

1 ST. AUGUSTINE - ST. JOHNS COUNTY AIRPORT AUTHORITY

2 Regular Meeting

3 held at 4796 U.S. 1 North

4 St. Augustine, Florida

5 on Monday, July 17, 2006

6 from 4:01 p.m. to 6:43 p.m.

7 \* \* \* \* \*

8 BOARD MEMBERS PRESENT:

- 9 BOB COX, Chairman
- WAYNE GEORGE, Secretary-Treasurer
- 10 RANDY BRUNSON
- JOHN "JACK" GORMAN

11 BOARD MEMBERS ABSENT:

- 12 SUZANNE GREEN

13 \* \* \* \* \*

14 ALSO PRESENT:

- 15 DOUG BURNETT, Esquire, Rogers, Towers, Bailey,
- 16 Jones & Gay, P.A., 170 Malaga Street, St. Augustine,
- FL, 32084, Attorney for Airport Authority.

17 EDWARD WUELLNER, A.A.E., Executive Director.

18 BRYAN COOPER, Assistant Airport Director.

19 \* \* \* \* \*

20  
21  
22  
23  
24  
25

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1           P R O C E E D I N G S

2           CHAIRMAN COX: Ladies and gentlemen, like to  
3 call this meeting to order, the July 17th regular  
4 Airport Authority meeting.

5           Our first order of business, please, will be  
6 the Pledge of Allegiance.

7           (Pledge of Allegiance.)

8           CHAIRMAN COX: Thank you.

9           3. - APPROVAL OF MINUTES

10          CHAIRMAN COX: Approval of the minutes for  
11 the last meeting. Are there any exceptions to the  
12 minutes of the last meeting?

13          MR. BRUNSON: I move we approve.

14          MR. GEORGE: I moved, also. I second.

15          CHAIRMAN COX: Meeting minutes approved from  
16 the last meeting, hearing no -- hearing no  
17 objections. Financial report for June.

18          4. - APPROVAL OF FINANCIAL REPORT

19          MR. GEORGE: From the secretary -- from the  
20 treasurer's standpoint, it looks fine to me.

21 CHAIRMAN COX: They look fine? Okay. We  
22 will consider those approved, financial reports  
23 approved for June.

24 5. - APPROVAL OF MEETING AGENDA

25 CHAIRMAN COX: Agenda approval. Any

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1 exceptions or additions to the agenda for this  
2 meeting?

3 MR. WUELLNER: I -- I have a request by one  
4 of your board members, Mr. Gorman, who is going to  
5 be delayed in getting here, to move the item  
6 pertaining to the T-hangar layout to the last  
7 item.

8 CHAIRMAN COX: T-hangar to the last.

9 MR. WUELLNER: It is currently the third  
10 item.

11 MR. GEORGE: I'd like to move it to the first  
12 if he's not going to be here.

13 MR. WUELLNER: Well, that's up to you guys,

14 but I -- I promised I'd ask.

15 MR. BRUNSON: I have no problem with that.

16 CHAIRMAN COX: Okay. We'll move that down

17 one, if you will remind me, Mr. Director, because

18 I'm -- I've got some other notes here on this

19 agenda that I have. So, we'll move that down to

20 the last item.

21 MR. WUELLNER: Okay. It's not in order on

22 the slides, either, so that will help.

23 CHAIRMAN COX: Actually, you can switch it

24 around real quick on the slide -- no.

25 MR. WUELLNER: I can, actually.

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1 CHAIRMAN COX: Agenda approval. Okay. So,

2 the agenda is approved with one -- one movement,

3 then.

4 Reports. Mr. Bryant?

5 6.A. - COUNTY COMMISSIONER

6 MR. BRYANT: No report.

7 CHAIRMAN COX: Okay. Thank you very much.

8 Mr. Slingsluff?

9 6.B. - GALAXY AVIATION

10 MR. SLINGLUFF: No report.

11 CHAIRMAN COX: Thank you. Mr. Nehring?

12 Northrop Grumman?

13 6.C. - GRUMMAN ST. AUGUSTINE

14 (Representative not present).

15 CHAIRMAN COX: Mr. Roderick?

16 6.D. - S.A.P.A.

17 MR. RODERICK: Mr. Chairman, I have two

18 items, and members of the board. We held a

19 S.A.P.A. quarterly dinner last Saturday night to

20 honor the air show performers. It was a good

21 party. And needs to be noted that they donated

22 their time, talent to ensure the success of the

23 air show. And they duly deserve that honor.

24 Number two, I want to reiterate that the

25 position of the club is to preserve the trees in

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1 the T-hangar area. If it -- if it comes push to  
2 shove to -- to add two or three hangars and tear  
3 down a tree, or even move it at this late point,  
4 our position is save the tree. Thank you.

5 CHAIRMAN COX: Well taken, sir. Thanks very  
6 much. Mr. Ottesen?

7 6.E. - F. A. C. T.

8 (Representative not present.)

