorum present, so I'll call the

[4] meeting of the St. Augustine-St. Johns County

[5] Airport Authority to order, and we'll begin with

[6] the pledge to the flag.

[7] (Pledge of Allegiance.)

[8] APPROVAL OF MEETING MINUTES

[9] CHAIRMAN ROSE: Okay. You have -- you have

[10] the minutes of the last meeting that was held on

[11] May 14th. Are there any additions or corrections

[12] to those minutes?

[13] (No additions or corrections.)

[14] CHAIRMAN ROSE: Hearing none, we'll accept

[15] the minutes as they were distributed.

[16] ACCEPTANCE OF FINANCIAL REPORTS

[17] CHAIRMAN ROSE: Financial reports, Dennis is

[18] not here. I see we do have the reports for April

[19] and for May in the package, but... Mr. Wuellner,

[20] have you got any comments on those?

[21] MR. WUELLNER: No, sir. They're pretty

[22] self-explanatory.

[23] CHAIRMAN ROSE: Well, if there are no

[24] questions, I suggest we accept the -- the

[25] financial reports. And if Dennis has any -- any

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[1] further comment, he can take care of it at the

[2] next meeting. So, unless there's an objection,

[3] we'll accept the minutes as they were

[4] distributed -- the financial reports as they were

[5] distributed.

[6] APPROVAL OF MEETING AGENDA

[7] CHAIRMAN ROSE: Are there any changes or

[8] modifications to the agenda?

[9] (No changes.)

[10] CHAIRMAN ROSE: Hearing none, we'll accept

[11] the agenda as it was distributed and begin our

[12] meeting with Mr. Jim Bryant, the County

[13] Commissioner.

[14] 6.A. - COMMISSIONER BRYANT

[15] MR. BRYANT: No report, sir.

[16] CHAIRMAN ROSE: Okay. Aero Sport?

[17] 6.B. - AERO SPORT

[18] MR. SLINGLUFF: I'd like to report that Aero

[19] Sport is pleased to announce that it's signed

[20] dealer agreements with a new fuel wholesaler,

[21] Phillips 66.

[22] Phillips was voted as one of the top Fortune

[23] 500 companies, and we're very honored that

[24] Phillips has also appointed Aero Sport as one of

[25] its aviation performance centers. This

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[1] designation places Aero Sport in the top 5
 [2] percent of the FBOs in the United States.
 [3] As you know, over the past several months,
 [4] there have been quite a few articles and -- about
 [5] fuel prices, and I'd just like to put officially
 [6] on record where -- where our fuel prices have
 [7] been and where they are now. It's -- we're at a
 [8] record low price right now.

[9] We were at -- we had gone all the way up to
 [10] \$2.94. But yet, for some reason, these high
 [11] prices seem to be -- continue to be erroneously
 [12] reported. In February, we had a 38 cent price
 [13] increase, followed in quick succession with a 16
 [14] cent, 12 cent increase.

[15] As you remember, even auto fuel was
 [16] approaching \$1.80 in some areas, and in a lot of
 [17] places in the United States, it was over \$2 a
 [18] gallon.

[19] We -- we were forced to set our full retail
 [20] at \$2.94. At the time we did that, we did
 [21] implement a base customer discount of 20 cents
 [22] plus an additional 5 cents for an Avfuel credit
 [23] card used. So, the local price was \$2.74, and
 [24] you could get another 5 cents off of that.

[25] In April -- I think we've all started to see

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[1] prices come down. Auto fuel prices actually
 [2] stayed higher. If you look at the Lumberg
 [3] reports, the auto fuel prices stayed higher than
 [4] the Avfuel prices for -- on the wholesale side
 [5] for -- for quite a while. It just shows that the
 [6] difference in the refining volumes and how the
 [7] volumes are used.

[8] But in April, we did see the price begin to
 [9] come down a little. We were still very unhappy
 [10] with our wholesale supplier, as we found that
 [11] others were paying less at the wholesale level.
 [12] Under pressure, Avfuel then lowered our price
 [13] substantially.

[14] On May 22nd, Aero Sport has lowered its
 [15] price to \$2.25 a gallon, and we now have gone
 [16] down again to \$2.15. Like gas stations, our
 [17] price is now clearly displayed for all to see on
 [18] the main ramp. We've got -- we don't go out to
 [19] as many decimal places as they -- as they do at
 [20] gas stations, but we clearly display it. And it
 [21] is also now only a few cents different than the
 [22] average self-serve and 25 cents lower than the --
 [23] than Palatka.

[24] Is this a short-term trend? No. We're
 [25] listening to the St. Augustine pilot needs, and

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[1] Aero Sport is committed to providing hundred low
 [2] lead at our lowest cost possible.

[3] This is why we've changed the wholesaler and
 [4] the -- and the type of -- the brand that we will
 [5] be selling. We have better price stability
 [6] through Phillips. It's one of the largest --
 [7] it's the third largest petroleum producer. And
 [8] we -- they don't mix brands. They have their own
 [9] refineries. They're just bringing on a new
 [10] refinery in Louisiana. The jet fuel will be
 [11] coming direct from there. There will be no
 [12] mixing through the Jacksonville terminals.

[13] But our commitment is why we've installed
 [14] the sign out there. Our prices, we called it
 [15] unbundling the services. So, on our ramp, the
 [16] price is lower than just about anywhere else in
 [17] Florida right now. And we've also created a
 [18] pre-buy discount program with all turbine-based
 [19] customers.

[20] So, we would like to invite any of the board
 [21] members or any of the community to come over and
 [22] visit with us and just discuss these business
 [23] issues, if you'd like.

[24] Thank you.

[25] CHAIRMAN ROSE: Thank you. Grumman, John?

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[1] John, Grumman? No one's -- no one's here from
 [2] Grumman?

[3] (No report.)

[4] CHAIRMAN ROSE: Ray -- Pilots Association.
 [5] Buz?

[6] 6.D. - PILOTS ASSOCIATION

[7] MR. GEORGE: First let me make an editorial
 [8] comment. We appreciate Aero Sport's effort to
 [9] keep the price down and appreciate the -- the
 [10] prices now.

[11] But the main thing I wanted to -- to bring
 [12] up today is that we have a meeting every once a
 [13] month on Saturdays, and this past Saturday, we
 [14] had a nice discussion about what can we do to
 [15] participate with the Airport Authority and Aero
 [16] Sport in helping to bring interest into St.
 [17] Augustine airport.

[18] We had some discussion around about a golf,
 [19] you know, tournament. And that's still, you
 [20] know, discussion going on. But the -- the
 [21] overwhelming support that we got from the club
 [22] was the following suggestion. And the suggestion
 [23] is that the Airport Authority put together a
 [24] packet of information on St. Augustine and why
 [25] you should come here.

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[1] This packet should include information from
 [2] the Tourist Development Council on brochures.
 [3] And I'm saying let's build 25 brochures. Also,
 [4] any of the attractions in town, things that they
 [5] want to do as far as offering discounts, you
 [6] know, for groups and things like that, hotels and
 [7] motels, and also Aero Sport, you know, to get
 [8] groups to come in.

[9] We, the S.A.P.A. organization, would then
 [10] add to that a sample itinerary of guys fly in on
 [11] Thursday at this time, you know, from the list of
 [12] hotels, get this set up, do this on Thursday
 [13] night, this on Friday, you know, this on
 [14] Saturday, so forth and so on, to make it easy for
 [15] them to turn to their group and say, "Hey, this
 [16] looks like a good deal; let's go visit St.
 [17] Augustine May the 10th," so to speak.

[18] The -- the board is supposed to be getting
 [19] our newsletter. Are all of you getting copies of
 [20] our newsletters at home? Did you notice the last
 [21] one that came in? There was a fairly lengthy
 [22] itinerary of a trip that we've all planned to
 [23] Cape Cod. That's the type of itinerary that
 [24] makes it easy for someone to say, "This is a
 [25] no-brainer," you know, "Let's go."

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[1] The ultimate objective is to get more
 [2] recognition for what we're doing down here, and
 [3] hopefully so that the local people, you know,
 [4] will get an understanding that the airport does
 [5] bring people to St. Augustine, and they spend a
 [6] lot of money, you know, downtown.

[7] So, I think it would be a good cause for us
 [8] to push forward on something like that, and I
 [9] would like for the board to consider that.

[10] CHAIRMAN ROSE: Buz, are you suggesting --
 [11] wait, wait. The brochure you're talking about
 [12] would be strictly aimed at aviation --

[13] MR. GEORGE: Communities, right.

[14] CHAIRMAN ROSE: Other pilot clubs, other
 [15] airports, other --

[16] MR. GEORGE: Right.

[17] CHAIRMAN ROSE: Different people that are
 [18] involved in --

[19] MR. GEORGE: Yes. I don't know how many
 [20] there are, but there are just tons of them.

[21] CHAIRMAN ROSE: Oh, I know, yeah.

[22] MR. GEORGE: I was over in Cedar Key, and I
 [23] ran into a Cherokee club that had 15 airplanes in
 [24] the group from some little town in Ohio.

[25] CHAIRMAN ROSE: Yeah.

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[1] What we would propose is that the Authority
 [2] help us put this thing together, and maybe Aero
 [3] Sport, also. Because at one time, you guys did
 [4] have some packets like that. Let's put it
 [5] together and let's go out on the Internet,
 [6] soliciting clubs to come, you know, to St.
 [7] Augustine, giving them an Internet address to
 [8] request information. Not a telephone number and
 [9] a human being, because your phone, you know,
 [10] could ring off with just curiosity seekers. But
 [11] we get an Internet request for the information
 [12] and we send that packet out.

[13] In addition to that, the S.A.P.A.
 [14] organization will go out specially -- to special
 [15] groups that we want to sponsor, for instance,
 [16] Bonanza Society. We have some Bonanza owners
 [17] here. They get together and make a special
 [18] invitation to their Bonanza Society. Comanche
 [19] Society. Cessna Society. And try to go in that
 [20] way.

[21] And in those situations where we initiate
 [22] it, we would actually like to sponsor the trip,
 [23] meaning, we'll meet you here, we'll, you know,
 [24] help, you know, coordinate this, that, and the
 [25] other and so forth to get you on.

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[1] MR. GEORGE: And he gave me a lead in to
 [2] other Cherokee clubs around the country.

[3] CHAIRMAN ROSE: And you're suggesting that
 [4] the --

[5] MR. GEORGE: I'm suggesting that the airport
 [6] administration honcho pulling this packet of
 [7] information together with our assistance and Aero
 [8] Sport's assistance and then that we approach
 [9] something of notifying all of these clubs that we
 [10] do have this information, you know, to get their
 [11] interest to come down.

[12] I am not proposing that we spend \$10,000 on
 [13] a brochure. I'm saying let's make it a
 [14] collective package, that we first start out by
 [15] inviting those clubs down. And I don't think you
 [16] have to go through, you know, a fancy 10-page
 [17] brochure on it. It's just putting the
 [18] information together and getting it organized.

[19] CHAIRMAN ROSE: Any questions of --

[20] MR. LASSITER: Mr. George, I sit on the
 [21] Visitor's and Convention Bureau, as well as on
 [22] this board --

[23] MR. GEORGE: Uh-huh.

[24] MR. LASSITER: -- and I can tell you there
 [25] are paid staff down there that would love to talk

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[1] to you.

[2] MR. GEORGE: Good.

[3] MR. LASSITER: That's their job, is doing

[4] packages, coordinating groups coming in. You're

[5] a resource that I think, quite frankly, as many

[6] resources in the county, they just don't talk to

[7] each other.

[8] My suggestion would be, and of course being

[9] in this business, the communications side of

[10] talking to the different entities in the county

[11] is so critical, and sometimes we miss the niches.

[12] MR. GEORGE: Right.

[13] MR. LASSITER: And this is definitely a

[14] niche that I'm sure the people down at the VCB,

[15] Glen Hastings and his people, would be glad to

[16] talk to. They've changed personnel down there.

[17] I could -- used to be able to tell you just who

[18] to call on the packages, but they've changed some

[19] personnel. But if you'd like to get with me,

[20] I'll be glad to give you Glen's phone number.

[21] MR. GEORGE: Okay. I'll --

[22] MR. LASSITER: And if you'd like, I'll call

[23] him and get him in touch with you. But this is

[24] exactly what the VCB is all about. And they

[25] collect monies from the bed tax to promote -- if

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[1] it's a brochure that brings in enough business,

[2] that's their -- their purpose.

[3] MR. GEORGE: Okay. I don't want the Airport

[4] Authority to be left out of the loop.

[5] MR. LASSITER: No, no, no, no.

[6] MR. GEORGE: Just a second. If I go down

[7] and talk to them -- and I'll be glad to do

[8] that -- then it's going to be the S.A.P.A. group

[9] is, you know, with them trying to put it

[10] together.

[11] I would like to have the sponsorship of, you

[12] know, the Authority, and let's get some mileage,

[13] you know, for the Airport Authority.

[14] MR. LASSITER: There is no rigid structure.

[15] They will assist you. Instead of y'all trying to

[16] figure out how to invent the wheel --

[17] MR. GEORGE: Okay.

[18] MR. LASSITER: -- they will tell you how to

[19] do it. They will assist you in pulling it

[20] together, even through their contacts through the

[21] lodging and through the attractions associations,

[22] which they very -- work very closely with.

[23] You'll be able to flesh out your proposal or your

[24] package much easier --

[25] MR. GEORGE: Good.

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[1] MR. LASSITER: -- than in the time necessary

[2] to do it, and again, reinvent this wheel.

[3] MR. GEORGE: Okay. Then I'll take an action

[4] item to get with Ed, you know, or Bryan, and

[5] let's jointly go down and -- would you guys like

[6] to join in that?

[7] MS. ANDERSON: Very much so.

[8] MR. GEORGE: Okay. We'll do that. Okay.

[9] That's fine.

[10] CHAIRMAN ROSE: Joe, did you have a

[11] question?

[12] MR. CIRIELLO: Yeah, I wanted to ask

[13] Mr. George a question, and also Mr. Ed. Do you

[14] have any idea at all about what cost you think

[15] that this will be to get started on? You're

[16] asking for some support from the board here. And

[17] this is like a PR thing, and anything it does

[18] help the airport that way, I'm in favor of.

[19] MR. GEORGE: Yeah.

[20] MR. CIRIELLO: So, do you have any idea of

[21] some dollars that we can think of to start off

[22] with? And then while you're thinking that, I

[23] want to ask Ed: Isn't public relations somewhere

[24] in our budget, where we -- we can spend some

[25] dollars for something like that?

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[1] MR. WUELLNER: Yes, sir.

[2] MR. GEORGE: I think with these other

[3] facilities -- you know, other organizations that

[4] are there to put this information -- let's use

[5] their budget. And so, what we're talking about

[6] is time on our part and maybe a minimal amount of

[7] postage and stuff like that. I -- I wouldn't see

[8] it as a big effort, but if we get into it, you

[9] know, and it turns out that it's getting a lot of

[10] success, then we take it to the next step.

[11] MR. CIRIELLO: Yeah, I'm all for promoting

[12] the airport.

[13] CHAIRMAN ROSE: I -- I think you can see the

[14] consensus is that we -- this board would -- would

[15] support the kind of program you're talking about.

[16] And certainly Dennis (sic) has given us some

[17] suggestions. I think that I can just report to

[18] you right now that we support what you want to

[19] do, and we would authorize our staff to work with

[20] you at the --

[21] MR. GEORGE: Okay.

[22] CHAIRMAN ROSE: -- appropriate time or to

[23] perform the appropriate work.

[24] MR. GEORGE: Good deal. We'll get the ball

[25] rolling, then.

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[1] CHAIRMAN ROSE: And maybe at a future
[2] meeting, maybe next month or the month after, we
[3] can be at the point where we can be a little more
[4] specific about it.

[5] MR. GEORGE: Okay. Good deal. Thank you.

[6] CHAIRMAN ROSE: Okay. Let's do that.
[7] George McClure?

[8] 6.E. - MR. MCCLURE

[9] MR. MCCLURE: There are a couple of matters
[10] to report this month. The first is that the --
[11] we have, to my surprise, not yet received a
[12] ruling from the Fifth District Court of Appeal
[13] regarding Mrs. Bosanko's appeal of the order
[14] finding our charter constitutional.

[15] I did, and you'll recall that we had filed a
[16] joint motion for expedited review so that we
[17] could get some resolution of this matter before
[18] we roll around to the next election. And the
[19] Court acted favorably on that request for
[20] expedited review, gave us some very stringent
[21] time frames to complete our briefing of the case,
[22] which we all complied with. And then it's been
[23] down there now for, I guess, three months or so
[24] since the filing of the last brief.

[25] I spoke with the clerk's office to get some

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[1] sense of progress on their end on this and am
[2] advised that the three-judge panel, who are not
[3] identified to us and won't be until the order is
[4] rendered, have scheduled a conference on this
[5] matter for day after tomorrow.

[6] That doesn't mean that they will reach a
[7] decision day after tomorrow, but it does mean
[8] that the panel is slated to consider the briefs
[9] and to consider the issues. And so, I would hope
[10] that -- that we would get a ruling very shortly
[11] after that.

[12] The second matter is that we received, as I
[13] assume each of the board members, where indicated
[14] as having received a copy, correspondence from
[15] Robert Spohrer. Mr. Spohrer is an attorney in
[16] Jacksonville whose firm is famous for having been
[17] involved in the first successful verdict against
[18] a cigarette manufacturer, but Mr. Spohrer's
[19] expertise is typically aviation law.

[20] Mr. Spohrer wrote on July 6th and was
[21] advocating on behalf of his client, Aero Sport,
[22] that it would be inappropriate for the Airport
[23] Authority to proceed with the plans for the
[24] self-fueling facility to be located here at the
[25] airport.

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[1] Mr. Spohrer's correspondence bases his
[2] opinion on three factors. He contends, number
[3] one, that it would be a violation of our lease
[4] with Aero Sport for us to engage in the sale of
[5] aviation fuel; number two, that it would violate
[6] the resolution that this body adopted some years
[7] ago relating to minimum standards for fixed base
[8] operators; and number three, that it would
[9] constitute a tortious interference with a
[10] business relationship, that being the
[11] relationship between Aero Sport and its
[12] customers.

[13] We have taken this correspondence seriously
[14] and began at the end of last week trying to break
[15] down the concerns of Mr. Spohrer and analyze each
[16] of those. The -- let me say, first of all, that
[17] the lease issue is one which there is nothing in
[18] the terms of the lease which prevent us from
[19] engaging or in building and operating a
[20] self-fueling facility.

[21] The lease with Aero Sport is a nonexclusive
[22] lease. It is possible for us, for example, to
[23] enter into a lease with another fixed base
[24] operator who might choose to engage in the sale
[25] of aviation fuel. That is not a violation of the

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[1] lease. So, I have yet to understand why it would
[2] be a violation of the lease for us to do it
[3] ourselves. But we are looking at that and
[4] determining whether or not it's a breach of what
[5] we call a covenant of good faith and fair
[6] dealing.

[7] The second issue of tortious interference is
[8] one which, in our review since last week, does
[9] not appear to constitute a problem. And
[10] basically, a tortious interference means that if
[11] you unjustifiably interfere with someone's actual
[12] business relationship or prospective business
[13] relationship such that it injures that
[14] relationship, you can be held responsible.

[15] There are a wide variety of cases, and they
[16] don't tell us a great deal about the specific
[17] rule of law as to what constitutes "unjustified,"
[18] Because, obviously, whenever any of you were in
[19] business and compete with your -- with your
[20] competitors, you're interfering -- or hopefully
[21] interfering with their business relationship with
[22] that competed-for customer.