9 CHAIRMAN COX: Not in attendance.

10 Mr. Burnett?

11 6.F. - AIRPORT ATTORNEY

12 MR. BURNETT: A couple of things very  
13 briefly.

14 One, we -- we've worked on a couple of issues  
15 involving the County this month, and I just wanted  
16 to let you know -- and I probably should have done  
17 it last month, at last meeting, as well. Our  
18 County liaison, Jim Bryant's been very helpful in  
19 getting us information and working through some  
20 issues with us. So, I figured I'd make y'all

21 aware of that.

22 And another matter that I have been working  
23 on is there's a development of property owned by  
24 Flagler Development that they are looking to  
25 develop property to the west of U.S. 1 and north

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1 of here -- north of the airport's industrial  
2 property. It's designated under the Comprehensive  
3 Plan as a -- it has a commercial designation.

4 I'm not sure exactly what the plan of  
5 development is. But one thing that they have  
6 approached us with, I think myself and -- and Ed  
7 Wuellner, on a staff level, is for us to take a  
8 look at an avigation easement that they would  
9 probably be proposing as part of their  
10 development.

11 It is going to be a large development, as it  
12 will be a DRI, Development of Regional Impact.  
13 And there's one small access issue that they may

14 need related to obtaining access to their site  
15 through airport-related property, not a long-term  
16 access, but potentially a temporary access.

17 CHAIRMAN COX: Construction access or  
18 something?

19 MR. BURNETT: And so, I -- I don't have much  
20 detail other than that issue probably will be  
21 coming before you at some point in time in the  
22 future, those two things, the avigation easement  
23 and this access issue.

24 MR. GEORGE: How many houses are they -- or  
25 whatever they're planning up there?

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1 MR. BURNETT: Honestly, I don't know the  
2 details on the development.

3 MR. GEORGE: To become a DRI, it's got to be  
4 more than a thousand or more than --

5 MR. BURNETT: Well, it -- it -- you have  
6 different thresholds. It could be more than

7 400,000 square feet of commercial space, and then  
8 it trips the DRI threshold, or rooftops for houses  
9 trips the DRI threshold, or a combination of the  
10 two.

11 CHAIRMAN COX: Can you keep us in the loop  
12 when you get information on it?

13 MR. BURNETT: Absolutely. And I would --

14 CHAIRMAN COX: Because that will be --

15 MR. BURNETT: I would think, based on recent  
16 discussions with their lawyer, that we'll probably  
17 have something to you next month.

18 CHAIRMAN COX: All right. Very good. Is  
19 that it for you?

20 MR. BURNETT: That's it.

21 CHAIRMAN COX: Okay.

22 MR. BURNETT: Yes, sir.

23 CHAIRMAN COX: Mr. Knight?

24 6.G. - ATCT

25 MR. WUELLNER: Not here, but we have his --

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1 CHAIRMAN COX: There's Buzz's chart.

2 MR. GEORGE: Yeah.

3 MR. WUELLNER: Last month, it was 8857, in  
4 terms of ops. You can see how that compares to  
5 2003, '04, '05 and '06; more than '03, less than  
6 2004 and 2005. General consensus is it still has  
7 a lot to do with the overall price of fuel and  
8 reduction of general aviation activity, especially  
9 the avgas side of it, which is doing touch-and-go  
10 kind of traffic.

11 MR. GEORGE: But you need to also point out  
12 that it is in line with the forecast that we put  
13 in the Master Plan.

14 MR. WUELLNER: It's --

15 MR. GEORGE: Even though it's off a little  
16 bit, it's in line with that, right?

17 MR. WUELLNER: Yeah. It's still at or above  
18 the 2008 forecast numbers --

19 MR. GEORGE: Yeah.

20 MR. WUELLNER: -- so you're still two years  
21 ahead of --

22 CHAIRMAN COX: Very good. Is that all he  
23 has?

24 MR. WUELLNER: Yes.

25 CHAIRMAN COX: Okay. Let's go to --

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1 MR. WUELLNER: I think we also just -- we  
2 gave you -- as a part of your package, we give you  
3 the activity summary. The FAA form gets copied  
4 into your agenda packages, which shows the  
5 day-by-day activity of the --

6 CHAIRMAN COX: Oh, fine.

7 MR. WUELLNER: -- of the tower, and breaks it  
8 down by aircraft type. It's just a copy of what  
9 he submits to FAA monthly.

10 CHAIRMAN COX: I kind of like the way Flagler  
11 airport --

12 MR. WUELLNER: I can get you directions.

13 CHAIRMAN COX: Member committee reports.

14 MPO, please.

15 7.A. - MPO

16 MR. BRUNSON: MPO, we had a special meeting  
17 early this morning in Jacksonville with the MPO,  
18 and mainly, the large team that staff lists the  
19 priority projects for the next five years. And  
20 instead of boring everyone with going over these  
21 things, this is available (indicating), if anyone  
22 would like to know the list of priorities for the  
23 surrounding counties and including St. Johns  
24 County. It's very interesting.

25 And also, it lists that they allowed the

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1 Airport Authority and the board and Ed to list our  
2 priorities locally of what we think we need to do  
3 next, and that could change daily, almost.

4 The other thing is that we'll -- you'll start  
5 hearing more about with the MPO is the  
6 transportation system that we continue to work on  
7 through Jacksonville Transit Authority in

8 surrounding counties.

9 So, MPO is doing well and -- and has a lot of  
10 support from the Department of Transportation, and  
11 taking our recommendations, and am really pleased  
12 to say that it's well worth our money to belong to  
13 that. That's about it for the MPO.

14 CHAIRMAN COX: Yes, sir.

15 MR. GEORGE: How well do our priorities stack  
16 up to the other counties? You know, that was one  
17 of the concerns --

18 MR. BRUNSON: Yeah. Even -- even -- that was  
19 mentioned today, that we haven't got some like  
20 grants for greenway, bike paths, and maybe as some  
21 other people have. And so, we're on the agenda to  
22 receive those fundings. And we're well in line,  
23 thanks to -- thanks to Bruce Maguire and you and  
24 me and in -- in the past years.

25 MR. GEORGE: Sounds good.

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1 CHAIRMAN COX: Very good. EDC, please.

2 7.B. - EDC

3 MR. GEORGE: EDC is going to be making us a  
4 presentation. It's on the agenda item, so we'll  
5 just let them --

6 CHAIRMAN COX: Okay. That's fine.  
7 Intergovernmental.

8 7.C. - INTERGOVERNMENTAL

9 MR. WUELLNER: I attended Intergovernmental  
10 since the elected -- none of the elected officials  
11 showed up. The --

12 MR. GEORGE: Oh.

13 MR. BRUNSON: No.

14 MR. WUELLNER: I have no vote on that  
15 committee, because I am not elected. But the --

16 CHAIRMAN COX: I didn't remember appointing  
17 you. That's --

18 MR. WUELLNER: Exactly. But since they hold  
19 the meetings here, it was -- it was easy.

20 CHAIRMAN COX: Okay.

21 MR. WUELLNER: I can't think of a thing that

22 was accomplished. They -- they --

23 CHAIRMAN COX: Well, then we'll move forward  
24 into project updates.

25 MR. BRUNSON: We needed to have some elected

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1 officials here and we could have really done  
2 something.

3 MR. WUELLNER: That's what I'm thinking.

4 CHAIRMAN COX: Thanks, Ed. Project updates?

5 8. - PROJECT UPDATES

6 MR. WUELLNER: Yes, sir. Projects that --  
7 that we have on the list to talk about today, some  
8 of which are additional agenda items later, is the  
9 south hangar development area; the T-hangar  
10 development; hangars 8, 9 and 10; marketing and  
11 public relations; and airport leasing activities.  
12 First project is Taxiway F and the apron,  
13 which is the heart and soul, for lack of better  
14 terms, of the south development area. And I do

15 have the pleasure of telling you today that they  
16 have identified at this point, "they" being FAA,  
17 approximately \$1.5 million to begin the  
18 construction of the access down there that will  
19 eventually provide the T-hangar access and lead  
20 to, long term, maybe, the development of a second  
21 FBO and additional types of hangars.

22 This is the kind of launch project for being  
23 able to build T-hangars and -- and the like. This  
24 is substantially short. In fact, it's about 33  
25 percent of the total requested of FAA. We are

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1 being told that by the end of August, the balance  
2 of the funds should be made available to us.

3 At this point, we are not executing or  
4 anticipating executing the grant with FAA until  
5 toward the end of August. It's FAA's preference  
6 that we wait until all of the money is there and  
7 then execute a single grant, rather than open up

8 multiple grants for smaller amounts. It just  
9 saves a lot of paperwork and commingling of  
10 project elements.

11 So, with any luck toward mid-September, we  
12 should be in a position to begin construction down  
13 there. So, that's the time line that's on right  
14 now.

15 MR. GEORGE: How long -- once we start  
16 construction, how long are you looking at?

17 MR. WUELLNER: It is a six-month contract  
18 period.

19 MR. GEORGE: Okay.

20 MR. WUELLNER: So, the infrastructure should  
21 be done within six months. If you get August,  
22 that's what, the end of February?

23 MR. GEORGE: So, we'll have it by Super Bowl.

24 MR. WUELLNER: I'm sorry. August --  
25 September, when -- if you start -- Super Bowl --

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1 MR. GEORGE: Everything seems to tie around  
2 the Super Bowl or the PGA.

3 MR. WUELLNER: Some Super Bowl, yeah. You  
4 should be usable by the --

5 CHAIRMAN COX: By the next Super Bowl.

6 MR. WUELLNER: Next Super Bowl, yeah.

7 T-hangars related to that, as we -- as I  
8 mentioned, we've got an agenda item related to  
9 that. Engineering is underway. At your request,  
10 we're bringing back the 10 percent plans, which is  
11 basically the site layout plan related to that,  
12 and for your concurrence today, and that will be,  
13 again, the item we moved to the end of the agenda  
14 today.