[23] Examples of tortious interference are -- a
[24] famous one involved Ocean State Bank in
[25] Jacksonville Beach, when a -- an applicant for a

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[1] loan, one of his competitors called the bank and
[2] said, "You don't want to make this person a loan;
[3] he's a poor credit risk," he's X, Y, or Z.

[4] And the court found that that was
[5] unjustified, that that was an unfair way to
[6] interfere with a business relationship that he
[7] was developing with the bank.

[8] In this case, we do not see an issue of
[9] tortious interference. The fact that there is
[10] competition and that that competition is fairly
[11] done, doesn't involve predatory pricing, anything
[12] else, is not unjustified competition.

[13] The third issue is one that I'm looking at
[14] more carefully and don't yet have an answer for
[15] you, and that is the allegation that the
[16] self-fueling facility would violate the
[17] resolution pertaining to minimum standards for
[18] FBOs.

[19] Basically, this body adopted some years ago
[20] minimum standards that identified those kinds of
[21] things that you would like to provide through
[22] FBOs, and when you have an FBO, what the minimum
[23] standards are for their operation of their
[24] business on the airport property.

[25] The standards can be waived by this body.

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[1] for --

[2] CHAIRMAN ROSE: Right.

[3] MR. McCLURE: -- and he does that based upon
[4] the advice that I give him and the policy that
[5] you set.

[6] CHAIRMAN ROSE: All right. So, you'll keep
[7] us apprised of this.

[8] MR. McCLURE: Yes.

[9] CHAIRMAN ROSE: Yeah, Mr. Ciriello.

[10] MR. CIRIELLO: I'd like to ask Mr. McClure a
[11] question and then make a statement. First of
[12] all, the question. When I read this letter, the
[13] way I saw it, that Aero Sport's main objection to
[14] the self-fuel thing was the idea that we, the
[15] Authority, was going into competition with them,
[16] that if it was anybody else other than us, they
[17] wouldn't be worried about it.

[18] So, if -- if that's the way I'm interpreting
[19] it, and if that is simply it, my question was
[20] going to be: Would it be proper for the
[21] Authority -- they haven't put out the bid yet for
[22] the building of this thing, but would it be
[23] proper for the Authority to go ahead and put a
[24] bid in the newspaper just like they do for
[25] anything else, asking any entities or businesses

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[1] They can be waived in whole or in part based upon
[2] your determinations made in good faith at the
[3] time. But I still want to look carefully at what
[4] those minimum standards are.

[5] So, I don't have a 100 percent answer for
[6] you. I'll tell you that we -- we do take, as I
[7] said, the concerns seriously. We're going to
[8] complete our review and advise Mr. Wuellner as to
[9] whether we see any exposure to the Authority in
[10] continuing with the self-fueling facility.

[11] I got this letter Wednesday or Thursday of
[12] last week. I think that -- that Ed just got it
[13] Monday or Tuesday, to kind of figure out what to
[14] do with it. So, I expect to complete this review
[15] by early this coming week and will advise
[16] Mr. Wuellner if I see an exposure.

[17] CHAIRMAN ROSE: George, this -- this letter
[18] was addressed to me.

[19] MR. McCLURE: Yes.

[20] CHAIRMAN ROSE: Do I need to respond or do
[21] you respond, since -- as our attorney?

[22] MR. McCLURE: Well, I think that whether you
[23] wrote it to the executive director or wrote it to
[24] you, I think that the response winds up coming
[25] through your executive. That's what you hire him

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[1] or whatever that would like to manage this
[2] self-fuel facility, and then get us away from
[3] being the competitor, if that would be
[4] satisfactory?

[5] MR. McCLURE: Well, I think that we've even
[6] contemplated whether or not there -- whether Aero
[7] Sport would like to operate the self-fueling
[8] facility. So, I don't think that this is
[9] something that the Authority feels proprietary
[10] about that I've seen or that the administration
[11] of the Authority does, only that it would be a
[12] good idea to have as a -- as a service.

[13] The difficulty I believe you would have with
[14] simply subcontracting for someone else to operate
[15] the self-fueling facility is that under your
[16] minimum standards -- and you can correct me if
[17] you read this differently, Ed -- is that then
[18] that person would become an FBO.

[19] And once you become an FBO, there's a
[20] broader range of responsibilities that you have,
[21] other than just being the person who runs the
[22] self-fueling facility. So, it's -- they can't
[23] dip their toe in the pond, and they've got to
[24] jump all the way in and become another FBO.

[25] MR. CIRIELLO: Yeah, but we have the right,

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[1] if I've been told right, that we can make special
 [2] FBOs. I mean, we could make this self-fuel
 [3] entity a special FBO, where they wouldn't have
 [4] all the responsibilities of a normal FBO, with
 [5] fuel sales and repairs and aircraft and flying
 [6] lessons and everything else. It could be -- we
 [7] can do that. And so, I don't see no problem with
 [8] the minimum standards. We could change that any
 [9] way we want.

[10] MR. McCLURE: Well, I was just going to say
 [11] the thing about the minimum standards is they're
 [12] saying we're -- we're violating our own rules.
 [13] But it's always possible to go through a
 [14] procedure to evaluate whether we think that those
 [15] rules continue to serve the interests of the
 [16] airport and your constituency. So, those can be
 [17] changed.

[18] So, it -- the answer is yes, you're right,
 [19] Mr. Ciriello; it is possible to evaluate the
 [20] minimum standards, and even if we're in violation
 [21] of these, you can go through a proper procedure
 [22] for the evaluation of amendments to those minimum
 [23] standards and adopt them as long as they're --
 [24] they're fairly and evenly applied.

[25] MR. CIRIELLO: The way I see a change in

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[1] minimum standards, I don't mean to just change it
 [2] blanketly and leave it that such -- I would do is
 [3] like on a need basis, and every time a problem
 [4] was presented that affected the minimum
 [5] standards, if the Board thought it would benefit
 [6] the airport and all, we could change just that
 [7] special time right -- you know, and it wouldn't
 [8] affect everything else, is what I thought about
 [9] changing them.

[10] MR. McCLURE: Yes. I understand.

[11] MR. CIRIELLO: Okay. Now, my statement
 [12] is -- I don't guess it will be a question --
 [13] about the Bosanko deal. I understand that when
 [14] she first was elected that we as a board couldn't
 [15] sit here and make motions or anything like that
 [16] to get her seated and everything because it would
 [17] violate our charter and everything and so I
 [18] wouldn't do that.

[19] But I keep thinking and thinking, the
 [20] citizens of the county elected her for whatever
 [21] reason. Whether they knew of this little glitch
 [22] here or whatever, she was elected to serve the
 [23] people. And now she's not given that
 [24] responsibility or that -- oh, shoot. What word
 [25] am I looking for?

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[1] Anyhow, she's not being able to do the job
 [2] she was elected for; therefore, I feel that the
 [3] citizens of the county are being shortchanged.
 [4] Right now, we have a quorum just barely, and if
 [5] we had her sitting here -- so is there -- and
 [6] the -- the wheels of justice seem to turn slow.

[7] So, is there anything that you can think of,
 [8] any way at all, without doing any harm to the
 [9] case for us, them or whatever, that we could get
 [10] her up here and let her serve the people that
 [11] they wanted her to do? They've spoken and we're
 [12] not listening -- not us, but somebody isn't.

[13] MR. McCLURE: In terms of a procedure, the
 [14] difficulty that we have is the determination of
 [15] whether or not the minimum qualifications for the
 [16] office have been met.

[17] I don't know that I can give you a good
 [18] analogy, but the Constitution of the United
 [19] States requires that the president be born in the
 [20] United States, not just a naturalized citizen.
 [21] We could have, although this might be the wrong
 [22] election because I'm not sure we'd want to count
 [23] votes on who won the most votes, but in some
 [24] other election, if it was determined that the
 [25] candidate who had the most votes was not born in

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[1] the United States and that wasn't found out until
 [2] later, then the person couldn't take office.

[3] In this case, our -- our issue is not
 [4] whether or not Ms. Bosanko -- the election
 [5] results have been certified, a true statement
 [6] that she got the most votes and we've never
 [7] argued that. We only argued what our charter
 [8] says.

[9] Were it some other issue that was involved,
 [10] other than what the charter said, then
 [11] conceivably you could say, well, maybe we can get
 [12] a way that the governor appoints her to the
 [13] vacant spot to eliminate any debate about the
 [14] election.

[15] The reason that the governor might not
 [16] choose to do that is that he does not yet know
 [17] whether or not she's qualified for the office.

[18] So, it's -- it's kind of a Catch-22. He
 [19] can't figure out if there's a vacancy until we
 [20] find out if she's qualified. If she is
 [21] qualified, she'll take her seat if the -- if the
 [22] charter is deemed to be constitutional.

[23] If the charter is deemed unconstitutional,
 [24] he then can't appoint her, because she doesn't
 [25] have the requisite qualifications. So, the

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[1] long-winded answer is: I don't have an expedited
 [2] process for you on this one, no, sir.
 [3] MR. CIRIELLO: Thank you.
 [4] CHAIRMAN ROSE: George, you told us just a
 [5] few minutes ago that the appeal court was in the
 [6] process of considering this now and we should --
 [7] we shouldn't be too far from a -- from a
 [8] decision.
 [9] MR. McCLURE: No. The conference between --
 [10] among the judges -- it's a three-judge panel that
 [11] reviews these things. And by the time they
 [12] convene for a conference, which is day after
 [13] tomorrow, their law clerks will already have
 [14] evaluated the relevant law and the briefs and the
 [15] arguments and will have advised them what they
 [16] feel to be the result.
 [17] There is not a lot of debate about what the
 [18] facts are in this case. We've all pretty much
 [19] agreed what those facts are. So, I would not
 [20] expect a long delay in getting the result out of
 [21] the Fifth DCA.
 [22] CHAIRMAN ROSE: Other comment?
 [23] MR. CIRIELLO: No. Thank you.
 [24] CHAIRMAN ROSE: All right. We'll move to
 [25] the action items. Ed Wuellner?

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[1] lease revenues account for about 9 percent of the
 [2] total budget, ad valorem equating to about 22
 [3] percent, cash forward of 11 and a half percent,
 [4] interest income of a half a percent, and grants
 [5] equate to 57 percent of the total revenue budget.
 [6] Next page illustrates further breakdowns of
 [7] specific revenue categories. I will be happy to
 [8] detail any of the specific line items in that.
 [9] On the expenditure side, which would be the
 [10] next pie chart I'm going to refer to, refers to,
 [11] again, personnel equaling about 4 and a half
 [12] percent of the total budget, operating expenses
 [13] equaling 6.2 percent of the total budget, debt
 [14] service and reserves equaling 3.9 percent of the
 [15] budget, and a capital outlay accounting for the
 [16] balance of it or about 85.4 percent of the total
 [17] expenditures being capital-related.
 [18] The specific expenditure budget is contained
 [19] in the next two pages, which details all the line
 [20] items making up personnel, operating expenses, as
 [21] well as capital and debt service and makes up the
 [22] details of the expenditure budget.
 [23] You can -- there are specific supporting
 [24] sheets relative to the personnel services which
 [25] relates to salaries, benefits and the like.

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[1] 7.A. - Staff Budget Presentation
 [2] MR. WUELLNER: Yes, sir. First item on the
 [3] agenda today is the presentation of the staff --
 [4] proposed Staff budget or preliminary Staff
 [5] budget. You have -- you received as a part of
 [6] your agenda package a copy of that proposed
 [7] budget, and be happy to walk you through it here
 [8] real quick and hit the highlights.
 [9] Beginning on the first page, proposal is for
 [10] 12 full-time positions. They total:
 [11] Personnel-related budget of \$545,592; an
 [12] operating budget of \$758,000; a capital-related
 [13] budget of \$10,373,167; with a debt service and
 [14] reserves, which is reserves only this year,
 [15] beginning this year, of \$467,659, and bringing a
 [16] total projected budget or proposed budget of
 [17] \$12,144,418; of which revenues, including grants,
 [18] equals -- would equal \$9,463,763, with an ad
 [19] valorem input of \$2,680,655, which equates to the
 [20] current -- or the proposed tax base at the same
 [21] millage from the previous year of .28 mills. So,
 [22] it does not change the millage rate as provided
 [23] here.
 [24] If you go to the next page, you'll see how
 [25] that's broken down a little bit further, that

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[1] Capital equipment requests have a supporting
 [2] sheet for it. And the one that always draws the
 [3] most attention is the capital projects and grants
 [4] sheet, which is the more brightly-colored sheet
 [5] toward the end, and it identifies the specific
 [6] projects that are proposed for the next fiscal
 [7] year. And with your permission, I'll go ahead
 [8] and run through those real quick so that
 [9] everybody understands the specifics.
 [10] The majority of the projects -- I should say
 [11] the new projects entered into this are a function
 [12] of the FDOT five-year work program as well as
 [13] your strategic plan which we worked through
 [14] earlier in the year. The first project being
 [15] rehab of the FBO apron.
 [16] This is -- has some supplemental money in
 [17] there, or another phase of that grant project was
 [18] added by DOT or proposed to be added in their
 [19] current fiscal year, bringing the total project
 [20] to about \$220,000. This is for unspecified work
 [21] at this moment.
 [22] This was purposely held back with the
 [23] agreement of Aero Sport over the course of the
 [24] last year or two in advance -- or awaiting the
 [25] results of the final construction of the terminal

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[1] area facilities, and this project would be in
[2] support of any necessary configuration changes,
[3] drainage, slurry seal, whatever might be needed
[4] in the FBO apron area.

[5] The next line item is for the rehabilitation
[6] of the bulk hangar, which is basically the
[7] reskinning of that hangar. It is a nongrant
[8] project that basically does not qualify based on
[9] previous conversations with DOT or FDOT
[10] participation, as it is considered a maintenance
[11] item. That's \$150,000.

[12] Again, that was being held with a joint
[13] agreement between us and Aero Sport, waiting to
[14] finish the construction on the existing -- the
[15] new terminal area hangar, so that the inventory
[16] that's currently housed in there could be moved
[17] into another hangar facility while that
[18] rehabilitation was accomplished.

[19] Control tower and electrical vault at \$1.5
[20] million. This is a carry-forward project. It is
[21] not a new project. All the revenues and
[22] expenditures related to the project are carried
[23] forward from this current year, as the balance --
[24] majority of the construction and finalization of
[25] design work will be accomplished and billed more

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[1] appropriately in the next fiscal year.
[2] Corporate hangars at \$1.83 million. This is
[3] a combination of two or three grants with Florida
[4] DOT for the development of additional hangars and
[5] is currently proposed for four specific hangars,
[6] those hangars being the addition -- additional
[7] work or addition to the Regency aviation hangar
[8] on the -- in the eastside corporate; the
[9] construction of the replacement facility for SK
[10] Logistics, which included two 10,000 square foot
[11] hangar buildings as well as about 4,000 square
[12] foot of office, and also the replacement facility
[13] for the Ring Power Corporation. These would be
[14] new, all new buildings added in that northeast
[15] development area.

[16] Northeast hangar area site development is
[17] the supporting infrastructure including drainage,
[18] taxiways, utility, infrastructure, roads,
[19] parking, anything that need to be accomplished in
[20] that area and is currently in final design as
[21] well as most of the hangar-related work, with the
[22] exception of Ring Power.

[23] The airport maintenance facility was a
[24] project that was carried on the strategic plan
[25] and provided -- provides a permanent home for

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[1] airport maintenance that's -- this is
[2] Authority-related airport maintenance, FBO
[3] terminal improvements, which is the carry-forward
[4] amount of the existing construction project, so
[5] it's -- it effectively, the numbers pretty well
[6] equate to the four additional corporate hangars
[7] that are being developed in the eastside --
[8] excuse me, eastside -- in the terminal area.
[9] This is roughly that same amount of money being
[10] carried forward, as that completion date extends
[11] into next fiscal year; whereas the 10,000 square
[12] foot hangar and office is due to be completed and
[13] wrapped up in this current fiscal year.

[14] There is a -- let's see here -- self-fuel
[15] facility in there at \$175,000. Again, this is an
[16] 80/20 with FDOT. Extend Taxiway B-2 to D is the
[17] end-field portion of the parallel taxiway. It's
[18] a, as you can tell, an FAA project or an
[19] FAA-eligible project. Design is complete on
[20] this, has been transmitted to FAA, and is
[21] awaiting funding consideration. We're optimistic
[22] that will occur this fall, or worst case, early
[23] this winter.

[24] Multimodal center design and engineering,
[25] this is, lack of better terms, kind of a

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[1] placeholder project identification here is not
[2] knowing where the discussions between the -- this
[3] board and the Board of County Commissioners will
[4] move over the next several months as this project
[5] becomes debated by both of those public entities
[6] and some plan of action hopefully coming out as
[7] to whether the project moves forward or dies a
[8] death, whatever -- whatever the pleasure of the
[9] public boards are.

[10] But it's basically a placeholder for that
[11] money until those decisions are made. That
[12] doesn't necessarily equate to any additional work
[13] as is proposed right now. As I said, this is
[14] just simply identifying a -- a specific amount of
[15] money to just kind of see what happens.

[16] Property acquisition in St. Johns Industrial
[17] Park of a hundred thousand and property
[18] acquisition in the Araquay Park area of \$1.5
[19] million.