15 CHAIRMAN COX: Right.

16 MR. WUELLNER: And, of course, the schedule  
17 for developing that is somewhat tied to the FAA  
18 job, but because we took the initiative with your  
19 approval, we have -- and begun the engineering on  
20 the infrastructure, as well as the hangars  
21 themselves. We're optimistic that within a month  
22 or two of beginning the physical construction down

23 there of the taxiway, we should be in the same  
24 kind of position with the T-hangar buildings  
25 themselves, so --

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1 MR. BRUNSON: That'd be great.

2 MR. WUELLNER: -- we'll -- we'll have  
3 shortened the time line I think significantly in  
4 getting into hangars at the -- at the conclusion  
5 of the taxiway back there, taxiway and apron. And  
6 we'll update those schedules as -- as the dates  
7 get really certain here in the next six to eight  
8 weeks.

9 And next project to talk about is 8, 9, and  
10 10. It's my understanding the permits are final,  
11 finally. And the site work is in a limited  
12 fashion underway. We're basically awaiting FPL at  
13 this point, which is supposedly about a two-week  
14 or less lead time at this point, to relocate a  
15 transformer or two out there on that job site.

16 Once those are relocated, then construction will  
17 begin in earnest and we'll see things happening  
18 pretty rapidly there to conclusion.

19 That's also a six-month construction time so,  
20 you know, I would think not too long after the  
21 first of the year, that should be in a position to  
22 be occupied. And that's the three -- three-unit  
23 single building over between the PGA hangar on the  
24 eastside and the Sheriff's hangar facility there.  
25 So, if you're trying to orient yourself, it's off

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1 of Taxiway Alpha 2 in the eastside corporate  
2 hangar back by Southeast Aero.

3 Marketing and public relations?

4 MR. BRUNSON: Mr. Chairman?

5 CHAIRMAN COX: Yes, sir.

6 MR. BRUNSON: Just curious -- and I have the  
7 same problems in my business. But in your  
8 opinion, what was the major delay of finally

9 getting building permits for these simple hangars?

10 MR. WUELLNER: To be perfectly blunt, the  
11 difference between what DRC approves and what a  
12 building permit requires in that they're -- seems  
13 continually at odds with what the final product  
14 is. You almost get the feeling that DRC is, you  
15 know, "my fingers are crossed" kind of an answer  
16 with the county. And then when you actually apply  
17 for the building permits, which as you know is a  
18 separate process --

19 MR. BRUNSON: Right.

20 MR. WUELLNER: -- the gloves come off and  
21 they -- they almost -- you almost feel like you're  
22 being held hostage at that point to get your  
23 project out.

24 MR. BRUNSON: Exactly. What a shame.

25 MR. WUELLNER: And it's painfully slow. And

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1 unfortunately, the -- the process is a very linear

2 process in that until each item gets completed,  
3 you're required to resubmit each time and to get  
4 the next level of look, and -- and that process  
5 being kind of iterative in nature, takes a long  
6 time to get through.

7 It's -- it's a shame it takes -- we were  
8 literally talking in the last few weeks that it  
9 takes as long now to permit a six-month project as  
10 it does to build a six-month project. So,  
11 you're -- you're staring at those kind of lead  
12 times.

13 MR. BRUNSON: Yes. And -- and I had a reason  
14 for asking. And it really needs to change. Thank  
15 you.

16 MR. WUELLNER: I think a lot of redundancies  
17 in it, too.

18 Next item I have is marketing and public  
19 relations. The only thing really on the  
20 short-term horizon here is the MS 150 Bike Tour,  
21 which we'll be hosting. And that's the weekend of  
22 September 16th and 17th. And they'll stage that

23 event out of here and conclude the event on Sunday  
24 out of here, also. Minimal operating impact on  
25 the airport. And expect to --

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1 CHAIRMAN COX: A little air show at the end  
2 of the race there.

3 MR. WUELLNER: You know, they'd love anything  
4 like that, so... I'm sure anything like that  
5 would be just icing on the cake with this. So,  
6 I -- I'm very impressed with this organization in  
7 terms of how they put these events on. It's -- I  
8 don't know how to describe it. It's just  
9 incredibly well organized.

10 The same people do the same functions year  
11 after year after year, and they're quite good at  
12 it. And makes it go a lot -- lot smoother than  
13 first-time events where everybody's learning the  
14 ropes. So, it's something to be said about a  
15 20-year event where you can keep the same people

16 doing the same things.

17 And leasing activities, currently there's

18 nothing new to report. I think until 8, 9, and 10

19 are concluded, we're probably not going to be

20 anything, unless something catastrophic happens at

21 this point.

22 CHAIRMAN COX: All right. That concludes

23 project updates, I think. We'll go into action

24 items.

25 9.A. - BUDGET DISCUSSION & SET TRIM

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1 CHAIRMAN COX: And the first item under

2 action items is budget discussion and to set TRIM

3 millage. We have a handout.

4 MR. GEORGE: I thought that had to do at 5

5 o'clock.

6 MR. WUELLNER: No. The -- the budget

7 discussion you're going to have is in -- is

8 workshop in nature. It's not public hearing in

9 nature. So, you can have it anytime you want.

10 Same with the TRIM millage; you can set that at a  
11 normal business meeting of the Airport Authority.

12 MR. GEORGE: Okay.

13 MR. WUELLNER: In fact, it needs to be done  
14 during the month of July in order to stay in  
15 compliance.

16 Now, moving into September, there are two  
17 mandatory public hearings that cannot begin until  
18 after 5 p.m. That's probably what you're --

19 CHAIRMAN COX: Yeah.

20 MR. WUELLNER: -- probably what you're  
21 thinking of. Let me find my...

22 The budget discussion, as I envisioned it  
23 today -- and I'm not sure I have that, at least  
24 where I thought it would be here, but the -- was  
25 to review the capital -- capital development

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1 projects.

2           You've had about five or six weeks now with  
3           that information and that list of projects as they  
4           were presented to you at your -- your first  
5           workshop. And we kind of wanted to review those  
6           items and see what is to remain in there and --  
7           and what would likely come out.

8           You've also been provided a copy -- if I  
9           could grab that from you, Doug, here. For some  
10          reason, I don't have those things. But the copy  
11          of the DR 420 form. But, actually, it's our  
12          version of it. It's a much more computer-oriented  
13          form than -- than what is there. That's where it  
14          is. Thanks.

15          The -- it has been updated with the  
16          information provided by the -- the Property  
17          Appraiser's Office. So, this is the information  
18          that all of the taxing authorities in St. Johns  
19          County are operating off of.

20          The top section, the blue section of that  
21          form, is the information we get from the Property  
22          Appraiser's Office. And you'll -- you'll notice  
23          that there's a significant increase in the taxable

24 value of property in St. Johns County from last  
25 year to this year. And there are varying reasons

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1 for that, but primarily it's tied to residential  
2 and the revaluation of nonhomesteaded ad  
3 valorem -- or nonhomesteaded real property in St.  
4 Johns County.

5 But you can see it's jumped from  
6 \$17,400,000 -- -400 million in taxable value to --  
7 this year to almost \$22 billion in taxable value.  
8 So, it's a significant increase, and as a result,  
9 provides a significant increase in the ad valorem  
10 proceeds for a given millage rate as -- as a  
11 function of that.

12 In fact, it's about a 7 -- in our case, the  
13 difference between the tax values, which is  
14 effectively the difference between your  
15 rolled-back rate and holding the millage, is a --  
16 is a net difference of about \$730,000 this year.

17 So, it's -- it's a major number this year. Which  
18 works out to about a 19.76 percent increase over  
19 the rolled-back rate. And you could see that it  
20 would generate about \$4.5 million this year if the  
21 ad valorem millage rate were held the same.

22 That's that .2055 number that was approved last  
23 year, would generate \$4.5 million instead of \$3.7  
24 million, to give you an idea where --

25 CHAIRMAN COX: Say -- say those two numbers,

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1 again, please?

2 MR. WUELLNER: 4.5 million dollars is  
3 approximately the ad valorem projections for next  
4 year, if the millage rate were held at .2055,  
5 versus I believe it was \$3.7 million last year --

6 CHAIRMAN COX: Okay.

7 MR. WUELLNER: -- would have been -- was the  
8 equivalent number based on the tax -- tax base.

9 CHAIRMAN COX: Right.

10 MR. WUELLNER: As -- as I said, what I  
11 really -- we -- we have adjusted the front page.  
12 We gave you the -- I'm going to try and bring  
13 those up here, but I didn't do it in advance, so  
14 it may take me a half a second here.

15 MR. BRUNSON: Mr. Chairman.

16 CHAIRMAN COX: Sir.

17 MR. BRUNSON: I'd like to ask a question.  
18 Ed, this monies, what's the time frame for  
19 receiving our -- the tax dollars?

20 MR. WUELLNER: Ad valorem literally comes in  
21 throughout the year.

22 MR. BRUNSON: That's what --

23 MR. WUELLNER: It peaks in the period between  
24 about the second week of December through about  
25 the first or second week of March. That's where

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1 probably 80, 85 percent of the money arrives, in  
2 that short window.

3           Shortly after Thanksgiving, if we begin to  
4    see proceeds as the -- typically the escrow agents  
5    for homes begin to pay and take advantage of the  
6    discounts in ad valorem -- the tax bill. But then  
7    those who are in a nonescrow position or paying  
8    their own taxes many times wait and keep their  
9    money until they approach the tax deadline in  
10   April. But it peaks during that time.

11           We have virtually nothing until Thanksgiving,  
12   for the first six or eight weeks of the tax year,  
13   and then it really drops off dramatically after --  
14   after April. It's -- it's really then the results  
15   of contested taxes or estate settlements. It's -- I  
16   mean, it can literally drop down to a couple  
17   hundred dollars a month.

18           MR. BRUNSON: But, Ed, isn't it also true  
19   that in this county, we collect about 99 percent  
20   of the taxes?