[20] Environmental assessment, I didn't get a
[21] chance to change this, but the percentages are
[22] slightly different, and we'll adjust it or make
[23] the correction going into the next budget
[24] discussion we have. But the environmental
[25] assessment for runway 31 erosion control is not

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[1] the FAA project; it would be the local, the state
 [2] DOT 80 percent project.
 [3] The next line item, the other dark green
 [4] item, the Taxiway B extension environmental
 [5] assessment is the FAA project. You can see
 [6] they're very similar total project values, so the
 [7] net effect or net change on the bottom line is --
 [8] would be nearly negligible.
 [9] Next item proposed is the Airport Master
 [10] Plan. This would be again an FAA-funded project,
 [11] and we'll hopefully kick off this fall or
 [12] early -- early next winter.
 [13] The other is a carry-forward project, the
 [14] seaplane ramp study, which basically looks at
 [15] alternatives to rehabilitating and/or providing
 [16] additional facilities in the seaplane area.
 [17] Which brings a total project -- should say total
 [18] capital projects and grants budget element of
 [19] \$10,319,167 as presented here.
 [20] The next item we show you is a copy of
 [21] the -- a computer-generated version of the DR-420
 [22] form, which is the form that the tax
 [23] appraisers -- excuse me -- the property
 [24] appraiser's office use to communicate the tax
 [25] value to the Airport Authority and is the form

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[1] exemption value of the Airport Authority's
 [2] current ad valorem tax rate of .28 mills and .25
 [3] mills, is just another presentation line, what
 [4] the net -- or what is actually -- or would
 [5] actually be generated or cost the average
 [6] taxpayer based on the valuation of the property.
 [7] And in a nutshell, that is the
 [8] staff-proposed or initial staff-proposed budget.
 [9] Be happy to --
 [10] CHAIRMAN ROSE: Do you have questions of
 [11] Mr. Wuellner?
 [12] MR. CIRIELLO: Yeah. Mr. Chairman, I would
 [13] imagine that the staff put quite a bit of time in
 [14] coming up with all these facts and figures. And
 [15] having observed budget review time at other board
 [16] meetings over the years, it seems like it's just
 [17] a matter of a few minutes, you know, when you get
 [18] done with your presentation, and the board, you
 [19] know, accepts it when they set the millage and
 [20] everything else, that -- I just think that the
 [21] board needs more time to digest all this item by
 [22] item, and wondering if maybe we could have a
 [23] meeting or two or three or whatever to sit down
 [24] and just discuss the budget and nothing else so
 [25] that -- nothing might change, you know, may not

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[1] used ultimately to transmit back what the Airport
 [2] Authority's intentions are relative to ad valorem
 [3] in the TRIM process.
 [4] And you can see here that in round numbers,
 [5] we're looking at about a 16 percent increase in
 [6] total tax base within the community after
 [7] adjustments. Last year's millage at .280
 [8] generated \$2.299 million, based on the last
 [9] year's tax base.
 [10] This year's would generate \$2.684, and
 [11] that's \$2,684,730, again at a .28 mills, which
 [12] equates to a change over the rolled-back rate as
 [13] 11.2 percent.
 [14] I also just attached for the your
 [15] edification, just an idea of what the total ad
 [16] valorem revenue generations are at various
 [17] millages. Just so you get an idea of what the
 [18] net change, the total revenues could be or would
 [19] be if an adjustment is determined appropriate by
 [20] this board in the rate, assumes the taxable value
 [21] that's presented by the property appraiser's
 [22] office.
 [23] And then the last one gives you an idea in
 [24] two cases -- this could be presented any way you
 [25] want it -- but shows what the after-homestead

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[1] even be that many questions. But I just feel
 [2] that more time the board, other than a few
 [3] minutes looking over a run-through, is needed.
 [4] That one thought out of the way. The other
 [5] one is when you look at this revenue service or
 [6] services on -- in the beginning. I've heard many
 [7] times people say that this airport's run like a
 [8] business and it should be run like a business and
 [9] in a few years, it's going to pay for itself, and
 [10] then I keep saying baloney and all.
 [11] But when you look down here in your pie
 [12] chart and you have the lease revenues, in other
 [13] words, money coming into the Authority, 8.9
 [14] percent -- forgetting the grants now, forgetting
 [15] that -- your ad valorem that the people are
 [16] paying that's supposed to disappear some day is
 [17] 22 percent.
 [18] And if a CEO in a business was looking at
 [19] this pie chart and seeing how his business was
 [20] being run, that he's not making as much money on
 [21] his product as he should, he'd be kind of upset.
 [22] I'm just wondering: Why are we making less money
 [23] than our taxes bring in?
 [24] I say forget the grant part. I understand
 [25] that part. But our everyday expenditures, our

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[1] lease monies that comes in from our fixed base
 [2] operator and our hangar rentals and everything,
 [3] doesn't even match what our citizens are paying,
 [4] and yet we'd sit and say that some day they won't
 [5] be paying anything, and it doesn't make sense.
 [6] And I'd like -- not right now, but somewhere down
 [7] the road, I would like somebody to explain to me
 [8] why our revenues aren't better than they are.
 [9] CHAIRMAN ROSE: Dennis (sic), have you got
 [10] any questions on the budget?
 [11] MR. LASSITER: Charlie.
 [12] CHAIRMAN ROSE: Oh, Charlie, I'm sorry.
 [13] Dennis is not here.
 [14] MR. LASSITER: There are a few points, and
 [15] just to mention something with Joe -- the lease
 [16] revenues last year went up over \$268,000, so,
 [17] Joe, to answer your question, at least looking at
 [18] here -- and he'll answer it as well -- this board
 [19] is buying big-ticket items and we're doing things
 [20] that -- these items cost are one-time costs,
 [21] but -- and Ed knows this; I've talked to him
 [22] about it.
 [23] My feelings are very similar in your vein,
 [24] that there has to be somewhere a point to where
 [25] your rental income goes up by this much and your

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[1] board, and if you feel there -- might need some
 [2] time on it, this is critical. There has to be an
 [3] understanding of this and an acceptance of it to
 [4] where the necessity that we're spending these
 [5] monies, it's for this community. There has to be
 [6] spent for this community and the well-being of it
 [7] now and later on. So --
 [8] MR. CIRIELLO: I know one thought I had.
 [9] CHAIRMAN ROSE: Do you want to make a motion
 [10] that we have a workshop session?
 [11] MR. WUELLNER: You can -- you can workshop
 [12] this to death, but you've got -- you've got a
 [13] statutory obligation related to the TRIM, and we
 [14] can beat the budget part up and adjust the
 [15] millage as you go into your actual public hearing
 [16] about that.
 [17] MR. LASSITER: I think -- correct me; we
 [18] have to set a --
 [19] MR. WUELLNER: A not-to-exceed.
 [20] MR. LASSITER: -- not-to-exceed figure.
 [21] MR. WUELLNER: Correct.
 [22] MR. LASSITER: But that means anywhere
 [23] underneath that not-to-exceed, we could go to --
 [24] MR. WUELLNER: Do whatever you want.
 [25] MR. LASSITER: So, we need to set your TRIM

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[1] tax, through new construction and reevaluation of
 [2] it, goes up this much. So, we just keep tracking
 [3] like this (indicating).
 [4] And I feel that these capital items are
 [5] necessary in many cases. We might want to look
 [6] at the delaying of them to stretch them out to
 [7] where they don't hit us all at once where we can
 [8] level up the high and the lows.
 [9] And I -- my -- my opinion is that if -- if
 [10] you would like more time on this, I think that
 [11] it's imperative that -- that there be a grasp of
 [12] this budget in understanding it. And I -- I
 [13] would favor, if you're not comfortable with it,
 [14] to sit down in some kind of workshop or whatever
 [15] until you feel comfortable, at least until we've
 [16] talked about it, instead of at a meeting, like
 [17] you say, this.
 [18] So, I would support, if you wanted to do
 [19] something like this on the budget with the
 [20] Staff -- and I mentioned this to Ed. Ed had
 [21] indicated to me the last time it was brought up,
 [22] there was more of a "Why do we have to have a
 [23] special meeting? Why don't we just do it here
 [24] and get it over with and move on?"
 [25] But that was that board, and this is this

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[1] today and then we -- we set our workshop --
 [2] MR. WUELLNER: We can have whatever meetings
 [3] you want to and bring this to whatever --
 [4] whatever you're comfortable.
 [5] MR. LASSITER: I -- I'm going to let Joe
 [6] make the motion, because what I've done, Joe, is
 [7] I've gone through and done my numbers, and I went
 [8] and talked to Ed and said, you know, "I'm not
 [9] really in favor of this." And, you know, "I
 [10] can't support that," and whatever.
 [11] And when we go through this -- this after
 [12] the TRIM is noticed and we get into these
 [13] items -- and I'm sure there's going to be
 [14] discussion on them -- at that point, I'm going to
 [15] bring out my points that I can support and what I
 [16] can't.
 [17] MR. CIRIELLO: That's -- that's what I'm
 [18] thinking. You know, if we all get a chance to
 [19] ask --
 [20] CHAIRMAN ROSE: Why don't you make a motion?
 [21] MR. CIRIELLO: Okay. But I wanted to ask
 [22] one more question, not to put Ed on the spot. I
 [23] don't mean to do that, Ed, really. But I think
 [24] when I was giving my dissertation about the
 [25] leases and the ad valorem and not making enough

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[1] money and everything, you would think that maybe
 [2] we aren't charging enough for some of our service
 [3] like hangar rentals or whatever.
 [4] And maybe some point we need to get together
 [5] and review all of our leases and things and see
 [6] if maybe where we could bring them up to more
 [7] acceptable standards. That might be one reason
 [8] why we're on the short end of the stick of making
 [9] money, because we're not charging enough.
 [10] MR. WUELLNER: Yeah.
 [11] MR. CIRIELLO: That was my thought that I
 [12] didn't bring out in my dissertation before.
 [13] MR. WUELLNER: Systematically, you're
 [14] correct. And systematically, that's what we've
 [15] been doing over the years when they're subject to
 [16] evaluation.
 [17] Many of the leases that are -- what we
 [18] probably all agree are under performing were
 [19] leases that were written 15, 20, 30 years ago
 [20] that the Authority has literally been stuck with
 [21] and doesn't have the ability within the lease to
 [22] make those adjustments. Now, as they become able
 [23] to be renewed or they have to negotiate a new
 [24] lease, obviously, those get readjusted to market
 [25] values.

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[1] the TRIM has been set.
 [2] MR. CIRIELLO: Yeah, yeah, yeah.
 [3] MR. LASSITER: I'll second.
 [4] CHAIRMAN ROSE: All right. So, we have a
 [5] motion on the floor, and it's seconded here, that
 [6] we will hold a -- one, possibly more if we feel
 [7] it's necessary -- workshops to review the budget
 [8] before we move into the budget hearing process.
 [9] Right? Is that --
 [10] MR. WUELLNER: Yes, that's my understanding.
 [11] CHAIRMAN ROSE: All right. Is there any
 [12] further discussion on that issue?
 [13] (No discussion.)
 [14] CHAIRMAN ROSE: All in favor?
 [15] MR. CIRIELLO: Aye.
 [16] MR. LASSITER: Aye.
 [17] CHAIRMAN ROSE: Aye.
 [18] Opposed?
 [19] (No opposition.)
 [20] CHAIRMAN ROSE: No? Motion is carried.
 [21] 7.B. - Setting of TRIM Millage
 [22] CHAIRMAN ROSE: Now we're ready to discuss
 [23] the TRIM millage. I think we've just done that.
 [24] MR. WUELLNER: In some respects.
 [25] CHAIRMAN ROSE: Well, I think --

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[1] And the current -- the leases literally that
 [2] have been written in the last five years all
 [3] provide for annual adjustments that reflect at
 [4] least the change in the Consumer Price Index.
 [5] And they're all subject to five-year reviews of
 [6] the actual valuation of the lease and -- and get
 [7] changed.
 [8] The problem is, a lot of them, as I said,
 [9] are older leases we don't have that -- that
 [10] luxury on. We -- we've looked at all those that,
 [11] obviously, the budget includes all those that can
 [12] be adjusted in the current year, have been
 [13] adjusted and would continue to be adjusted in
 [14] order to continue to get fair market value
 [15] consistent with your policy.
 [16] CHAIRMAN ROSE: Isn't this an issue that we
 [17] can discuss at the workshop that --
 [18] MR. WUELLNER: Sure.
 [19] CHAIRMAN ROSE: -- I think we're going to
 [20] propose?
 [21] MR. CIRIELLO: All right. I'd like to make
 [22] a motion that after the TRIM is set and what all,
 [23] that we schedule one or more meetings as needed
 [24] as a workshop to discuss the budget in detail.
 [25] CHAIRMAN ROSE: All right. This is after

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[1] MR. WUELLNER: You haven't formally set the
 [2] TRIM. What you do, you can do by motion.
 [3] CHAIRMAN ROSE: Yeah. We need to do that.
 [4] MR. LASSITER: Is there any magical words
 [5] that we have to speak?
 [6] CHAIRMAN ROSE: I don't know.
 [7] MR. LASSITER: Or should I just make a
 [8] motion --
 [9] CHAIRMAN ROSE: Right.
 [10] MR. LASSITER: -- to set the TRIM at the --
 [11] MR. WUELLNER: .28?
 [12] MR. LASSITER: -- .28 staff's recommended?
 [13] Is that sufficient?
 [14] MR. WUELLNER: Yeah.
 [15] CHAIRMAN ROSE: Is there any public comment?
 [16] MR. CIRIELLO: Second.
 [17] (No public comment.)
 [18] CHAIRMAN ROSE: Any discussion?
 [19] (No discussion.)
 [20] CHAIRMAN ROSE: All in favor, say aye.
 [21] Aye.
 [22] MR. CIRIELLO: Aye.
 [23] MR. LASSITER: Aye.
 [24] CHAIRMAN ROSE: Opposed? No?
 [25] (No opposition.)

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[1] CHAIRMAN ROSE: Motion carried.
 [2] MR. WUELLNER: The next item you need to
 [3] deal with is the setting of the initial public
 [4] hearing date that's required to be published
 [5] along with the TRIM notice --
 [6] CHAIRMAN ROSE: Okay.
 [7] MR. WUELLNER: -- and it's our
 [8] recommendation, based on what we know to be the
 [9] county and school board's budget hearing
 [10] schedules, that the 10th of September would be
 [11] the initial, which is a Monday, Monday before
 [12] your normal meeting.
 [13] CHAIRMAN ROSE: September 10th.
 [14] MR. WUELLNER: Monday, September 10th.
 [15] CHAIRMAN ROSE: Now, will we have our
 [16] workshop before that?
 [17] MR. WUELLNER: I would suggest you do that,
 [18] yes.
 [19] CHAIRMAN ROSE: We'll set the workshop maybe
 [20] for sometime in August?
 [21] MR. WUELLNER: August or --
 [22] CHAIRMAN ROSE: Okay, Joe?
 [23] MR. WUELLNER: You should -- you should
 [24] hopefully have it pretty well hammered out by
 [25] then.

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[1] CHAIRMAN ROSE: All right.
 [2] MR. WUELLNER: Appears not to conflict with
 [3] anything the county and city -- or county and
 [4] school board --
 [5] CHAIRMAN ROSE: All right. If there are no
 [6] objections, then we'll set those dates as -- as
 [7] suggested by -- by Ed.
 [8] MR. WUELLNER: Okay.
 [9] CHAIRMAN ROSE: Do we need to set a date for
 [10] the workshop?
 [11] MR. WUELLNER: I think you probably should.
 [12] This is probably as good a time as any.
 [13] CHAIRMAN ROSE: While we're looking at our
 [14] calendars, let's -- let's look at that.
 [15] MR. LASSITER: I'm -- I'm going to be out of
 [16] town for the first two weeks in August.
 [17] CHAIRMAN ROSE: Well --
 [18] MR. WUELLNER: If I can make a suggestion,
 [19] why don't you -- if it's not disagreeable with
 [20] anyone, why don't we try and do it just before
 [21] the regular meeting on the 20th of August?
 [22] That's still plenty of time in advance of that,
 [23] but it'll give you a good starting date for it
 [24] without having to find another day in many of
 [25] your schedules.

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[1] CHAIRMAN ROSE: The 10th of September.
 [2] MR. WUELLNER: Yes, sir. And it has to, by
 [3] statute, be after 5 p.m.
 [4] CHAIRMAN ROSE: Well, that date is okay with
 [5] me. What about --
 [6] MR. LASSITER: Okay with me.
 [7] CHAIRMAN ROSE: -- the other commissioners?
 [8] Joe, is that date okay?
 [9] MR. CIRIELLO: Any date's good for me. I
 [10] don't do anything.
 [11] CHAIRMAN ROSE: Okay. We all meet, that'll
 [12] be 5 p.m. -- or 5:01 p.m. --
 [13] MR. WUELLNER: Correct.
 [14] CHAIRMAN ROSE: -- on the 10th.
 [15] MR. WUELLNER: Of September.
 [16] CHAIRMAN ROSE: Okay.
 [17] MR. WUELLNER: We have a suggested second
 [18] date, which is not a publication issue at this
 [19] point, but the normal Authority meeting would be
 [20] the 17th, the following Monday. And we don't --
 [21] we don't have to do anything on it tonight, but
 [22] just a heads-up that we'd probably schedule
 [23] the -- or try to schedule the second public
 [24] hearing or final public hearing along with that
 [25] Authority meeting, like we have in the past.

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[1] CHAIRMAN ROSE: The 20th would be our
 [2] regular meeting.
 [3] MR. WUELLNER: Start at 2 o'clock or
 [4] something like that? Give you enough time, I
 [5] think? And then if you need to do another one,
 [6] you've still got two or three weeks to work it
 [7] in.
 [8] CHAIRMAN ROSE: I can do that.
 [9] MR. CIRIELLO: That's good.
 [10] MR. LASSITER: That works.
 [11] CHAIRMAN ROSE: All right. So we'll say 2
 [12] o'clock on the 20th.
 [13] MR. WUELLNER: As the workshop.
 [14] CHAIRMAN ROSE: Airport workshop. And then
 [15] the regular meeting will be at 4:00.
 [16] MR. WUELLNER: Correct.
 [17] CHAIRMAN ROSE: Okay. If there are no
 [18] objections, then we'll set that. Okay. All
 [19] right. We're ready to move on. Mr. Wuellner?
 [20] 7.C. - Supplemental Agreement with Earth Tech
 [21] MR. WUELLNER: Yes, sir. All right. Next
 [22] item I have is a proposed supplemental agreement
 [23] or supplemental -- yeah, supplemental agreement
 [24] with Earth Tech, numbered 01-02, which would
 [25] facilitate the development of plans and

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[1] specifications for a replacement hangar for the
 [2] Ring Power Corporation into the northeast
 [3] corporate hangar areas.
 [4] As I've alluded to on a couple of previous
 [5] meetings, Ring Power has taken delivery of a new
 [6] aircraft and would be vacating the existing
 [7] hangar, as it will no longer meet their aircraft
 [8] specifications. It won't fit, in other words.
 [9] And we have been working with them closely to
 [10] move this project forward.
 [11] It's included in your proposed -- or
 [12] Staff-proposed, anyway, budget, moving into next
 [13] year. All we're asking to do at this point is
 [14] develop the plans and specifications in advance
 [15] of that so that it can be combined with the SK
 [16] hangar, the infrastructure, and the re --
 [17] hopefully the Regency Electric plans and
 [18] specifications so that we can take advantage of
 [19] the economies of scale of putting a much larger
 [20] project on the street at one time. That's our
 [21] aim on this thing.
 [22] We look to be in a position to make award on
 [23] those construction projects at your October
 [24] meeting, so moving into next year. If all
 [25] appears to be falling in line going into next

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[1] built or what?
 [2] MR. WUELLNER: No. This is -- they have a
 [3] hangar here they've had for -- it was here before
 [4] I got here.
 [5] MR. CIRIELLO: Oh.
 [6] MR. WUELLNER: Up next to the National Guard
 [7] hangar.
 [8] MR. CIRIELLO: Okay.
 [9] MR. WUELLNER: If fact, it's -- abuts or
 [10] bolts up to the Luhrs --
 [11] MR. LASSITER: It's right there.
 [12] MR. WUELLNER: Right there, next to that.
 [13] MR. CIRIELLO: In effect, we're just going
 [14] to build a new --
 [15] MR. WUELLNER: We're replacing that.
 [16] MR. CIRIELLO: Yeah.
 [17] MR. WUELLNER: The other one still becomes
 [18] leasable to somebody that doesn't have the same
 [19] aircraft requirements, so we don't lose an asset.
 [20] We're not tearing it down and building something
 [21] in its place.
 [22] CHAIRMAN ROSE: More rent.
 [23] MR. WUELLNER: Exactly. Of course.
 [24] MR. LASSITER: I have a question. First you
 [25] touched on the rental of the old. Will that be a

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[1] year, that project would move from -- from paper
 [2] to construction and -- after October of this
 [3] year. All of these projects, I should say.
 [4] CHAIRMAN ROSE: So, you're recommending
 [5] approval of that.
 [6] MR. WUELLNER: Yeah, the supplemental
 [7] agreement with Kaiser -- I say Kaiser again, but
 [8] Ring --
 [9] CHAIRMAN ROSE: Is there any public comment
 [10] on this issue?
 [11] MR. WUELLNER: I can do this -- Earth Tech,
 [12] in the amount of \$55,050.
 [13] CHAIRMAN ROSE: All right.
 [14] MR. WUELLNER: Subject to DOT concurrence,
 [15] of course.
 [16] CHAIRMAN ROSE: Board members? Do you have
 [17] a comment?
 [18] MR. CIRIELLO: Yeah, Mr. Chairman. Ed, this
 [19] Ring Power -- refresh my memory; I don't
 [20] remember. Have they already come on board for
 [21] the hangar they wanted before? They've decided
 [22] to get a bigger one? Has all that designing and
 [23] everything been done or --
 [24] MR. WUELLNER: No.
 [25] MR. CIRIELLO: -- has there been a hangar

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[1] problem in securing that?
 [2] MR. WUELLNER: Not at all. I've got several
 [3] people on the list right now.
 [4] MR. LASSITER: Okay. And the second is the
 [5] size of Ring Power's project, do they have --
 [6] have they put you -- put a square footage on it?
 [7] MR. WUELLNER: It's approximately a 10,000
 [8] square foot hangar, is what they would like to
 [9] construct.
 [10] MR. LASSITER: So, it's the same as SK and
 [11] the other guy.
 [12] MR. WUELLNER: Yeah. It's -- it's
 [13] consistent with those. It's just another one,
 [14] yes.
 [15] MR. LASSITER: What is the size of the old
 [16] one?
 [17] MR. WUELLNER: I want to say 62-, 6,400
 [18] square feet. It's substantially smaller.
 [19] CHAIRMAN ROSE: Any other discussion of the
 [20] board?
 [21] MR. LASSITER: I have one more question.
 [22] How many slots does that leave us in that
 [23] northeast area?
 [24] MR. WUELLNER: With SK and Ring Power,
 [25] there'd be three out of six --

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[1] MR. LASSITER: So, there's only three more
 [2] left.
 [3] MR. WUELLNER: -- remaining, so that's
 [4] already half committed before it's built. Not a
 [5] bad position to be in for a change.
 [6] CHAIRMAN ROSE: I'll entertain a motion.
 [7] MR. LASSITER: Make a motion that we accept
 [8] agenda item 7.C. for the northeast corporate
 [9] hangar as proposed by Staff.
 [10] CHAIRMAN ROSE: Do I hear a second?
 [11] MR. CIRIELLO: Second.
 [12] CHAIRMAN ROSE: Okay. We have a motion and
 [13] a second. Motion's on the floor to approve Staff
 [14] recommendation on item 7.C., which will be in our
 [15] supplemental agreement 01-02. Any further
 [16] discussion?
 [17] (No discussion.)
 [18] CHAIRMAN ROSE: All in favor, say aye.
 [19] Aye.
 [20] MR. CIRIELLO: Aye.
 [21] MR. LASSITER: Aye.
 [22] CHAIRMAN ROSE: Opposed, no? The motion
 [23] carries.
 [24] 7.D. - Staff Report on Araquay Park Parcels
 [25] MR. WUELLNER: Okay. The next item I have

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[1] done -- will be done anyway. At some point,
 [2] they're going to be done.
 [3] MR. WUELLNER: Yes.
 [4] CHAIRMAN ROSE: We're just authorizing
 [5] the -- them to be done before the negotiations
 [6] are complete.
 [7] MR. WUELLNER: Correct, so that both parties
 [8] have some idea.
 [9] CHAIRMAN ROSE: Have that information.
 [10] Okay. Is there any public comment?
 [11] (No public comment.)
 [12] CHAIRMAN ROSE: Board discussion?
 [13] MR. LASSITER: Yeah. I'm -- I have a
 [14] problem with -- the numbers came in from the
 [15] appraisal. I have a problem on this whole three
 [16] tracts along the Intracoastal.
 [17] MR. WUELLNER: Okay.
 [18] MR. LASSITER: I'm at the disposition right
 [19] now that with the value that the -- that are
 [20] placed on these properties and what the owners
 [21] have asked in return -- one of the owners; not
 [22] the others. I have -- I have a real problem
 [23] supporting spending any more money at this time
 [24] on the taking of these properties.
 [25] I think that we are talking about very small

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[1] is more of a status update. That's
 [2] recommendation from our attorney, Mark Arnold,
 [3] Rogers Towers, relative to the acquisition of the
 [4] Araquay Park parcels that we've been moving
 [5] toward. You have a copy of the memorandum that
 [6] was received from Mark which details the current
 [7] status as he understands it of the five parcels.
 [8] In discussing it with -- with Mark, the
 [9] recommendation was to -- to allow the eligibility
 [10] of appraisals to be conducted by the individual
 [11] owners themselves. I should say they'd be able
 [12] to get those off the books.
 [13] The cost ends up being the Authority's
 [14] regardless, but there's a second appraisal that's
 [15] required as a part of the process. But it would
 [16] facilitate those being accomplished at their
 [17] behest. And that -- that really is the essence
 [18] of -- it's his recommendation that before
 [19] counteroffers are entertained or anything else,
 [20] that the second appraisals be accomplished so
 [21] that any discrepancies in the first appraisals
 [22] and the second appraisals are out on the table
 [23] and understood by all the parties.
 [24] CHAIRMAN ROSE: Ed, I understand now that --
 [25] that these -- these appraisals would have been

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[1] parcels that are involved in the fringe of the
 [2] airport area; that, quite frankly, these people
 [3] have lived as good neighbors of the airport for
 [4] years and years, and now to go in and -- to move
 [5] this thing and keep pushing and pushing it, if --
 [6] if we spent the money and we found out what it is
 [7] and we've heard from them and all, I don't really
 [8] feel the desire to push this thing any farther.
 [9] My -- my position is, is that the value of
 [10] the land to them is worth a lot more than the
 [11] value that we'll be using it for for the airport,
 [12] and it doesn't impede the airport as far as their
 [13] future plans.
 [14] So, I have a problem with authorizing any
 [15] more money spent on -- on the three proposals.
 [16] Now, there's one that I believe we're in
 [17] negotiations with -- on the three parcels, excuse
 [18] me -- that is not located in this fringed area.
 [19] So --
 [20] MR. WUELLNER: That's the 3, 4, and 5, I
 [21] believe?
 [22] MR. LASSITER: Right. And I believe one --
 [23] the first one, we've had a title problem that was
 [24] nothing more than the legal --
 [25] MR. WUELLNER: Right.

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[1] MR. LASSITER: -- cleanup. And the other
[2] one was in a negotiating range where, "Talk to
[3] me." But the other three parcels, I can't
[4] support spending any more money on this thing.

[5] CHAIRMAN ROSE: Joe?

[6] MR. CIRIELLO: Yeah, Mr. Chairman, I can
[7] understand where Mr. Lassiter's coming from. And
[8] right from the get-go, I didn't even want to take
[9] these properties or anything. I just wanted to
[10] leave them alone and do something else.

[11] But it's gotten to the point that where push
[12] has come to shove and something has to give. And
[13] if we don't come up with some more money to try
[14] to settle the situation, it's just going to drag
[15] out and drag out and drag out. And it may not
[16] cause too much stress to the board, but I'm sure
[17] that the property owners are under a lot of
[18] stress.

[19] And I don't like to say it, but I'm going
[20] to; if a little more money would help the
[21] situation for the owners to lessen the stress --
[22] well, I don't like spending money, either, and
[23] you guys know that, but I'd say we'd have to go
[24] that way.

[25] MR. LASSITER: Can I make comment on that?

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[1] CHAIRMAN ROSE: Yeah.

[2] MR. LASSITER: I think Mr. Harvey's
[3] considering it to be a whole lot more money, not
[4] a little bit more money.

[5] MR. CIRIELLO: Yeah, you're right.

[6] MR. LASSITER: And -- and the fact of the
[7] matter is, is yes -- and I've spoken to the
[8] gentleman several times. The simple fact is that
[9] he wants peace and quiet and the use of his
[10] property.

[11] And this whole thing started out with the
[12] Master Plan and all -- and it's not Ed's desire
[13] to move it; it's just to -- to do what we
[14] normally do.

[15] But the request that we went in to do the
[16] appraisal was in essence to find out where we
[17] were with the values over there. And those
[18] monies, I think, were well spent. They are
[19] pretty much detailed out, what this board's
[20] expected from our side to look at, and what
[21] Mr. Harvey -- we're authorizing his side.

[22] But quite frankly, the funds that are coming
[23] in that -- on our side, the numbers that are
[24] coming in on our side are at a point to where, to
[25] pay that kind of money for three lots and then

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[1] bulldoze them and dig a hole for retention on the
[2] fringe area of this project, seems to me that we
[3] would be better to -- to redirect the development
[4] arm of this and use our powers in controlling
[5] where the airport grows and leave these people
[6] alone for as long as I'm on the board, hopefully
[7] the future, too, and let them enjoy their --
[8] where Mr. Harvey, I believe you said 1964 you
[9] built the house?

[10] MR. HARVEY: Yeah.

[11] MR. LASSITER: So, I think it needs to be
[12] stopped here, myself.

[13] MR. CIRIELLO: Oh, I think I misunderstood
[14] you, Mr. Lassiter. I thought maybe you were
[15] saying, let's just go with the money we've
[16] already appropriated for it --

[17] MR. LASSITER: No.

[18] MR. CIRIELLO: -- and fight and then end up
[19] taking it off --

[20] MR. LASSITER: I'm saying we put this thing
[21] to bed, period.

[22] MR. CIRIELLO: Now I see where you're coming
[23] from. Yeah, I can go with you on that. That's
[24] been my position right along from the very
[25] beginning.

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[1] CHAIRMAN ROSE: Is -- is there any other
[2] comment from the board members? Ed, do you have
[3] any further comment?

[4] MR. WUELLNER: No, we had already asked
[5] the -- Mark to look at alternatives that could be
[6] negotiated with the owners or even methods of
[7] allowing airport development without impacting
[8] some of these parcels and the like.

[9] I don't necessarily disagree. I mean, when
[10] you look at the total -- total dollars
[11] potentially expended here, you have several items
[12] that I think enter into the picture, too, that
[13] you've got to balance out, one of which is you're
[14] going to be looking at the Airport Master Plan
[15] within a year, beginning that process, and
[16] identifying the future needs and development
[17] alternatives available to the airport as we move
[18] into the future.

[19] That's certainly an appropriate time to
[20] either codify that's the direction you want to go
[21] at some point or back off on it and say there's a
[22] way to accomplish what we want to do as an -- as
[23] an Authority or -- without -- with or without
[24] impacting these people any -- any further.

[25] I would certainly think -- I don't disagree

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[1] that tabling it for -- as a minimum, tabling it
 [2] for a while and letting some of these studies and
 [3] answers come to light before doing anything else.
 [4] CHAIRMAN ROSE: I don't think we would table
 [5] it. We would just defeat this recommendation.
 [6] MR. WUELLNER: If we do that, we're
 [7] basically where we are right now and nothing else
 [8] happens until --
 [9] CHAIRMAN ROSE: Yeah.
 [10] MR. CIRIELLO: Mr. Chairman --
 [11] MR. WUELLNER: -- we'll have -- if other
 [12] alternatives come to life --
 [13] CHAIRMAN ROSE: I think we've go to get a --
 [14] MR. WUELLNER: -- we'll bring them forward.
 [15] CHAIRMAN ROSE: -- motion on the floor.
 [16] MR. CIRIELLO: Wait a minute. I was talking
 [17] about this deal the other day with consultants,
 [18] Mr. Ramdass, and I was -- I asked him a question,
 [19] and I was hoping he would think it over for the
 [20] few days and then give me an answer tonight.
 [21] But I asked him, as a consultant, a
 [22] designer, an engineer or whatever, to look at
 [23] this little section and see if there was any
 [24] alternatives that he could see, that instead of
 [25] putting this pond on that side of Indian Bend and

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[1] come to a determination and see where it goes.
 [2] It can --
 [3] MR. CIRIELLO: I mentioned stress --
 [4] MR. WUELLNER: -- always be revisited.
 [5] MR. CIRIELLO: I mentioned stress a while
 [6] ago, and I'm just wondering that these
 [7] homeowners, for a bunch of years, have been under
 [8] stress, and who knows, they may have just decided
 [9] that, you know, they can't fight it anymore, and
 [10] now we're going to back off and let them alone
 [11] and then that's going to put some more stress.
 [12] Is there any way we can find out from each one of
 [13] those individual people if they'd be happy with
 [14] the idea of us backing off, or would they just
 [15] rather have it worked out and get it over with?
 [16] I'd like to know how they feel. I mean,
 [17] after all, we represent and work for them as much
 [18] as we do the airport, and I'd really like some
 [19] direction from the homeowners on how they think.
 [20] MR. LASSITER: Mr. Harvey --
 [21] CHAIRMAN ROSE: What? Well -- wait a
 [22] minute. Wait. Whoa, whoa, whoa. Wait a minute.
 [23] MR. LASSITER: Do we have a motion on the
 [24] floor?
 [25] CHAIRMAN ROSE: We don't have a motion on

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[1] taking those properties, leave them alone and put
 [2] this pond on this side, and even if we have to
 [3] lose a couple of hangars -- or some other
 [4] situation.
 [5] So, Don, did you think of this any at all,
 [6] or do you have anything you might add to this?
 [7] MR. RAMDASS: We haven't had a chance, but
 [8] basically, the development is based on the
 [9] current Master Plan, and Ed asked us to look at
 [10] some alternatives, also, as part of that.
 [11] MR. WUELLNER: The other -- as you and I
 [12] have talked about before, but, you know, the DOT
 [13] has funded a study relative to that storm water
 [14] retention requirement as it applies to the
 [15] airports. And, you know, over the next year or
 [16] two, if everything goes the way it looks like
 [17] it's going to go from a technical side, we may
 [18] find the requirement for the pond itself or those
 [19] types of retention systems diminished greatly or
 [20] even eliminated completely, which, you know,
 [21] eliminates the specific need we had for that --
 [22] those particular parcels anyway.
 [23] And I think from a financial standpoint, it
 [24] may right now make good sense to just back off,
 [25] let a few of those things come to fruition and

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[1] the floor, but I don't want to hear the comments
 [2] until we know -- until we have a motion, because
 [3] we --
 [4] MR. McCLURE: The only thing I want to offer
 [5] from the legal end is that there are -- there are
 [6] several procedures in condemnation actions that
 [7] one follows. There are things called a quick
 [8] take and a slow take and all of these kind of
 [9] fancy things. But the one point that you also
 [10] have to keep in mind is that the only basis upon
 [11] which you can condemn someone's property and take
 [12] by eminent domain, even with full fair market
 [13] value paid, is if the taking is for a legitimate
 [14] public purpose.
 [15] And what I hear Mr. Wuellner saying and what
 [16] I hear Mr. Ciriello saying as well is that in the
 [17] event we imminently have the consideration of an
 [18] alternative design for our Master Plan that we
 [19] may be reconfiguring what we do, there may be
 [20] some question as to whether or not there is a
 [21] public purpose. And so, that affects what
 [22] Mr. Arnold in -- in our office does.
 [23] So, there is nothing that is -- and in fact,
 [24] it may be a good idea as to those parcels that
 [25] you wonder whether they have a -- whether they

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[1] still fit within your design, that you might not
 [2] wish to simply abate further proceedings on the
 [3] condemnation until you finish that evaluation of
 [4] whether they're still needed for a public
 [5] purpose. So --
 [6] CHAIRMAN ROSE: George?
 [7] MR. WUELLNER: Wait. Specifically, what are
 [8] you -- what are we recommending?
 [9] MR. McCLURE: Well, I guess that's what
 [10] I'm -- let me -- I mean, it's your -- your
 [11] motion, but I think what I'm saying is that from
 [12] our end of -- to translate some of what you said
 [13] to our language is that if you wish to suspend
 [14] further action on the condemnation until you've
 [15] reevaluated the need for the taking of the
 [16] parcels, then that kind of holds it up. I don't
 [17] know if you want to talk about a time frame for
 [18] that?
 [19] MR. WUELLNER: If you're going to wait on
 [20] the Airport Master Plan and wait on those
 [21] results, then, you know, I think you're looking
 [22] at conservatively probably a two-year window. I
 [23] mean, that's -- I don't know how you can -- you
 [24] can't accomplish the Master Plan in less than a
 [25] year. We don't know exactly when that will

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[1] I still have -- having said that, I still
 [2] have a high uncomfortable level with what we're
 [3] dealing with here as far as the benefit to the
 [4] citizenry of this county for the value that we're
 [5] up here spending the money for and what it will
 [6] get this airport in return for those monies.
 [7] And I -- I have that problem, Mr. Harvey.
 [8] I'm sorry; I see the human side, but I also see
 [9] the side that the citizens of this county put me
 [10] up here for, and that's to make sure that their
 [11] money is spent wisely on this thing. That's part
 [12] of it.
 [13] The other part is there is property in here
 [14] which I think is paramount that we move ahead
 [15] with somehow in doing. So, having looked at
 [16] this, we've got a resolution here or a request
 [17] for a motion, but what we would have to do is
 [18] basically carve out three parcels and direct on
 [19] the other two.
 [20] So, that's my motion. I make a motion that
 [21] parcels 1 and 2, we authorize. I'm assuming
 [22] these are the two parcels --
 [23] CHAIRMAN ROSE: Authorize to go ahead with
 [24] the appraisal.
 [25] MR. LASSITER: To go ahead with the

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[1] start. We anticipate that in the next six to ten
 [2] months, but no guarantees there.
 [3] CHAIRMAN ROSE: Excuse me. Okay.
 [4] MR. HARVEY: Mel Harvey at 417 Indian Bend.
 [5] This has been going on for over a year now. It's
 [6] time to either stop it forever or go on and do
 [7] what you're going to do. Maybe I shouldn't be up
 [8] here making a statement. Maybe I should let my
 [9] attorney make it. But enough's enough.
 [10] Either you promise me you'll stop it
 [11] forever, which you can't do. You say you're
 [12] going to postpone it; you come back two years
 [13] from now and you're going to go through the whole
 [14] process again. We can't take it much longer.
 [15] Thank you.
 [16] CHAIRMAN ROSE: All right. We have a
 [17] recommendation from the staff, and I need a
 [18] motion to accept the recommendation or to
 [19] postpone action or to -- we've talked of several
 [20] alternatives. What do you want to do?
 [21] MR. LASSITER: Well, we have a little
 [22] dilemma here. And I appreciate what Mr. Harvey's
 [23] saying. And the fact is, is that this board can
 [24] only do what this board can do and then future
 [25] boards have to move along.

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[1] appraisals, spending the money to allow the
 [2] owners to have their appraisals.
 [3] CHAIRMAN ROSE: On parcels 1 and 2.
 [4] MR. LASSITER: Right. And suspend on
 [5] parcels 3, 4, and 5, that -- that authorization.
 [6] CHAIRMAN ROSE: We won't -- we'll just go
 [7] ahead with the condemnation on those?
 [8] MR. LASSITER: No.
 [9] MR. WUELLNER: Just to authorize -- the
 [10] staff request.
 [11] MR. LASSITER: Staff -- to not authorize the
 [12] monies --
 [13] CHAIRMAN ROSE: The acquisition of those
 [14] properties.
 [15] MR. LASSITER: Right.
 [16] CHAIRMAN ROSE: All right. So, we have a
 [17] motion now to authorize the additional appraisal
 [18] for parcels 1 and 2, and to remove parcels 3, 4,
 [19] and 5 from our condemnation request -- or
 [20] condemnation action. Is that -- is there a
 [21] second to that motion?
 [22] MR. CIRIELLO: (Shakes head.)
 [23] CHAIRMAN ROSE: I'll second the motion.
 [24] MR. CIRIELLO: You can't.
 [25] CHAIRMAN ROSE: Why?