21           MR. WUELLNER: It's a significant number, I  
22   know that. There's very little that gets adjusted  
23   outward.

24 MR. GEORGE: So, whatever we budget, you're  
25 saying we typically wind up receiving 99 percent

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1 of that.

2 MR. WUELLNER: Pretty much. We -- we get --  
3 they collect 99 percent of the taxes assessed.  
4 But you also have to shave off about two, two and  
5 a half percent of the total ad valorem that goes  
6 with the collecting agency, so remains with the  
7 Tax Collector's Office.

8 Plus, you're also -- if you -- if you pay  
9 attention to the budget details, you also pay a  
10 fee to the Property Appraiser's Office for their  
11 services in the -- the ad valorem mechanism, for  
12 lack of better terms. So, you don't get quite the  
13 whole number. It's --

14 MR. GEORGE: Is our budget representative --  
15 represents what we anticipate receiving --

16 MR. WUELLNER: Yes.

17 MR. GEORGE: -- or is that the gross amount?

18 MR. WUELLNER: We changed -- we changed last  
19 year to reflect the adjustment, but we were told  
20 at the time of audit that we -- we were -- we need  
21 to show it the other way now. So, we will now be  
22 showing the gross amount, but then under fees to  
23 outside agencies and commissions to the Property  
24 Appraiser's and Tax Collector's Office, you'll now  
25 have a line there that shows what those numbers

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1 are.

2 MR. GEORGE: Okay.

3 MR. WUELLNER: So, it -- it's the same at the  
4 end of the day. We're working off the net, not  
5 the gross. You just can't get there that fast.

6 All right. This is -- this is the revised --  
7 pulling my headings off the top here. But these  
8 are the revised summary sheet for the budget.  
9 Now, this -- this makes several assumptions. One

10 is we've got the ad valorem plugged in. We assume  
11 the rolled-back rate as -- as we did in the last  
12 budget iteration, which right now looks like it  
13 would -- would net about \$3,721,390.

14 It would reduce the millage rate as it stands  
15 today from .2055 down to .1716. So, you're  
16 reducing the millage rate, but yet -- I know this  
17 is mirrors and magic, but you literally end up  
18 with additional ad valorem proceeds, part of which  
19 I just explained as being commissions that are  
20 back in the equation.

21 MR. GEORGE: Okay.

22 MR. WUELLNER: Part of which is the Value  
23 Adjustments Board doesn't meet until after the ad  
24 valorem proceeds are budgeted. So, it's  
25 adjustments made at that point, too.

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1 MR. BRUNSON: Mr. Chairman, are we going to  
2 address the millage rate separately or are we

3 going to talk about it as a budget or --

4 MR. WUELLNER: You will have to today.

5 CHAIRMAN COX: I think we need to discuss

6 millage rate, yeah.

7 MR. WUELLNER: Yeah. You have got to do that

8 today.

9 MR. BRUNSON: Okay.

10 CHAIRMAN COX: Absolutely.

11 MR. BRUNSON: I think I would have preferred

12 to do that first, but we can --

13 CHAIRMAN COX: Yeah. We can -- how much are

14 you --

15 MR. WUELLNER: I'm really -- all I was

16 pointing out were where the adjustments were made

17 on the front sheet, and then I intended to just go

18 to capital. I'm not going through anything like

19 we did in the workshop.

20 MR. BRUNSON: Okay.

21 MR. GEORGE: Why not?

22 MR. WUELLNER: And then -- I can, if you

23 want, but I can't imagine you --

24 CHAIRMAN COX: No.

25 MR. WUELLNER: You've got enough eyes rolled

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1 back in your heads.

2 CHAIRMAN COX: Right. And your point's well  
3 taken. And we'll -- and this -- you know, if you  
4 can make it as abbreviated as -- you know,  
5 without --

6 MR. WUELLNER: The only other item I need  
7 to -- I need to point out is that debt service --  
8 or not debt service -- the reserve line item as  
9 forecast for next year would be \$973,000.

10 CHAIRMAN COX: At that --

11 MR. WUELLNER: At taking the rolled-back  
12 rate, we would have a reserve at the end of next  
13 fiscal year of approximately \$973,000.

14 Okay. And then the other items we were going  
15 to talk about, I told you we'd try to -- we had  
16 found a small -- was a \$5,000 line, if you recall  
17 in there, that we couldn't explain. Well, we've

18 removed it, so it's no longer in there. It was  
19 a -- hadn't gotten taken out from the year before,  
20 is what -- near as we could tell. So, we -- we  
21 did correct that.

22 You see the capital budget, as it's proposed  
23 right now for construction and planning, is about  
24 \$9.5 million, and about \$175,000, slightly over  
25 \$175,000 budgeted in nonconstruction capital,

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1 which is typically equipment and those kinds of  
2 things.

3 Now, this is where last -- at the end of --  
4 this is what you've had about five or six weeks to  
5 think about relative to whether you want to  
6 continue to budget at this point all these --  
7 these capital projects as we've proposed it or,  
8 you know, you've got input about what you want to  
9 do, if you've got thoughts about where you want --  
10 how you want to treat ad valorem moving forward

11 this year.