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[1] MR. CIRIELLO: Well, you can if you pass the
 [2] gavel.
 [3] (Passing gavel.)
 [4] CHAIRMAN ROSE: I second the motion. Okay.
 [5] You're right. All right. Any further
 [6] discussion? Joe, you want to say something about
 [7] this?
 [8] MR. CIRIELLO: The only thing I can say is I
 [9] agree with everything that Mr. Lassiter's saying.
 [10] This is a Catch-22 situation. And you heard
 [11] Mr. Harvey. You know, he's between a rock and a
 [12] hard place, and so are we.
 [13] And we're saying we're going to let group 1
 [14] and 2, see if they can get some more money, and
 [15] the other ones, we're going to say no, you've got
 [16] to stick with what you've got. I don't like
 [17] spending money any more than the next guy, but
 [18] that's not right saying two people can do one
 [19] thing and the other one can't.
 [20] CHAIRMAN ROSE: All right. We have a
 [21] speaker.
 [22] MR. MARSH: Mark Marsh, 3380 Agricultural
 [23] Center Drive. I've known Mr. Harvey for many,
 [24] many years. I served on the board, as y'all
 [25] know, for two terms. And I admire the man. He's

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[1] can say I don't want my property, he's going to
 [2] live his life out and his family and use it and
 [3] have a great time over there. It's a beautiful
 [4] piece of property. But if you're going to have
 [5] to take it one day, I think he'd like you to get
 [6] it over and give him a fair price for his
 [7] property.
 [8] And on the other side, I was on the board
 [9] when we made a decision to buy as much of Araquay
 [10] Park as fast as we could buy it. I think you've
 [11] got to look back at the board's history and what
 [12] the, you know, earlier board members did. We
 [13] made a financial investment into that area.
 [14] Our Master Plan dictated that we needed that
 [15] property. We voted on those Master Plans.
 [16] You've got a new one coming up, as Mr. Wuellner
 [17] said, that your board can redirect the direction
 [18] of the airport. But I think to keep those people
 [19] in limbo over there is really the wrong thing to
 [20] do.
 [21] MR. LASSITER: May I respond? Mark, I agree
 [22] with you. And if it were my vote, that would in
 [23] perpetuity stand, Mr. Harvey would enjoy his
 [24] property for the rest of his life and his family.
 [25] But as you well know, we're elected every

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[1] been at our meetings, I think every meeting that
 [2] I've ever attended in my -- my two terms, and the
 [3] ones y'all are in. And this is a very difficult
 [4] thing for the gentleman.
 [5] And I think what he's asking, and that's why
 [6] I went over and talked to him a second ago, is if
 [7] you can't tell him you're not going to take his
 [8] land, then he would like for you to buy it. If I
 [9] misread the gentleman, I'm sorry.
 [10] But I can tell you we've been jerking this
 [11] guy around for many, many years. He don't know
 [12] if he should paint it, tear it down, put a new
 [13] fence up, put some new windows in it. You know,
 [14] I mean, it's not fair to his family to put it off
 [15] any longer, if eventually we're going to need the
 [16] property.
 [17] I think that's where he's at. And I think
 [18] that's where he's been for quite a while. So, I
 [19] think we -- as board members, this is the most
 [20] difficult thing I had to do when I was on the
 [21] board, and unfortunately as an elected official,
 [22] you have to do some, you know, unpleasant things
 [23] sometimes.
 [24] But I think for the people that are over
 [25] there, I think he asked you a question. If you

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[1] four years, and there's a rollover in personnel,
 [2] and the guarantee that you're asking for for
 [3] Mr. Harvey, we can't do. I -- I visited with
 [4] Mr. Harvey and his family in the home, and I know
 [5] exactly where we're -- we're faced with this
 [6] thing. And it's -- as you say, it's a
 [7] decision -- unfortunately, it's a decision that
 [8] was actually perpetuated -- or originated not on
 [9] this board. It was back two boards --
 [10] CHAIRMAN ROSE: Two boards ago.
 [11] MR. LASSITER: -- two boards ago, eight or
 [12] nine years ago.
 [13] MR. MARSH: And even before then.
 [14] MR. LASSITER: So, to tell that to him, to
 [15] say, "You're going to have never a problem with
 [16] the Airport Authority," I -- it is not mine to
 [17] give you. I will give it to you while I'm here,
 [18] but I can't give it to you any further than that.
 [19] MR. HARVEY: That's not good enough.
 [20] CHAIRMAN ROSE: All right. We have a motion
 [21] on the floor. Any further discussion?
 [22] (No discussion.)
 [23] CHAIRMAN ROSE: All those in favor, say aye.
 [24] MR. LASSITER: Aye.
 [25] CHAIRMAN ROSE: Opposed, no?

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[1] MR. CIRIELLO: No.
 [2] CHAIRMAN ROSE: It's my vote. I vote yes.
 [3] Motion's carried.
 [4] Now, Ed, on this issue, while the motion
 [5] didn't specifically charge you with any action,
 [6] but we need to be looking for alternatives to
 [7] the -- to the drainage problem and some of the
 [8] things that we were concerned about with this
 [9] property. And that will be something that we
 [10] just have to look ahead when we look at our
 [11] growth plans.
 [12] MR. WUELLNER: Correct.
 [13] CHAIRMAN ROSE: And probably the best way we
 [14] can ensure to do what Mr. Harvey wants is to have
 [15] a growth plan that doesn't include that -- those
 [16] properties. All right. We'll move on.
 [17] 7.E. - Resolution 2001-07 - Amtrak Service
 [18] MR. WUELLNER: Next item I have is proposed
 [19] resolution 2001-07, which is a resolution, as
 [20] you're aware, Mr. Chairman, was presented for
 [21] consideration by the various cities and counties
 [22] and groups on the east coast of the proposed
 [23] AMTRAK expansion.
 [24] And as -- this resolution basically supports
 [25] the reestablishment of passenger service on the

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[1] was adopted by the Board of County Commissioners
 [2] last Tuesday in a 4-to-1 vote and was also
 [3] adopted by the City of St. Augustine last Monday.
 [4] And from the copies I received of both of them
 [5] from both entities, it's the same resolution
 [6] other than it has the Airport Authority's name in
 [7] lieu of the various -- the other agencies.
 [8] And it would be Staff's recommendation that
 [9] the resolution be supported and forwarded on to
 [10] Secretary Barry.
 [11] CHAIRMAN ROSE: Ed, this resolution
 [12] doesn't -- doesn't specify where the station will
 [13] be in St. Augustine --
 [14] MR. WUELLNER: That's right.
 [15] CHAIRMAN ROSE: Simply that St. Augustine
 [16] will be one of the stops --
 [17] MR. WUELLNER: Correct.
 [18] CHAIRMAN ROSE: -- on the -- on the proposed
 [19] line.
 [20] MR. WUELLNER: Correct.
 [21] CHAIRMAN ROSE: All right.
 [22] MR. WUELLNER: As identified by AMTRAK at
 [23] this point.
 [24] CHAIRMAN ROSE: Okay. Is there any public
 [25] comment?

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[1] east coast of Florida, and requests consideration
 [2] of Florida DOT funding of a total request of
 [3] \$62.5 million, of which \$15.5 million is already
 [4] set aside for this purpose.
 [5] And it basically just adds our name in a
 [6] sense to the list of cities and counties who have
 [7] adopted this or similar legislation --
 [8] resolutions to be presented to Secretary Barry
 [9] and the legislature as necessary, urging their
 [10] support of the rail -- the improvements,
 [11] track-related improvements and
 [12] signalization-related improvements necessary to
 [13] reestablish rail passenger service along the east
 [14] coast of Florida.
 [15] It is not an obligation of the Authority to
 [16] spend any money. It's just simply supporting the
 [17] concept, supporting the initiative requesting
 [18] Florida DOT participation in funding the
 [19] improvements necessary to allow that
 [20] reestablishment of service.
 [21] I don't know that we need to read the
 [22] specific -- the resolutions. You have a copy of
 [23] it. And that's essentially it.
 [24] This -- this resolution, albeit substituting
 [25] the names, the entity names differently in it,

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[1] MS. SPICER: Yes. I would like to say we
 [2] have an old station that is still available, and
 [3] I think it would save the taxpayers a lot of
 [4] money if they used the old station where they --
 [5] the Department of Motor Vehicles were.
 [6] CHAIRMAN ROSE: Ma'am, if you want to --
 [7] want to speak anymore, we need to have you come
 [8] to the podium and give us your name.
 [9] MS. SPICER: All right. I'm sorry. I'm
 [10] Jean Spicer. I live at St. Augustine South.
 [11] I've been here for over 20 years. And I know the
 [12] airport has expanded quite -- quite a bit since
 [13] I've been here. But I feel that the AMTRAK
 [14] should not be part of the airport. I feel that
 [15] the old station is available and it's got plenty
 [16] of parking, and it's on the east side. And I
 [17] just -- I mean, sorry. It's on the west side.
 [18] But I -- I just feel that that is the ideal place
 [19] to have AMTRAK.
 [20] I'm glad to see the service coming. I do
 [21] think it will help St. Augustine. And hopefully
 [22] AMTRAK won't fold. And that's what has me
 [23] worried, is AMTRAK is very much in debt, and they
 [24] have just this year to get themselves
 [25] straightened out.

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[1] And if you all have plans to build across
 [2] here and -- and make it accessible to the
 [3] airport, rather than to the regular public,
 [4] suppose AMTRAK does fold? Then what happens?
 [5] All your plans are up the creek. So -- but I do
 [6] feel that the old -- the old station is the
 [7] better place. Thank you.
 [8] CHAIRMAN ROSE: Thank you, ma'am. We're not
 [9] going to make that decision -- or we're not even
 [10] a part of that decision. That's something that
 [11] the county and the railroad and AMTRAK, they've
 [12] got to work out where the station will be.
 [13] MS. SPICER: Well, you know --
 [14] CHAIRMAN ROSE: We're simply supporting the
 [15] idea of a -- of a rail service between
 [16] Jacksonville and West Palm Beach. This -- with a
 [17] stop here.
 [18] MS. SPICER: Well, I mean, I heard all these
 [19] plans about an overpass and --
 [20] CHAIRMAN ROSE: Well, that's a possibility.
 [21] MS. SPICER: Uh-huh. Well, as you can see,
 [22] I don't think I'd be capable of walking over that
 [23] overpass. Thank you.
 [24] CHAIRMAN ROSE: Thank you. Thank you very
 [25] much. Any further comment?

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[1] MR. CIRIELLO: Aye.
 [2] MR. LASSITER: Aye.
 [3] CHAIRMAN ROSE: Opposed, no. Motion is
 [4] carried.
 [5] 7.F. - Project Updates
 [6] MR. WUELLNER: If you don't mind, I'll do
 [7] the project updates real quick, and then if you
 [8] want, it might be an appropriate time for a
 [9] couple minutes recess and then do the study
 [10] results, if you'd like, of the transportation
 [11] center.
 [12] CHAIRMAN ROSE: All right. Are you going
 [13] to --
 [14] MR. WUELLNER: Just real -- real briefly.
 [15] The ILS has undergone contractor flight check and
 [16] is awaiting the establishment of permanent
 [17] commercial power to the sites, which is a
 [18] function of the tower and vault project. And as
 [19] soon as that can be facilitated, which we hope
 [20] will be the next 30 to 45 days, it will be
 [21] flight-checked and hopefully remain on the
 [22] publication schedule of September of this year as
 [23] fully operational and usable.
 [24] Air traffic control tower and vault is in
 [25] design, and they're telling us in a preliminary

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[1] (No further comment.)
 [2] CHAIRMAN ROSE: Board comment? Discussion?
 [3] (No discussion.)
 [4] MR. LASSITER: Do you need a motion?
 [5] CHAIRMAN ROSE: I need a motion to approve
 [6] or disapprove this resolution.
 [7] MR. LASSITER: I make a motion that we
 [8] approve the Resolution 2001-07.
 [9] CHAIRMAN ROSE: Is there a second?
 [10] MR. CIRIELLO: I'll second it for
 [11] discussion. Just a quick statement.
 [12] CHAIRMAN ROSE: All right. The motion's on
 [13] the floor to approve this Resolution 2001-07.
 [14] And --
 [15] MR. CIRIELLO: This resolution doesn't tie
 [16] us into any -- anything at all right now. As of
 [17] now, it's just supporting the rail service.
 [18] MR. WUELLNER: Yes, sir.
 [19] MR. CIRIELLO: Okay.
 [20] CHAIRMAN ROSE: Charlie? Got anything?
 [21] MR. LASSITER: No.
 [22] CHAIRMAN ROSE: Okay. We'll call a vote.
 [23] All in favor of the resolution, signify by saying
 [24] aye.
 [25] Aye.

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[1] schedule basis should be in a position to begin
 [2] coming out of the ground in the first week of
 [3] August. So -- or begin construction, I should
 [4] say. I'm sure there are other things to keep it
 [5] from coming out of the ground instantly here.
 [6] As you probably have noticed driving up and
 [7] down U.S. 1, the terminal-related project is well
 [8] underway, and they expect that to be under roof
 [9] as early as the end of this week. And the main
 [10] hangar and the office is still on schedule for
 [11] delivery in mid-September, with the hangars, the
 [12] four additional hangars following behind that,
 [13] probably an upwards of 60 days, the last numbers
 [14] I saw, primarily because we have to move the
 [15] flight school out of where they are to be able to
 [16] build the last two of them or move through that
 [17] area. But all the preparation's been done in
 [18] advance of that.
 [19] I think that's it. At this point -- yeah, I
 [20] think that's it in terms of projects.
 [21] CHAIRMAN ROSE: We've been updated. Do you
 [22] want to take a short --
 [23] MR. WUELLNER: I think it would --
 [24] CHAIRMAN ROSE: -- short recess?
 [25] MR. WUELLNER: Probably give everybody a

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[1] chance to set up.

[2] CHAIRMAN ROSE: It's 6:30 (sic). Shall we

[3] take five minutes -- I mean, 5:30. We'll see you

[4] at 5:35. Okay. In recess.

[5] (Whereupon, the Authority was in recess.)

[6] 7.G. - Multi-Modal Study Results

[7] CHAIRMAN ROSE: All right. Break is over.

[8] Ed, we're going to do the multimodal study. I'm

[9] going to go over and sit over there.

[10] MR. WUELLNER: You can have my seat.

[11] (Commissioner is absent.)

[12] MR. WUELLNER: After a six-month-study

[13] effort, I have the privilege of introducing for

[14] the most part the results of the transportation

[15] center study that was conducted partially with

[16] monies from the Florida DOT as well as from the

[17] Airport Authority here in the form of a match

[18] grant.

[19] In terms of project Genesis, the project

[20] was, lack of better terms, handed -- handed off

[21] to us from the City of St. Augustine, in that the

[22] City felt that on two fronts, it would be a

[23] difficult project in the location of AMTRAK

[24] within the city limits; one being the City no

[25] longer owned and would have to acquire any piece

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[1] they'd like to serve along this route structure.

[2] When the city was approached, site was an

[3] issue. The other was the City, and I think

[4] rightly so, felt like this project was larger in

[5] its attraction than just handling the City of St.

[6] Augustine in that it had countywide as a minimum,

[7] if not regionwide, appeal as a site -- or as a

[8] project in -- in creating a stop for AMTRAK.

[9] They felt like it was an unfair burden to

[10] their citizens within the city limits to entirely

[11] fund the development of an AMTRAK station and --

[12] and move that project forward with entirely city

[13] funding matched with Florida DOT funds.

[14] AMTRAK, when they proposed the project in

[15] its original form, requested that monies be made

[16] available from Florida DOT, and indeed DOT set

[17] aside some money for improvements related to the

[18] track, as well as establishing a minimum level of

[19] funding for the stations they were proposing down

[20] the route structure.

[21] The St. Augustine site, as well as many of

[22] the other unmanned stations, were identified

[23] preliminarily by Florida DOT as basically one

[24] million dollar project items.

[25] Those cities that were identified for manned

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[1] of property along the rail line necessary to

[2] establish any type of an AMTRAK location.

[3] They had identified only two sites within

[4] the city limits that provided adequate rail

[5] access in any form, one being the old FEC

[6] station, which is the -- a lot of people know as

[7] the driver's license location. The other was a

[8] parcel next to -- yeah, on the east side -- west

[9] side of U.S. 1 just north of the hotel there by

[10] the -- I can't think of the name of it -- by the

[11] Burger King. Is it the Clarion?

[12] MR. LASSITER: Comfort.

[13] MR. WUELLNER: Comfort?

[14] MR. LASSITER: Clarion.

[15] MR. WUELLNER: Clarion? You probably know

[16] better than I do.

[17] MR. LASSITER: Right.

[18] CHAIRMAN ROSE: But that -- that location,

[19] that parcel there being the other parcel that the

[20] City initially looked at as -- and identified as

[21] having any value at all for the station.

[22] The other element to the city's look-see at

[23] it, when they were initially contacted -- and

[24] keep in mind, they were the ones contacted by

[25] AMTRAK when AMTRAK was evaluating the cities

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[1] station service, which included the city of Cocoa

[2] and just let -- Daytona Beach, those being the

[3] only other two manned stations, were identified

[4] with twice that amount of money as that they felt

[5] there was additional infrastructure required to

[6] support manned service at those stations.

[7] This basically was project money that was to

[8] facilitate the loading platform, some basic

[9] parking, and infrastructure requirements to

[10] support a station at -- in the location. That's

[11] all that was budgeted, all that was originally

[12] envisioned by AMTRAK in serving the community.

[13] When the City approached FEC from a

[14] historical standpoint about using the old rail

[15] station, it's our understanding from the City --

[16] this is the City telling us, as well as FEC has

[17] now told us, that they were using the facility on

[18] the old station, which is the old driver's

[19] license location, they were using that currently

[20] in a maintenance capacity with FEC and that they

[21] intended to use that.

[22] They felt also that there were some

[23] operational issues related to the rail aspect of

[24] the service that didn't lend itself to reopening

[25] that station or reopening that location as a rail

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[1] station, one of which is there are not two tracks
 [2] in that location. That was something that they
 [3] were interested in -- in having from an FEC
 [4] standpoint and enhances their operational
 [5] ability. The other is the site itself is located
 [6] on a curved section of track belonging the FEC,
 [7] where a limited line of sight exists.

[8] Now, regardless of whether they had it there
 [9] in the past, those were the concerns that FEC
 [10] expressed relative to that site. Whether they
 [11] could be overcome, no intention of debating.

[12] The Airport Authority, through Staff,
 [13] identified this project as something we felt
 [14] provided a meaningful benefit to the community,
 [15] AMTRAK itself. The Airport Authority has long
 [16] struggled with the issue. This is where our
 [17] interest was in it. And we can talk about how it
 [18] grew in just a second.

[19] But, initially, it was the Airport
 [20] Authority's current condition of being generally
 [21] constrained in the existing terminal area. We
 [22] have long struggled from a planning standpoint on
 [23] how to address long -- long-range parking, rental
 [24] car and access issues to the existing terminal
 [25] without having to duplicate those resources at

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[1] infancy in its current form. It was felt like
 [2] that might -- those elements might also benefit
 [3] from the synergies of having the infrastructure
 [4] in place without duplicating it throughout the
 [5] county.

[6] We realized at that time that Greyhound was
 [7] in a lease situation and, you know, would be
 [8] looking for a long-term home down the road, too,
 [9] and has done these types of -- lack of better
 [10] terms -- partnerships with other modes of
 [11] transportation, an example being Melbourne
 [12] Airport where the Greyhound station is a part and
 [13] parcel of the terminal facility at the airport,
 [14] that there are certainly some benefits in terms
 [15] of keeping the facility occupied and -- and
 [16] secure, for lack of better terms.

[17] We moved the project from the discussion
 [18] standpoint to the Airport Authority and then
 [19] jointly to the Board of County Commissioners at
 [20] the joint meeting that these two entities, the
 [21] Board of County Commissioners and the Airport
 [22] Authority, had last June, a year ago, where we
 [23] discussed the project, not in the details, but
 [24] felt like there were many questions that needed
 [25] to be asked -- or asked and answered related to

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[1] some point in the future.

[2] When the AMTRAK project presented itself, it
 [3] seemed to provide an open door to begin looking
 [4] at how to solve jointly, without duplicating
 [5] those same capital dollars, by two different
 [6] entities perhaps, being able to facilitate rental
 [7] car availability, parking, and access to the
 [8] aviation side through a single facility.

[9] From that, discussions were held on a very
 [10] cursory basis with folks with Greyhound. We
 [11] discussed with AMTRAK whether they had any
 [12] reservations about being at a location that was
 [13] not within the city limits of St. Augustine, if
 [14] that was an issue. They informed us that that at
 [15] its core was not a big issue.

[16] Now, of course, if we're going to be 20
 [17] miles out of town, that may change their interest
 [18] in serving the community, but this -- that was
 [19] not the case when they looked at the -- at an
 [20] airport site.

[21] We talked with the folks at Greyhound,
 [22] brought Sunshine Bus folks into the loop at that
 [23] point, because at that point, and even to date,
 [24] is the County's only version of public
 [25] transportation in a -- even though it's in its

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[1] this project.

[2] The Board of County Commissioners suggested
 [3] at that time that the Airport Authority continue
 [4] to develop the project, as it was a project that
 [5] was much more in the nature of what the Airport
 [6] Authority has done in the past in terms of its
 [7] development and the type of infrastructure
 [8] required; that we would be the natural player at
 [9] that point to continue pursuing the project and
 [10] see exactly what the numbers, interest, the scope
 [11] of the project ultimately might be, and to again
 [12] use them as necessary, to use as a sounding board
 [13] their legislative delegation, anything they could
 [14] do to assist in the development of the project.

[15] With that, we proceeded to obtain and secure
 [16] FDOT funding of about 50 percent of a study to
 [17] look at the feasibility of this type of project,
 [18] to get a handle on some of the answers to some of
 [19] the questions that we will -- that were out there
 [20] regarding the project.

[21] There was simply no one available at that
 [22] point that could even begin to put a finger on
 [23] what all would be in this facility, how would it
 [24] work operationally, how much would it cost, who
 [25] would pay for it. All those types of questions

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[1] all needed some kind of an answer.
 [2] With that, we commissioned a study using
 [3] Florida DOT money and -- and contracted with our
 [4] general consultant, which was Earth Tech, who
 [5] involved several other subs, who brought specific
 [6] transportation expertise into the mix.

[7] Now, our existing consultant, we had the
 [8] privilege of having a consultant on board at the
 [9] time who was very involved in multimodal studies
 [10] and multimodal efforts within the State of
 [11] Florida itself, having been involved with the
 [12] Miami MIC project, which is a huge, massive-scale
 [13] multimodal effort in the Miami area, as well as
 [14] the Orlando LYNX project, which is a similar-type
 [15] project being conducted in the Orlando area.

[16] So, they brought a fair amount of expertise
 [17] into the mix to be able to provide some guidance
 [18] in developing and looking at the feasibility of
 [19] this kind of a project.

[20] We attempted to identify by establishing two
 [21] committees. The committees essentially met at
 [22] the same time, the one committee being a
 [23] technical advisory committee, was made up
 [24] generally of folks from specific transportation
 [25] backgrounds and included Florida Department of

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[1] month-to-month basis as the project progressed.
 [2] Those reports were reviewed by both of those
 [3] committees, input provided back to the
 [4] consultant.

[5] And what you see today and what's going to
 [6] be presented today is the results of that study
 [7] and hopefully is going to answer a lot of the
 [8] questions. It, in some respects, provokes a
 [9] lot -- a number of additional questions that will
 [10] have to be wrestled with over the coming months,
 [11] but it's a very good step toward defining what
 [12] this project could be and would be if it moves
 [13] forward.

[14] It also provides enough information, I think
 [15] from a technical standpoint, to make some sound
 [16] decisions long-term by this board, as well as the
 [17] County Commission, because it's to date still not
 [18] been determined with any great affirmity (sic) as
 [19] to who, what entity, or even yet another one to
 [20] be created, would be established to develop and
 [21] ultimately operate such a facility on a long-term
 [22] basis. That's what we had concurrence from the
 [23] Board of County Commissioners to move this study
 [24] forward. That's what we've done.

[25] We're going to present the results here, as

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[1] Transportation representatives, included
 [2] representatives from the County's transportation
 [3] planning office, included representatives from
 [4] the Airport Authority, included representatives
 [5] from the City of St. Augustine in the -- and the
 [6] assistant city manager participated in all the
 [7] discussions and all the developments along the
 [8] way. It also involved consultant staff that were
 [9] paid to provide technical input in the
 [10] development of answering these questions.

[11] We also created a citizens' advisory
 [12] committee. We kind of operate it under that
 [13] name. But largely, it was made of a more
 [14] broad-brush community structure who didn't
 [15] provide technical input into the study. They
 [16] brought the average or everyday citizen
 [17] perspective -- that was the goal anyway -- into
 [18] the mix, to ask questions that seem obvious but
 [19] aren't necessarily being answered as a part of
 [20] the study.

[21] And that's how we proceeded to move through
 [22] the planning -- or this study over the last few
 [23] months, was with their direct input in that
 [24] process.

[25] Reports were generated literally on a

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[1] well as at the Board of County Commissioners
 [2] meeting on the 24th. And hopefully that will
 [3] start the public debate, especially at the -- at
 [4] board levels to see exactly where this project
 [5] could go and whether it's warranted and all the
 [6] details that come out as we move through it.

[7] And with that, who's picking up, you? Don?
 [8] MR. RAMDASS: Hi. I'm Don Ramdass with
 [9] Earth Tech, the project manager.

[10] As Ed is no newcomer to multimodal
 [11] developments, we have been involved in a Miami
 [12] intermodal project in Florida that's currently in
 [13] the construction phase as well as some further
 [14] land acquisition. Also, we have been involved
 [15] with numerous studies for LYNX from a multimodal
 [16] standpoint.

[17] Assisting us on this study, we had Jack
 [18] Karibo, a principal with Jakari Associates. Also
 [19] Bill Ebert with Ebert Architects. Bill has been
 [20] involved in a lot of your architectural projects
 [21] at the airport.

[22] Members who are not present who were also
 [23] involved were Nick Serianni. Nick was formerly
 [24] the manager of fiscal programs for the Florida
 [25] Department of Transportation in Tallahassee.

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[1] Nick has helped us in putting together some
 [2] funding applications for this project.
 [3] Also, we've had Mark Hardgrove at Planning
 [4] Innovations who looked at various funding
 [5] programs for this project. And also, we involved
 [6] Environmental Resource Solutions by -- Allan
 [7] Hooker, who's a biologist with the company, to
 [8] look at this site from an environmental
 [9] standpoint to ensure the site is adaptable for
 [10] development.

[11] Our presentation today, we'll discuss with
 [12] you the existing developments in the county, as
 [13] well as new developments that are occurring in
 [14] the county. We're also going to discuss with you
 [15] the transportation system, look at activity that
 [16] would utilize the transportation center, look at
 [17] the environmental overview of this site, also
 [18] look at some funding opportunities, and then with
 [19] that, look at the economic impact analysis.

[20] Looking at your existing developments in the
 [21] county, currently there is Ponte Vedra Beach.
 [22] That is a 25-square-mile community coexisting
 [23] with natural habitat. Back in 1982, the
 [24] population there was 7,100 residents; in 1998, it
 [25] was reported at 25,600 residents; and in year

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[1] corporate-type development, a lot of homes and
 [2] development of that.

[3] There was a Jacksonville Transportation
 [4] Authority study that was commissioned back in
 [5] 1998 to look at bus transit service between St.
 [6] Johns County and Duval County. At that time, the
 [7] study basically looked at
 [8] origination/destination-type analysis with
 [9] surveys sent out to commuters going to Duval
 [10] County from St. Johns County.

[11] There was a 35 percent response rate,
 [12] majority coming from St. Johns County supporting
 [13] some kind of a bus transit system. Later in our
 [14] presentation, we'll show you how that -- that
 [15] study has somewhat promoted some form of transit
 [16] system between St. Johns and Duval County.

[17] Under the proposed development, you have
 [18] Nocatee. Nocatee is approximately -- it's
 [19] located west of U.S. 1, east of the -- also east
 [20] of the Intracoastal Waterway, south by Pine
 [21] Island area, and north, County Road 210.

[22] In its full-scale development, it's shown to
 [23] have 14,200 new homes; a million -- 1 million
 [24] square foot in retail and office-type development
 [25] in the area. Basically, it's a 15,000-acre

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[1] 2005, it's projected to grow to 32,300.
 [2] According to the Bureau of Economic and
 [3] Business Research -- that is a publication that
 [4] looks at population income, demographic data --
 [5] they have projected Ponte Vedra Beach to
 [6] represent 25 percent of St. Johns County
 [7] population.

[8] But we should note that it did not take into
 [9] the Nocatee development, some of the other
 [10] developments that are going through the DRI
 [11] process with the county.

[12] Also, you have World Golf Village. At its
 [13] full growth, the village will have about 7,100
 [14] homes, about 13,000 on-site jobs, and will have
 [15] about 6 million square foot of office retail-type
 [16] development.

[17] We also looked at south Duval County. That
 [18] has some effect on the development of St. Johns
 [19] County. South Duval, we defined it as the area
 [20] bounded north by J. Turner Butler, south by St.
 [21] Johns County, west by the Intracoastal Waterway,
 [22] and to the east by the Atlantic Ocean.

[23] As you can see driving up towards
 [24] Jacksonville area, especially into southern Duval
 [25] County, you see a lot of development,

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[1] tract -- town community, of which 12,800 acres
 [2] are located in St. Johns County, and 2,200 acres
 [3] are located in Duval County.

[4] Also, you have Marshall Creek. Marshall
 [5] Creek is a 1,500-acre facility in St. Johns
 [6] County, proposed by 2008 to have approximately
 [7] 2,700 homes.

[8] You have Westbourne and Eastbourne.
 [9] Westbourne is a facility being developed adjacent
 [10] to Julington Creek Plantation. It's projected to
 [11] have approximately 1,600 single-family homes and
 [12] about 200 multifamily homes. It's shown to have
 [13] about 80,000 square foot of retail development
 [14] and 20,000 square foot of office development.

[15] Eastbourne, which is a sister development
 [16] of -- to Westbourne, is developed along Russell
 [17] Sampson Road. It's shown to have about 2,200
 [18] single-family homes and 3,300 -- sorry, 300
 [19] multifamily homes. It's shown to have 300,000
 [20] square foot of retail, about a hundred thousand
 [21] square foot of office space.

[22] What does this all tell us? It tells us,
 [23] given your existing development and proposed
 [24] development, even though on the proposed
 [25] developments there are many other developments

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[1] not as large scale as the ones we have
 [2] identified -- for example, you have Bartram Park;
 [3] you have Riverton, Cummer Developments, Julington
 [4] Creek Development that keeps on developing.

[5] All of this is going to add additional
 [6] impact to our roads; U.S. 1, Interstate 95,
 [7] County Road -- State Road -- County Road 16 --
 [8] State Road 16. Sorry. County Road 210.

[9] So, these impacts that are going to occur on
 [10] our road, there's not additional right-of-way to
 [11] accommodate all of these impacts. As you can
 [12] see, Interstate 95 is going through a
 [13] three-laning process up to the Duval County line.
 [14] Also, you can see the improvements that are
 [15] occurring on U.S. 1 in terms of resurfacing. So,
 [16] we have to look at some alternative modes of
 [17] transportation.

[18] Also, a key player in St. Johns County is
 [19] tourism. Just looking generally at tourism in
 [20] Florida, in 1992, the tourist trips into Florida
 [21] were approximately 41 million, and in 1999, it
 [22] grew to 59 million. Fifty-five percent of that
 [23] used -- came in by aircraft. The remainder were
 [24] bus, rail, or some -- private auto.

[25] Basically over the years, it has shown that

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[1] the percentage has dropped a little bit. Those
 [2] that arrive by aircraft have dropped slightly to
 [3] about 53 percent; and the use of private cars,
 [4] bus systems, tour busses, and so forth has
 [5] increased.

[6] Looking at it basically from Northeast
 [7] Florida standpoint, looking at the east coast and
 [8] north central Florida rail corridors, which
 [9] includes the southeast center, northeast, east
 [10] central and central Florida, we're showing
 [11] approximately 65 percent of the market share of
 [12] tourists that could go to the St. Augustine
 [13] area -- St. Johns County area.

[14] Let's right now look at our existing service
 [15] area transportation. In order to do so, we
 [16] defined a transit area. Our transit area
 [17] includes Flagler County, St. Johns County, Clay
 [18] County, Putnam County, and Duval County, with
 [19] the -- with St. Augustine or St. Johns County
 [20] being somewhat the centroid.

[21] At St. Augustine Airport, you see the
 [22] developments that are occurring in terms of
 [23] corporate hangar development, the instrument
 [24] landing system, as well as a new air traffic
 [25] control tower. That's going to bring in much

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[1] more activity to the airport. It provides safer
 [2] conditions. It encourages type commercial (sic)
 [3] activity to the area. As it is today, it still
 [4] continues to grow with corporate activity as well
 [5] as the local flying pub -- public.

[6] The national regional rail system, you have
 [7] the Florida East Coast, CSX transportation lines
 [8] that provide the freight carriers within the
 [9] area. Also, you have AMTRAK that goes through
 [10] Putnam Counties (sic) and Duval County.

[11] On the interstate, state, county, and
 [12] highway systems, we analyzed that from a level of
 [13] service analysis. A level of service analysis
 [14] starts off with alphabet A, A being excellent
 [15] service, B being good, C being fair, D being
 [16] satisfactory, and E being poor. If you look at
 [17] most of our highway systems right now, Interstate
 [18] 95, U.S. 1, County Road 210, with the impacts of
 [19] the developments that are occurring, it's
 [20] currently at level of service D, which is just
 [21] satisfactory.

[22] As these developments continue occurring
 [23] with no other alternative modes of transportation
 [24] being looked at, the level of service will
 [25] decrease unless we continue to buy more

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[1] right-of-way and continue to development roadway
 [2] systems within the community.

[3] On the county transportation system, we
 [4] looked at St. Johns County system. There is the
 [5] Council of Aging that operates the Sunshine Bus
 [6] service. That's a bus service system that
 [7] operates within the St. Augustine area.
 [8] Recently, they received a \$450,000 grant to
 [9] extend the service up to the Avenues Mall, which
 [10] now provides that county link that the JTA had
 [11] studied. That allows for some transfer within
 [12] the Avenues Mall to carry them through the Duval
 [13] County area.

[14] Also, there's Choice Ride that provides
 [15] service to employees from Putnam County and Clay
 [16] County to the World Golf Village areas and
 [17] several other areas.

[18] As you can see, what it tells us is this is
 [19] our existing service area that's currently
 [20] serving our needs to date. But, we have to look
 [21] at other modes as we go towards the future in the
 [22] development of the county.

[23] Proposed activity at the center. At the
 [24] development of a multimodal center for -- for St.
 [25] Augustine/St. Johns County, we have to look at

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[1] the rail-generated passenger activity. We know
 [2] the interest AMTRAK has expressed in starting
 [3] service along the east coast from north heading
 [4] to south to Miami and then from south up to
 [5] north. So, it also opens up the corridor for
 [6] commuter traffic between St. Augustine and the
 [7] Jacksonville area as activity picks up.

[8] You also have airport-generated activity.
 [9] Not too long ago, Carnival Cruise Lines came into
 [10] the St. Augustine Airport to discuss with
 [11] Jacksonville representatives on the Super Bowl
 [12] program in the year 2005. There's a lot of
 [13] interest in the airport. There's definitely
 [14] charter activity that occurs here. Again, as the
 [15] airport's navigational aids are in place, we see
 [16] that activity just growing with some form of
 [17] commuter activity.

[18] Local transportation activity occurring.
 [19] You have the Sunshine Bus service again, as
 [20] mentioned, and Choice Ride, that's using the
 [21] airport. Especially Sunshine Bus is using the
 [22] airport right now as its terminus currently
 [23] today.

[24] Tour bus activity. There is some tour bus
 [25] activity coming in within the county that stops

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[1] at different locations with one center. You have
 [2] the potential of allowing that tour bus to be
 [3] focused at one center.

[4] With all of this development and the
 [5] projections of retail activity, we feel like St.
 [6] Augustine area, the airport location is somewhat
 [7] centroid to the developments that are happening
 [8] north, as well as the developments that are
 [9] happening south and west of the county area.

[10] So, with this, we looked at all these user
 [11] groups. I looked at the siting for a
 [12] transportation -- a multimodal center.

[13] The user groups, as we defined, are
 [14] basically AMTRAK, limousine service, taxicab, Ace
 [15] Taxicab, Yellow Cab, Ancient Taxicab. Also, we
 [16] looked at the tour busses. We looked at the --
 [17] we looked at the Greyhound busses, Sunshine Bus
 [18] service, and limousine service, also as being
 [19] used in this center.

[20] This -- from the center siting, we looked
 [21] at -- we looked back again at the FEC rail
 [22] station that's in existence. Given the
 [23] geometrics with the bend around the station, that
 [24] the station's currently used by FEC to house
 [25] employees with no plans for relocating those

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[1] individuals, looking at its connectivity with the
 [2] airport, and realizing that Sunshine Bus service
 [3] is currently use the airport as its terminus
 [4] point and a centroid location, we thought the
 [5] location of the airport would be the most logical
 [6] choice. Also, it allows the county to capitalize
 [7] on multimodal funds, using the airport as one of
 [8] those modes to do so.

[9] We looked at the access to the facility. To
 [10] the north, you have Big Oak Road; and to the
 [11] south, we have 5th Street. There are going to be
 [12] some minor improvements done to those roads to
 [13] service the facility. We see on U.S. 1 some
 [14] decelerating lanes going into both of those
 [15] accesses.

[16] From functional requirements, we used
 [17] industry planning standards to lay out where
 [18] Greyhound would -- facilities would locate at the
 [19] center, also the AMTRAK facilities, local bus
 [20] needs, and so forth, and then developed a -- used
 [21] a computer program to come up with a square-foot
 [22] analysis for the facility.

[23] We're proposing an initial build-out of
 [24] 55,000 square foot of a facility, which is a
 [25] two-story facility. With a connection over to

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[1] the airport built, we'll give you a little bit
 [2] more of that facility.

[3] Based on the development of the program and
 [4] the cost -- we came up with a preliminary cost of
 [5] development of \$21 million for just the
 [6] development cost of the facility.

[7] At this time, I'll hand it over to Bill to
 [8] kind of share with you a little bit more on the
 [9] center and a rendering of the facility.

[10] MR. EBERT: Thank you, Don. My name is Bill
 [11] Ebert with William Ebert Architects, and I have
 [12] to apologize for this drawing up here. It was
 [13] actually scanned from a hand drawing. But in
 [14] your pamphlet, you have a site plan that shows up
 [15] a little bit better. I'm sorry that y'all can't
 [16] see it a little bit better.

[17] Basically what -- what we have done is
 [18] located the multimodal building right across from
 [19] the existing terminal and the new terminal
 [20] expansion that's going on right now, constructing
 [21] just to the north of the existing building.