12 We need to make, you know, overall budget  
13 changes during this period between now and the  
14 first public hearing, the first week of September.  
15 So, if you've got questions about line items or  
16 the like, this five- or six-week period here is  
17 the ideal time to get those on the -- on the  
18 table, get them discussed, this month and next  
19 month's regular meeting --

20 CHAIRMAN COX: Right.

21 MR. WUELLNER: -- so that by the time we hit  
22 the public hearing cycle early September, that  
23 largely the questions and issues and -- and  
24 comments are -- are pretty well flushed out and --  
25 and addressed. Because we do not have a lot of

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1 reaction time at the point of going to public  
2 hearing because of the notification and  
3 advertising requirements. We keep that -- that

4 schedule's fairly tight.

5 So, with that, you -- you have these items.

6 If -- if there's nothing that particularly gives

7 you heartburn or you want to adjust or -- or make

8 changes to, we'll assume that's what you want to

9 work off of, at least moving forward.

10 The next then big issue I need to just get

11 a -- get input on is what you want to do relative

12 to ad valorem in terms of plugging it into the

13 budget. You want to leave it at the rolled-back

14 rate as it's here? Do you have another number in

15 mind?

16 Now that we have the new tax base number,

17 it's a fairly simple exercise to plug in any

18 adjustments you want to do on millage rate. We

19 didn't have that when we first brought it to you,

20 so it was a lag from moving forward.

21 MR. BRUNSON: And, Mr. Chairman, I have some

22 thoughts on that when you're ready.

23 CHAIRMAN COX: All right. Stand by. Buzz,

24 go ahead.

25 MR. GEORGE: I'm ready to throw my thoughts

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1 out right now.

2 CHAIRMAN COX: Let's just open the table up  
3 to discuss for the millage rate.

4 MR. GEORGE: Sounds good. The concern I have  
5 is when we go through and we do a budget, if you  
6 go back and look at it at the end of the year,  
7 we've got X number of hundreds of thousands of  
8 dollars we didn't receive in revenue, and then  
9 we've got X number of dollars of expenses that we  
10 didn't anticipate, you know, coming along.

11 And -- and I would like to propose that --  
12 that we try to give ourselves some insurance that  
13 these numbers are actually going to be true. And  
14 a lot of companies do that by having a bonus on  
15 the executive director's compensation plan, that  
16 in the event that you hit these numbers, that  
17 there is a bonus paid to him for that.

18           Because every year, we're short here, we're  
19           over here, and we can always go back and look at  
20           it and say, well, the insurance went up, you know,  
21           \$80,000 that we didn't have planned on, and things  
22           like that.

23           But every time we spend more of our money for  
24           operations, we always shortchange something in the  
25           capital.

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1           I've been on this board now for four years,  
2           and I think we've talked about the firefighting  
3           facility for four years. You know, it's -- the  
4           money just doesn't seem to be left there. So,  
5           that's one concern and -- and a potential help,  
6           you know, in solving that.

7           The second concern that I have is that I  
8           think all of these projects here are what we had  
9           envisioned in our 10-year financial plan for  
10          getting off the tax rolls. Guys, we've had a lot

11 of changes -- and now I'm talking millage. We had  
12 a lot of changes in the last couple of years.  
13 Concrete cost is up from \$48 to -- you know, to  
14 \$160 or whatever it might be. Contractors are  
15 getting more to build the same thing.

16 Typical example is the three hangars that  
17 we're building, we had estimated for that square  
18 footage \$1.2 million to do it, and the price tag  
19 came out to \$2.1, and we started cutting our  
20 requirements back, and we got it at \$1.9.

21 But we need to start planning for those  
22 numbers down the road. So, from my standpoint, to  
23 look at a millage reduction back to the roll back  
24 is really going to be saying, if I look at the  
25 roll back, then I'm saying to the public, I don't

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1 want to get off the tax rolls.

2 If I take the -- the increase in the millage,  
3 then it's, I'm working toward getting off the tax

4 rolls, and based on our experience this year,  
5 that's what it's costing. That's my comments.

6 CHAIRMAN COX: But it's not really an  
7 increase in the millage; it's just maybe keeping  
8 it the same.

9 MR. GEORGE: Well, it's an increase in  
10 revenue --

11 CHAIRMAN COX: There you go.

12 MR. GEORGE: -- to us. Yes.

13 CHAIRMAN COX: Exactly.

14 MR. GEORGE: You're right. It's not an  
15 increase in the millage, so there's no increase in  
16 millage.

17 CHAIRMAN COX: Yeah. Make sure everybody  
18 understands that.

19 MR. GEORGE: But it's increase in revenue  
20 coming to us, which hopefully gives us --

21 CHAIRMAN COX: Right.

22 MR. GEORGE: -- the ability to do that.

23 CHAIRMAN COX: Very good point. Mr. Brunson?

24 MR. BRUNSON: Here's my thoughts: And this  
25 is just not a thing I'm going to say just because

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1 what I've seen today. But, when you start running  
2 a business or helping run a business, you think  
3 you know what needs to be done.