[22] Basically, the location of the building --
 [23] and it's kind of hard to see, but we have U.S. 1
 [24] going from left to right. North would be to the
 [25] right on that drawing. And just to let you know,

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[1] it would be about right here is the terminal
 [2] (indicating), and the building would be located
 [3] in this area right here (indicating).
 [4] This is Avenue B coming along here
 [5] (indicating). You can barely see it. Avenue B
 [6] is on the upper part of that drawing, and you can
 [7] see it better on the smaller drawings in part of
 [8] the packet.
 [9] There's Avenue B. That would be the access
 [10] to the facility. You'd enter Avenue B to the
 [11] north or to the south. As Ed was saying, on the
 [12] north, it's Big Oak Lane. On the south, it would
 [13] be 5th Avenue. We would continue to keep part of
 [14] Avenue A open from the south that could be used
 [15] for service access to the facility.
 [16] Basically, there are four main functions
 [17] that go on here. One is obviously the AMTRAK
 [18] rail station, which obviously has to be located
 [19] along the rail track at some point. That is
 [20] located on the east side of the facility.
 [21] On the opposite side, the west side, is a
 [22] bus/taxi dropoff, which is under cover -- yeah,
 [23] it's right there (indicating), George. That is
 [24] basically a covered canopy area that the busses
 [25] would pull into and taxicabs would pick up

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[1] existing terminal that you can see right there
 [2] and then the new terminal expansion which is
 [3] being constructed right now. And that consists
 [4] of a hundred by hundred or 10,000-square-foot
 [5] hangar, which would be used for sales of
 [6] aircraft; a two-story office building, which
 [7] George is pointing to right there; and then four
 [8] corporate hangars going down to the northeast.
 [9] This contemplates that a new addition would
 [10] be added between the -- the existing terminal and
 [11] the new terminal expansion to become a waiting
 [12] area for terminal airline traffic.
 [13] That is then connected with a pedestrian
 [14] bridge that connects the new addition there on
 [15] the east to the multimodal building on the west.
 [16] That actually goes over U.S. 1 and over the
 [17] railroad tracks as -- as a connection.
 [18] Now, what this does is -- it's a very
 [19] logical way to bring the public into the building
 [20] and to service all the modes of transportation
 [21] from one main building. It connects to the
 [22] airport in a logical manner and to AMTRAK and the
 [23] bus/taxi service, as well as providing parking
 [24] and areas for rental cars, which are greatly
 [25] needed right now at the airport facility.

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[1] passengers.
 [2] To the north is the public entrance. That's
 [3] to the right side of the drawing. That's the
 [4] public entrance with public parking. And we have
 [5] parking for 200 cars -- excuse me, 300 cars shown
 [6] there.
 [7] Now, that can be used for commuter traffic,
 [8] people that might want to take bus service to
 [9] Jacksonville or rail service to Jacksonville to
 [10] go to work. It has -- can be used actually for
 [11] airport parking, long-term airport parking, as
 [12] well as the AMTRAK and bus parking or passengers
 [13] taking the busses and the AMTRAK.
 [14] To the south side of the building is the
 [15] last major function of the building, and that's
 [16] the rental car parking. We have 200 parking
 [17] places there for rental cars. We have a dropoff
 [18] area with possibility of fueling and washing
 [19] services there for the car companies. We
 [20] anticipate that you could have as many as four
 [21] rental car companies working out of this
 [22] building.
 [23] Now, I don't know -- I know you can't see
 [24] this either, but on the east side of U.S. 1,
 [25] immediately opposite the building, is the

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[1] As Don was saying, we looked at some figures
 [2] to and actually did some discussions with some of
 [3] the people that would be using the building to
 [4] arrive at a figure for the size of the building.
 [5] And, of course, this is only preliminary at this
 [6] point, but the building is about almost 56,000
 [7] square feet. It is two stories. First floor is
 [8] larger than the second floor. The first floor is
 [9] about 28,000 square feet. Second floor is about
 [10] 24,000 square feet. Those are net areas. The
 [11] total gross area is about 56,000.
 [12] There would be a two-story atrium public
 [13] space in the center. The public space or public
 [14] part of this building is roughly 25 percent.
 [15] That would be the waiting area and the toilet
 [16] rooms.
 [17] The transportation area is about 30 to 35
 [18] percent. That would be housing the rental car,
 [19] the AMTRAK, the Sunshine/Greyhound bus, as well
 [20] as the airport ticket counters. And this
 [21] anticipates that we could have as many as two
 [22] commuter airlines using the facility.
 [23] The support area, the offices, mechanical
 [24] equipment, toilet -- I mean, circulation and
 [25] everything accounts for about 20 percent of the

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[1] total facility. We also have retail in here that
 [2] could include, you know, a soda shop, a little
 [3] fast-food restaurant.
 [4] On the second story, we're anticipating
 [5] possibly a restaurant that would look out over
 [6] the -- all the modes of transportation that are
 [7] coming by the building. Also, you know, some
 [8] gift shops and news stands and things like that.
 [9] We're anticipating that would be 20 to 25 percent
 [10] of the total -- total building.
 [11] Now, these are all industry standards, and
 [12] we're using this just as a rule of thumb to gauge
 [13] the activities that can go on in the building and
 [14] the size of the building.
 [15] Next. This is a rendering of what the
 [16] facility could look like. It shows it looking
 [17] actually at the new multimodal building, and on
 [18] the other side, the terminal area expansion.
 [19] This is looking at it from the southwest. In the
 [20] foreground, you see the public parking and the
 [21] public access to the building, the main public
 [22] entrance.
 [23] The building, as I said, is two stories.
 [24] The center portion is a large atrium-type area
 [25] that allows the public to circulate, and a

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[1] I'd like to now turn it over to Jack Karibo
 [2] from Jakari to discuss some of the financing.
 [3] MR. JAKARI: Just a -- just a couple of
 [4] other comments back on the rendering. The
 [5] pedestrian crosswalk across the tracks and U.S. 1
 [6] certainly could be designed to incorporate -- or
 [7] will need to be designed to incorporate certain
 [8] ADA kinds of facilities, also to incorporate an
 [9] automated baggage service that will allow bags to
 [10] flow automatically between -- and again, this is
 [11] a concept -- automatically between the airport
 [12] terminal on the west side and the
 [13] transportation -- proposed transportation
 [14] facility on the west -- I'm sorry, on the east
 [15] side, and the facility on the west side. Would
 [16] also be part of a final design at least to
 [17] determine what it would cost. Certainly put in
 [18] speed walks or some kind of walking assistance
 [19] that will allow seniors or elderly to be able to
 [20] use the facility with the greatest amount of
 [21] ease.
 [22] Part of the tasks that we had in addition to
 [23] determining demand and coming up with the
 [24] conceptual facility and the cost, was to look at
 [25] the site itself to determine if there are any

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[1] waiting area for the public.
 [2] The entrances on -- or the areas on all
 [3] three -- actually, all four sides -- and it's
 [4] hard to see here -- but would anticipate a kind
 [5] of coquina stone facade so that it starts to
 [6] bring in the character that's prevalent in old
 [7] St. Augustine.
 [8] The building is kind of an international
 [9] style, and it's typical of some transportation
 [10] facilities like Union Terminal and -- and other
 [11] buildings like that.
 [12] As you can see, we have a canopy for the
 [13] busses on the right side of that rendering. The
 [14] left side is another canopy that's similar. That
 [15] is for the AMTRAK trains. And then the -- you
 [16] can see the bridge going over and tying into the
 [17] terminal area expansion.
 [18] On the back side of the building, the
 [19] parking lot, is a rental car area. We're
 [20] anticipating that we're going to need some
 [21] retention ponds there. The retention ponds are
 [22] shown on the opposite ends of the parking and
 [23] could be a nice aesthetic feature traveling down
 [24] U.S. 1 to see this facility flanked by retention
 [25] ponds, possibly fountains or something like that.

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[1] environmental consequences that require special
 [2] treatments and/or to determine the overall
 [3] constructability of the project.
 [4] To do this, we -- we enlisted the help of
 [5] our other team member, Environmental Resource
 [6] Solutions, and their team of professional
 [7] biologists who are experienced in doing field
 [8] truthing and basic survey and site investigations
 [9] in northern Florida and in southern Georgia.
 [10] We began by just reviewing what we know to
 [11] be the requirements from a federal level, since
 [12] the airport is the site of -- or the proposed
 [13] site for this facility.
 [14] There are certain things that --
 [15] requirements environmentally that the Federal
 [16] Government has in terms of environmental
 [17] assessments, whether or not the assessment is
 [18] a -- ends in a finding of no significant impacts,
 [19] otherwise known as a FONSI, or whether or not
 [20] there are in fact significant impacts that
 [21] require more intense and further study that the
 [22] type is found in environmental impact statement.
 [23] We then looked at the parameters for the
 [24] site investigation and the field truthing. We
 [25] used criteria based on the St. Johns Water

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[1] Management District, the Florida Department of
[2] Environmental Protection, the Army Corps of
[3] Engineers, U.S. Fish and Wildlife Services, and
[4] the Florida Fish and Wildlife Conservation
[5] Commission.

[6] The areas of interest, particularly for
[7] these kinds of projects, are generally going to
[8] focus on -- and this study did focus on
[9] jurisdictional wetlands and surface waters, the
[10] evidence of threatened and/or endangered species
[11] and habitat, and also land-use cover and the --
[12] the kinds of soils that are on -- located within
[13] the site.

[14] Basically, the results of our initial
[15] analysis here was that through the site
[16] investigation, no threatened or endangered
[17] species or habitat were sited. They did locate a
[18] small wetland area, less than one acre,
[19] approximately, I believe one -- eight-tenths of
[20] an acre, that is in the southern portion of the
[21] proposed site between Avenues A and B. And from
[22] the soil standpoint, we found that the soils are
[23] a sandy or a sandy loam kind of a -- of a soil,
[24] with relatively low propensity to hold water,
[25] which makes it a -- a good kind of soil for

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[1] Again, because the proposed site is located
[2] on the airport, this makes it the -- some of the
[3] funding possibly eligible through the Federal
[4] Aviation Administration in their Airport
[5] Improvement Program.

[6] Other types of funding available would also
[7] possibly come from the Florida High -- I mean,
[8] the federal highway, FAH, and then a number of
[9] programs under TEA 21, which is Transportation
[10] Equity Act of the 21st Century, that deal with,
[11] without going through the details on them, that
[12] deal with various kinds of -- if the project were
[13] to incorporate ITS; if the project were to
[14] incorporate -- which is Intelligent
[15] Transportation Services -- if it were to require
[16] landscape or special other service, or ADA, job
[17] access and reverse commute.

[18] If it helps low-wage income earners get to a
[19] job or get as a part of their job to where they
[20] need to do -- to do their job, then certainly it
[21] would be eligible for those kinds of -- of a
[22] project. So, in all, we looked at eight federal
[23] sources and seven state sources.

[24] Again, because the proposed site is on the
[25] airport, the Florida Department of Transportation

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[1] constructability.

[2] The -- because the wetlands are less than
[3] one acre, only the St. Johns Water Management
[4] District permitting would be necessary in
[5] mitigation because it's less than a hundred
[6] acres, the total site, for any of the wetland
[7] impacts should not be necessary.

[8] Based on the location of the wetland and
[9] other hardwood species and so on on the site, I
[10] think that the consulting team at least certainly
[11] believes that once -- if it were to move forward
[12] and we get into hard design, that there are
[13] numerous opportunities to not only preserve,
[14] but -- but enhance these -- these environmental
[15] attributes.

[16] The -- when looking at the funding to
[17] determine the cost, research on this was based on
[18] the primary goal of the center being to
[19] facilitate connectivity between existing proposed
[20] transportation modes.

[21] In doing that, we also looked at the
[22] federal, state levels for various programs that
[23] have a match or where they would find this type
[24] of project eligible for their various program
[25] funding requirements.

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[1] Aviation Program is a likely funding source for
[2] this. The aviation office has, over the past
[3] years, funded as much as a little over \$7
[4] million, I believe, in airport-related projects,
[5] improvements, capital improvement as part of the
[6] Capital Improvement Program.

[7] One other source that we believe is a, for
[8] lack of a better term, probably one of the better
[9] showers at this point where we have the best
[10] probability of perhaps obtaining some funding, is
[11] the Transportation Outreach Program, TOPS.

[12] This is a program previously called Fast
[13] Track, wherein the funds were made available
[14] because the High Speed Rail Initiative basically
[15] was put on hold for a period of time, and --
[16] under Fast Track. And then the first year of
[17] TOPS was -- is being funded, and again, this year
[18] is being funded as a result of the funds made
[19] available from the High Speed Rail Project.

[20] As you're all aware, probably, is that last
[21] fall the High Speed Rail Initiative was basically
[22] given a second -- a new life so to speak, and
[23] while they were trying to determine the source of
[24] funding and -- and who's going to pretty much run
[25] the show, I think that most of our colleagues in

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[1] the industry believe that the TOPS funding
[2] program will certainly be around this year, but
[3] we're not sure about subsequent years or years
[4] after that point.

[5] So, this might be a year or a one-time shot,
[6] or maybe a second year if they leave those kinds
[7] of funds alone. But we think that certainly this
[8] could be a likely candidate for funding
[9] assistance to -- to get this project started.

[10] Other kinds of things that the state
[11] provides that are applicable to this type of a
[12] project involve the State Intermodal Fund, which
[13] is basically a leader in funding, the leader
[14] amongst all the program kinds of funds in funding
[15] state's share of transit capital improvements.
[16] There's also the ITS system at the state level,
[17] similar to the one available at the federal
[18] level.

[19] We've identified county incentive programs,
[20] transportation corridor funds -- transit corridor
[21] funds. And also the State Infrastructure Bank
[22] loans, SIBs. They've been around for a while,
[23] but they've been kind of reworked. These are
[24] federal loans. They -- in fact, it's a pilot
[25] program now with new parameters, of which Florida

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[1] particularly for communities, is to investigate
[2] the possibilities of public/private partnerships.
[3] This is also very -- very -- it's an up and
[4] coming -- or at least in the last ten years has
[5] gained quite a bit of speed in terms of funding
[6] certain capital improvement projects at airports.

[7] Another possibility is the special voter --
[8] special voted assessments, if deemed appropriate,
[9] by -- by the local community. And then finally
[10] the county, city, and airport appropriations from
[11] the funding sources that can legally provide that
[12] capability.

[13] To -- having identified these sources, then,
[14] I think what we wanted to do -- or the task then
[15] became one of providing a reality check in trying
[16] to put some of these funds together to see from a
[17] standpoint of what we know the general resources,
[18] whether federal, state, what levels do they fund
[19] at, and could we put a package or packages
[20] together that, you know, pretty much made sense,
[21] and from the standpoint of federal, state and
[22] local, could be a pillar or something to shoot
[23] for in terms of acceptability.

[24] Scenario one is -- basically it says the
[25] TOPS program at a hundred percent funding for the

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[1] is fortunate enough to be one of four states in
[2] the pilot program.

[3] The SIB program was authorized by the
[4] National -- National Highway System Act of 1995,
[5] and it loans interest-free money for eligible
[6] projects with a payback period of from 1 to 15
[7] years.

[8] The kinds of things that this SIB can be
[9] used for would include such things as credit
[10] enhancements, interest rate subsidization, bond
[11] security, and provides other means of -- and
[12] methods of leveraging other kinds of funds that
[13] we can identify that are eligible for the
[14] project.

[15] Under the local participation, I think we
[16] need to say that the kinds of things that we've
[17] identified here are not necessarily recommended,
[18] but we've identified it certainly for
[19] consideration.

[20] Amongst these kinds of things are a special
[21] benefit assessment district with in-kind
[22] services, provision of various kinds of
[23] infrastructure, land, utilities, roads, lights,
[24] so on and so forth.

[25] A new, and becoming more I think popular,

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[1] entire estimated \$21 million. While the TOPS
[2] program has a minimum total pocket or purse of
[3] \$60 million, I believe that the last year's round
[4] went up to as high as \$121 million. So, the \$60
[5] million is -- is kind of a minimum funding level.
[6] However, there were numerous, numerous programs
[7] that competed for -- by the time you get 126 or
[8] so projects in there, the money disappears quite
[9] fast, quite quickly.

[10] So, it's highly unlikely that all of the
[11] funding could be achieved or accumulated from a
[12] TOPS program. But then if they thought that the
[13] project here met all of the requirements and
[14] parameters and therefore got bonus points as
[15] well, there's a possibility that we could get,
[16] you know -- I mean, if they offer, who's going to
[17] turn it down?

[18] The scenario two really consists of TOP
[19] funding with federal, state, and local
[20] participation. In scenario two, we're looking at
[21] the federal share of being about 28 percent of
[22] the total project cost. This money would come
[23] from aviation and transit grants at the federal
[24] level. At the state level, we would look for
[25] funding -- less funding than scenario one from

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[1] the TOP, the Transportation Outreach Program,
[2] with additional funding from the state's aviation
[3] and intermodal funding sources.

[4] For local participation, this scenario
[5] includes the provision for infrastructure for
[6] water, sewers, roads, lights, and so on, plus
[7] approximately -- well, plus some money from --
[8] that will be donated or -- or contributed towards
[9] construction of the terminal.

[10] And when we say "local," we're really
[11] looking at -- at the city and the county and the
[12] Authority, and perhaps even, if it should make
[13] sense and such an opportunity could be
[14] identified, some form of public/private
[15] partnership.

[16] We go to scenario three. It's essentially
[17] the same as the scenario two and includes TOP
[18] funding with joint development, federal funds,
[19] local funds, and an SIB loan. And here, the
[20] federal share remains essentially the same, but
[21] you can see that the state's share goes to 49
[22] percent, which is more in the ballpark of what
[23] the state likes to look at, more consistent with
[24] the state's programs, I think.

[25] And the local percentage, as you can see,

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[1] goes up, but the difference between scenario two
[2] and scenario three is the SIB loan. It's that
[3] no-cost 1-to-15 year loan, payback loan, wherein
[4] the actual numbers, even though the local
[5] participation goes up 23 percent, because a loan
[6] is used to fund up front the capital improvement
[7] with the pledge of a revenue from a completed and
[8] operating facility, the actual dollar amount that
[9] the local participation is actually goes down
[10] from scenario two and certainly goes down at the
[11] state as well.

[12] Again, I think the -- the SIB loan is a --
[13] is a good way to kind of leverage future
[14] operating revenues in getting into an efficient
[15] way of getting the program constructed and
[16] underway.

[17] (Whereupon, Mr. McClure leaves the room.)

[18] MR. JAKARI: Many -- certainly, the local
[19] governments and communities and certainly all of
[20] the funding partners, whether they're federal or
[21] state, have an interest in, okay, what do we get
[22] back on our investment?

[23] In the economic impact, we approached this
[24] in a couple of different ways. We looked at the
[25] qualitative way, things that we can qualitatively

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[1] explain and other things that are not so easily
[2] explained qualitatively, but we know that they
[3] are a benefit nonetheless.

[4] And -- and if you were to spend additional
[5] monies -- in fact, a great amount of monies and
[6] effort towards, you probably could come up to
[7] some kind of qualitative amount or benefit to
[8] them. But we went ahead and mentioned them
[9] anyway.

[10] On the quantitative benefit side of it, we
[11] know that the economy, if you're able to just
[12] hold it still in -- in terms of a snapshot
[13] relative to a movie, you would see that there are
[14] basically direct-induced and indirect impacts.
[15] The direct impacts are similar to the -- the
[16] kinds of purchases and expenditures that are made
[17] on-site.

[18] I would go in, as well as hundreds or
[19] thousands of other folks, and buy goods and
[20] services from the people located at -- at the
[21] proposed transportation center. When their
[22] supplies are depleted, they have to go to
[23] additional supporting industries to replenish the
[24] inventories and so on and so forth.

[25] (Whereupon, Mr. McClure enters the room.)

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[1] MR. JAKARI: They pay wages and so, this
[2] gets into the five-county region, and those kinds
[3] of businesses that support this within the
[4] five-county region start a chain of spending.
[5] This all has a multiplier effect on the -- on the
[6] economic impact determination.

[7] Add to the original economic expending --
[8] expenditures going on, this attracts additional
[9] businesses that are not necessarily related to
[10] the transit -- the transportation center to begin
[11] locating in the area. These are called the --
[12] the indirect impacts.

[13] So, to get the multiplier effect, we need a
[14] model. And probably one of the best models or
[15] most accepted models within the industry is one
[16] developed by the United States Department of
[17] Commerce, Bureau of Economic Analysis. It's
[18] called a RIMS II model, which stands for Regional
[19] Input-Output Modeling System. What the RIMS II
[20] model does, is it takes multipliers for each of
[21] 38 industries and across 500 subindustries that
[22] are specific to this area.

[23] For instance, this area is much different
[24] than say Wyoming, where agricultural or horse --
[25] or even though Ocala certainly is an equestrian

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[1] type of an area, but this area alone across St.
[2] Augustine, St. Johns County, the five-county
[3] region, has a specific characteristic about how
[4] it spends money. Very big on tourism. Many
[5] places in Florida are.

[6] But if you get the point, is that this --
[7] this is a little different than another part of
[8] the United States, and therefore, these
[9] multipliers by the U.S. DOC, BEA are very
[10] specific to this area.

[11] When we go and apply these to what we
[12] estimate to be the -- the direct benefits or the
[13] expenditures that are expected to occur at this
[14] facility, we have to look at it in two ways. We
[15] have to look at it as a construction kind of
[16] benefit and one for operation of the facility.

[17] Construction benefit is a one-time
[18] occurrence since you only build the facility
[19] once. But when the multipliers are applied, we
[20] can see that employment for the five-county
[21] region adds an additional 780 jobs. And a total
[22] output, which is equivalent to revenue and/or
[23] sales, is increased to \$45.5 million just from
[24] the construction of the facility alone.

[25] If you take and apply the same thing to the

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[1] estimated employment, the kinds of services that
[2] will be offered on-site at the transportation
[3] center, the employment and activity going on at
[4] the transportation center for a five-county
[5] region would add an additional 325 jobs, and the
[6] total output or revenues generated from the
[7] operation of the center for a five-county region
[8] would be \$18.7 million.

[9] If you would combine the first-year impact,
[10] we're looking at as many as 1,105 additional jobs
[11] in the service area and a total output or revenue
[12] stream of nearly \$65 million.

[13] The benefits derived from both construction,
[14] operation are therefore more than two times
[15] greater than the -- than the original investment.
[16] And all of this is realized in the first year.

[17] There are other associated benefits which,
[18] like we say, were not really easy to quantitate.
[19] But they all have to do with mass transit
[20] efficiencies.

[21] First of all, it -- the fact that the rail
[22] is here and it services all of the proposed modes
[23] in one location, there are mass transit -- there
[24] are mass transit efficiencies, such as the
[25] seamless transfer between the different modes,

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[1] the fact that with the rail here, I think that
[2] the community, both citizens and visitors alike,
[3] have an additional transportation option that's
[4] convenient to already existing modes of
[5] transportation.

[6] Projects of this type, particularly
[7] multimodal and intermodal, because this is why
[8] the Federal Government, certainly the state
[9] government, have so many funding sources for
[10] these, because they do recognize the value of it.
[11] They do have the inability -- or the ability
[12] to -- to provide increased business activity.
[13] Certainly as -- as those businesses move in, they
[14] need employees, so it increases tax base.

[15] Because there are mass transit efficiencies,
[16] there is reduction in long-term environmental
[17] impact through reduced emissions from automobile
[18] emissions and fuel consumption.

[19] There is a bulk benefit from existing
[20] infrastructure already paid for in the roadways
[21] in that it relieves -- or it actually creates an
[22] additional capacity for these roadways and makes
[23] the latest improvements last just that much
[24] longer. So, there's less congestion, delay on
[25] the major area roadways.

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[1] There's a positive influence for further
[2] industrial commercial development, as I
[3] mentioned. And for a county and counties,
[4] particularly in Florida, that has a large
[5] percentage of seniors, and mixed in with
[6] middle-age and all ages, actually, of employees
[7] and people who need to get to work, it can
[8] provide -- and the visitors, and the money that
[9] comes in from tourism, it can provide an improved
[10] quality of life for the citizens and visitors.

[11] So, those are some of the highlights of the
[12] funding and economic impact part of it. And I
[13] think Ed is needing to -- to pretty much sum this
[14] up, and then I believe we'd just open it for
[15] comments or questions at that time. Thank you
[16] very much.

[17] MR. WUELLNER: As I think I mentioned
[18] earlier, the -- in wrapping this whole thing up,
[19] there's no -- we're not looking -- there's no
[20] specific action or request being made of the
[21] board, of this board today; that what we intended
[22] to do was present the study results also to the
[23] Board of County Commissioners next week.

[24] The only item that is continuing to move
[25] forward at this point is the completion of the

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[1] application for the TOPS program itself. That
 [2] was a part of the original scope of services that
 [3] the consultant was contracted to do.
 [4] There is a deadline on that at the end of
 [5] August, which allows some time to sit back and
 [6] think about what you've heard and ask the
 [7] questions and get the input from your
 [8] constituencies, at which point, sometime next
 [9] month, I assume at the next board meeting, we'd
 [10] probably look to solidify some support relative
 [11] to the TOPS application only, that being to move
 [12] that forward in terms of asking.
 [13] At that point, it would be our
 [14] recommendation that this board meet jointly or
 [15] some method be developed between this board and
 [16] the County Commission to pursue how, if -- if at
 [17] all, the project were to move forward and how
 [18] each entity would be involved in that process and
 [19] come up with some plan of action over the next
 [20] few years.
 [21] The TOPS program itself is, just to give you
 [22] a little history -- or not history, but process,
 [23] it -- they have a deadline of the end of August
 [24] for the applications into that program. It will
 [25] be considered through a public presentation and

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[1] input by a committee formed by the legislature.
 [2] The legislature -- this committee will make
 [3] recommendations back to the full legislature
 [4] beginning in January. The legislature will react
 [5] to those projects and choose to fund what it
 [6] chooses to fund out of that list.
 [7] Those recommendations then of course go to
 [8] the Governor for approval or veto, whatever he
 [9] sees fit, at which time the first commitment
 [10] relative to the project would need to be made
 [11] formally; that is, the first identity of funds to
 [12] match anything in the TOPS program.
 [13] So, there's -- there's no real hurry to find
 [14] money or do anything else. We're still in the
 [15] process of identifying where we would go from
 [16] here anyway when talking to Florida DOT and the
 [17] other agencies in actually formalizing submittals
 [18] to them and requests for funding and meeting all
 [19] of the regulatory issues that are out there in
 [20] the future.
 [21] So, at this point, we just want you to kind
 [22] of think about it, talk about it, not amongst
 [23] yourselves obviously, but see -- see where you
 [24] feel when we come back next month relative to
 [25] resolution.

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[1] I would encourage you to talk to your staff,
 [2] any of the consultants. You have a more detailed
 [3] report that Don's holding there that we'll have
 [4] out to you this week, that basically is the text
 [5] and nuts and bolts of that -- of that report
 [6] versus a summary that you saw today.
 [7] So, read that, get back to us individually
 [8] if you'd like, but I would hope be prepared to
 [9] have some meaningful discussions beginning as
 [10] early as next month as to how you may or may not
 [11] want to proceed.
 [12] We -- we have a -- it's a draft, but it's
 [13] really basically the same report as will be out
 [14] later in the week absent color. So, it's
 [15] basically the same text and the like; it's just
 [16] not quite as pretty yet as it will be later in
 [17] the week.
 [18] MR. RAMDASS: Would you like a copy to go or
 [19] wait for the color?
 [20] CHAIRMAN ROSE: Is that the -- does that
 [21] conclude the presentation?
 [22] MR. WUELLNER: Yes. Yes, sir.
 [23] CHAIRMAN ROSE: If you turn on off the
 [24] machine, I can sit down again.
 [25] MR. WUELLNER: And see.

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[1] CHAIRMAN ROSE: Thank you. Do you have any
 [2] questions of Ed?
 [3] MR. CIRIELLO: No.
 [4] 8.A. - Authority Members
 [5] CHAIRMAN ROSE: All right. Well, that
 [6] concludes the business. I have nothing to
 [7] discuss with the Board, except I see that Ed has
 [8] placed on the agenda this Florida Airport
 [9] Manager's Association meeting. Ed, I guess
 [10] you're encouraging our board members to attend
 [11] that meeting.
 [12] MR. WUELLNER: I sure am.
 [13] CHAIRMAN ROSE: And you have the details --
 [14] MR. WUELLNER: Yes, sir.
 [15] CHAIRMAN ROSE: -- if anybody wants them. I
 [16] have nothing else. Dennis isn't here. Charles
 [17] Lassiter?
 [18] MR. LASSITER: I just have a quick question
 [19] for Ed. Has there been any more or abatement of
 [20] the problems with the noisy aircraft at night?
 [21] The gentleman who --
 [22] MR. WUELLNER: Perhaps Bryan could bring you
 [23] up to speed on that. I'm not aware of any new
 [24] developments.
 [25] MR. LASSITER: Has that kind of been --

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[1] MR. COOPER: We've had a couple of sporadic
[2] incidents which were handled, but for the most
[3] part, that problem has gone away.

[4] MR. LASSITER: It flew away.

[5] MR. COOPER: The solution that we came up
[6] with worked.

[7] MR. LASSITER: It flew away.

[8] CHAIRMAN ROSE: That's good news.

[9] Mr. Ciriello?

[10] MR. CIRIELLO: Mr. Chairman, seeing that
[11] this meeting's gone pretty long and it hasn't
[12] done that in years, would it be okay if I defer
[13] this agenda item I have on here till next month,
[14] plus -- because I've got three or four other
[15] things I wanted to talk about and none of it's
[16] that -- not that important that we can't do it
[17] next month. Would that be okay?

[18] CHAIRMAN ROSE: That would be just fine.
[19] That'll be fine. Any other comment from the
[20] board?

[21] 9. - Public Comment

[22] CHAIRMAN ROSE: Any public comment? Yes,
[23] sir.

[24] MR. NESBITT: Good evening. My name is Bill
[25] Nesbitt. I live over on north beach. I have no

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[1] comment about the project we just heard, but just
[2] a general comment.

[3] I've been using the airport here for about
[4] ten years. I've lived in the area for three. I
[5] moved here -- one of the reasons I moved here,
[6] it's a nice airport; it's a nice community. I
[7] bought an airplane here ten years ago, made
[8] friends, and kept on coming back to the point
[9] where I moved into the community.

[10] Mr. Ciriello, Mr. Lassiter, you're on the
[11] right track. We keep building things with the
[12] hope that these things will attract income. That
[13] income will pretty soon negate the need for
[14] public funds to run this operation. And it's not
[15] doing it. And the reason is: You have no
[16] competition here. Without competition, a lot of
[17] business goes elsewhere.

[18] People vote with their feet, and we with
[19] airplanes vote with our wings. A lot of you
[20] gentlemen fly, and you understand that it really
[21] doesn't take any more to land at Ormond Beach or
[22] Flagler on the way back to fuel than it does
[23] here.

[24] Strange thing happened this year. The fuel
[25] prices went up to about \$2.90 here, and at

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[1] Flagler and Ormond Beach, they stayed around
[2] \$2.05, \$2.10. They managed to do it. We did not
[3] manage to do that here.

[4] If -- I assume, as part of your economic
[5] base, you make some money on every gallon of fuel
[6] that's pumped, flowage. Well, if it ain't
[7] flowing, you ain't making; I'll tell you that.
[8] Used to be a real nice place to come here. We'd
[9] go eat, we'd sit around, we'd buy fuel, and it
[10] was fun. It's not fun anymore. It's lost that
[11] edge.

[12] I've got 13 people I fly with in the Coast
[13] Guard. We have 13 aircraft. They won't come
[14] here anymore. It's not fun. The fuel is too
[15] expensive. The government only pays us a buck 70
[16] for our fuel. Why should we pay \$2.90 when the
[17] guys down the street are selling it for \$2.10?
[18] We don't get paid back. They have food there
[19] too; it's fine, no problem.

[20] You have one group that controls your fuel.
[21] That same group controls access to the FBO. If
[22] they have new Extras that have to be put
[23] together, we get at the bottom of the line. Same
[24] thing with painting.

[25] You need competition. And if you don't want

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[1] to be the competition, let somebody else be the
[2] competition, but don't let Aero Sport be the
[3] competition. Because while they were charging
[4] \$2.90, the other guys are charging \$2.10. All of
[5] a sudden, their prices come down. Why? They're
[6] afraid of competition. If that fear goes away,
[7] they're going back up to \$2.90. That's it.

[8] 10. - Next Regular Board Meeting

[9] CHAIRMAN ROSE: Thank you. Next meeting
[10] will be August 20th, and we'll have a workshop at
[11] 2 o'clock that afternoon before the board
[12] meeting.

[13] Is there any other business to come before
[14] us?

[15] MR. WUELLNER: Just confirm the only item
[16] you wanted to discuss because of advertising
[17] requirements would be the budget at workshop? I
[18] just want to make sure.

[19] MR. LASSITER: That's a pretty
[20] all-encompassing item.

[21] CHAIRMAN ROSE: Wait. You're talking about
[22] the workshop?

[23] MR. WUELLNER: Yes. I just want to make
[24] sure. That's the only item you wish to have
[25] advertised as a part of the workshop.

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[1] CHAIRMAN ROSE: I think we want to discuss
 [2] the budget.
 [3] MR. WUELLNER: Okay.
 [4] MR. CIRIELLO: Yeah.
 [5] CHAIRMAN ROSE: The budget. Any other
 [6] comment on that?
 [7] (No comment.)
 [8] CHAIRMAN ROSE: Being no further business,
 [9] the meeting is adjourned.
 [10] (Whereupon, the meeting adjourned at 6:48 p.m.)

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[1] REPORTER'S COURT CERTIFICATE

[2]
 [3] STATE OF FLORIDA)
 [4] COUNTY OF ST. JOHNS)
 [5]
 [6] I, JANET M. BEASON, RPR-CP, RMR, CRR, certify that I
 [7] was authorized to and did stenographically report the
 [8] foregoing proceedings and that the transcript is a true
 [9] record of my stenographic notes.

[10]

[11] Dated this 26th day of July, 2001.

[12]

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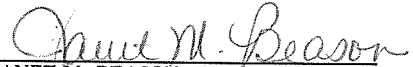
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 JANET M. BEASON, RPR-CP, RMR, CRR
 Notary Public - State of Florida
 My Commission No.: CC 705710
 Expires: April 30, 2002

<p align="center">\$</p> <p>\$1.5 33/19, 36/18 \$1.80 5/16 \$1.83 34/2 \$10,000 12/12 \$10,319,167 37/19 \$10,373,167 30/13 \$12,144,418 30/17 \$121 124/4 \$15.5 78/3 \$150,000 33/11 \$175,000 35/15 \$18.7 130/8 \$2 5/17 \$2,680,655 30/19 \$2,684,730 38/11 \$2.05 139/2 \$2.10 139/2, 139/17, 140/4 \$2.15 6/16 \$2.25 6/15 \$2.299 38/8 \$2.684 38/10 \$2.74 5/23 \$2.90 138/25, 139/16, 140/4, 140/7 \$2.94 5/10, 5/20 \$21 108/5, 124/1 \$220,000 32/20 \$268,000 41/16 \$45.5 129/23 \$450,000 104/8 \$467,659 30/15 \$545,592 30/11 \$55,050 54/12 \$60 124/3, 124/4 \$62.5 78/3 \$65 130/12 \$7 120/3 \$758,000 30/12 \$9,463,763 30/18</p>	<p>1964 63/8 1982 97/23 1992 101/20 1995 122/4 1998 97/24, 99/5 1999 101/21</p> <p align="center">2</p> <p>2 2/3, 52/3, 52/11, 71/21, 72/3, 72/18, 73/14, 140/11 2,200 100/2, 100/17 2,700 100/7 20 5/21, 45/19, 80/11, 90/16, 112/25, 113/9 20,000 100/14 200 100/12, 110/5, 110/16 2001 1/5, 142/11 2001-07 2/14, 77/17, 77/19, 82/8, 82/13 2005 98/1, 105/12 2008 100/6 20th 51/21, 52/1, 52/12, 140/10 21 119/9 210 99/21, 101/8, 103/18 21st 119/10 22 31/2, 40/17 22nd 6/14 23 126/5 24,000 112/10 24th 96/2 25 6/22, 9/3, 39/2, 98/6, 112/14, 113/9 25,600 97/25 25-square-mile 97/22 26th 142/11 28 30/21, 38/11, 39/2, 48/11, 48/12, 124/21 28,000 112/9 280 38/7</p> <p align="center">3</p> <p>3 2/3, 2/4, 2/5, 60/20, 72/5, 72/18 3,300 100/18 3.9 31/14 30 2/12, 45/19, 83/20, 112/17 300 100/18, 110/5 300,000 100/19 31 36/25 32,300 98/1 32084 1/18, 1/23 325 130/5 3380 73/22 35 99/11, 112/17 38 5/12, 128/21</p> <p align="center">4</p> <p>4 1/6, 2/5, 2/6, 2/8, 3/2, 31/11, 60/20, 72/5, 72/18 4,000 34/11 4-to-1 79/2 41 101/21 417 70/4 45 83/20 47 2/12 4796 1/3 49 125/21 4:00 52/15</p> <p align="center">5</p> <p>5 2/6, 5/1, 5/22, 5/24, 50/3, 50/12, 60/20, 72/5, 72/19 50 92/16 500 4/23, 128/21 52 2/13 53 102/3 55,000 107/24 56,000 112/6, 112/11 57 2/14, 31/5 59 101/22 5:01 50/12 5:30 85/3 5:35 85/4 5th 107/11, 109/13</p>	<p align="center">6</p> <p>6 2/7, 98/15 6,400 56/17 6.2 31/13 6.A 4/14 6.B 4/17 6.D 8/6 6.E 17/8 60 84/13 62 56/17 65 102/11 66 4/21 6:30 85/2 6:48 1/6, 141/10 6th 18/20</p> <p align="center">7</p> <p>7 2/11 7,100 97/24, 98/13 7.A 30/1 7.B 47/21 7.C 52/20, 57/8, 57/14 7.D 57/24 7.E 77/17 7.F 83/5 7.G 85/6 70 139/15 77 2/14 780 129/21</p> <p align="center">8</p> <p>8 2/9, 2/16 8.9 40/13 8.A 136/4 80 37/2 80,000 100/13 80/20 35/16 825-0570 1/24 83 2/15 85 2/15 85.4 31/16</p> <p align="center">9</p> <p>9 2/19, 31/1, 137/21 904 1/24 95 101/6, 101/12, 103/18</p> <p align="center">A</p> <p>A.A.E 1/19 abate 69/2 abatement 136/19 ability 45/21, 89/5, 131/11 absence 1/14 ABSENT 1/12, 2/9, 85/11, 135/14 abuts 55/9 accept 3/14, 3/24, 4/3, 4/10, 57/7, 70/18 acceptability 123/23 acceptable 45/7 ACCEPTANCE 2/5, 3/16, 43/3 accepted 128/15 accepts 39/19 access 86/5, 89/24, 90/7, 107/9, 109/9, 109/15, 113/21, 119/17, 139/21 accesses 107/15 accessible 81/2 accommodate 101/11 accomplish 64/22, 69/24 accomplished 33/18, 33/25, 34/19, 58/16, 58/20 account 31/1 accounting 31/15 accounts 112/25 accumulated 124/11 Ace 106/14 achieved 124/11 acquire 85/25 acquisition 36/16, 36/18, 58/3, 72/13, 96/14 acre 117/18, 117/20, 118/3 acres 100/1, 100/2, 118/6 Act 119/10, 122/4 acted 17/19 ACTION 2/11, 15/3, 29/25, 36/6, 69/14, 70/19, 72/20, 77/5, 132/20, 133/19 actions 68/6</p>
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