4 Once you get into this company, then you find  
5 out some things, and sometimes you have to change  
6 your mind how you approach this company.

7 The Airport Authority is this company. And  
8 what I am thinking about and -- and want to hear  
9 more discussion is, Ed, could -- if we accepted  
10 the present millage rate, and as these monies come  
11 in, I would like to see these monies go into the  
12 reserve and not become a part of the operating --

13 CHAIRMAN COX: Capital.

14 MR. BRUNSON: -- income.

15 CHAIRMAN COX: Uh-huh.

16 MR. BRUNSON: And this is just more assurance  
17 of being strong to be able to get off the tax  
18 rolls and make sense businesswise what we're

19 doing.

20 And I'm all -- going to also say that we are  
21 trying hard -- I know personally that Ed Wuellner  
22 last year tried to take this budget and -- and  
23 reduce it 10 percent, which he put in that  
24 equation insurance and some other things that he  
25 could not control.

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1 But what my thinking is that I'm going to  
2 ask, I think, and make a motion, that we -- that  
3 we accept the present millage rate, that this --  
4 these additional monies, the difference between  
5 the rolled-back rate and the present rate go into  
6 reserves, and there would have to be a special  
7 board to do anything different.

8 I'm also going to ask that we take out the  
9 equation of insurance -- and what's the big --  
10 other big item that we can't control too much?  
11 Attorney fees.

12 MR. WUELLNER: Legal was the other two.

13 MR. BRUNSON: Legal? Which, I know at least

14 one board member won't agree with me that we

15 can't -- but you never know what -- what we've got

16 coming up in -- in litigation.

17 So, I'm saying that those two equations,

18 insurance and attorney fees, should be thrown out

19 as far as asking Ed to -- to officially try to cut

20 back on expenses five percent, is what I'm

21 thinking, and with those two items, is what I'm

22 going to be thinking about after discussion.

23 CHAIRMAN COX: All right. Ed, what's the

24 difference, again, between the two rates as far as

25 dollars to the airport, 700 and some thousand, you

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1 think?

2 MR. WUELLNER: I want to say \$730,000. That

3 sounds --

4 CHAIRMAN COX: So, at .2055, it's 1 --

5 MR. WUELLNER: I think I have it -- I think I  
6 have it written down on this one or on --

7 CHAIRMAN COX: Okay. I don't see it on the  
8 sheet here. I see the --

9 MR. GEORGE: On the summary sheet?

10 CHAIRMAN COX: -- amount for the rolled-back  
11 rate.

12 MR. GEORGE: What Mr. Brunson is saying is  
13 that if we have a \$900,000 reserve, based on this  
14 budget using the roll-back, that if we keep the  
15 millage the same, then we would expect to see a  
16 16 -- \$1.6 million reserve and not start  
17 allocating that money to a new project unless it  
18 is cost justified.

19 MR. WUELLNER: Correct. It would be -- it  
20 would be -- require Authority approval to remove  
21 from reserve.

22 CHAIRMAN COX: Right. To go into that.

23 MR. BRUNSON: And strongly to say that this  
24 is for reserve.

25 MR. GEORGE: Yeah.

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1           CHAIRMAN COX: That's a very good point,  
2           because -- both of your points are very well  
3           taken. And I -- and I don't disagree that, you  
4           know, keeping the rate where it is now is going to  
5           move the airport much more quickly toward getting  
6           off the --

7           MR. WUELLNER: Well, you know, if -- if I  
8           could get a half second here, I think we're  
9           getting two things -- I don't want to have -- have  
10          any -- anything -- the appearance of being  
11          misleading here, because I think you've -- you've  
12          got to understand that the -- your point about the  
13          fire station, as an example, yeah, indeed, we've  
14          had that project shows up every year in the budget  
15          and, you know, for whatever reason has not -- has  
16          not ended up being constructed at this point,  
17          although we're probably closer today than we've  
18          ever been in most respects.

19 But the reality is the money moves forward at  
20 the conclusion of a fiscal year as your cash  
21 forward and is reappropriated each year. It  
22 doesn't tag with the item unless you choose to  
23 keep that capital project year after year, so...

24 MR. GEORGE: And, Ed, just as a point of  
25 clarification, you know, my point is because

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1 expenses go up, be it insurance or whatever, and  
2 because revenues came down because we didn't get  
3 this contract signed, we usually take that cash to  
4 meet the expense roll and everything.

5 I think what Mr. Brunson is saying is, that's  
6 the way we've done it in the past. If we approve  
7 this increase, that has got to be hard firm, you  
8 know, harder than the operating expense, and it's  
9 got to go into a reserve.

10 MR. WUELLNER: I don't -- I'm not disagreeing  
11 on the principle he's saying. And I'm not really

12 disagreeing at all. I'm just trying to explain  
13 that, you know, you had no reserve budgeted for  
14 this current fiscal year. And -- and literally  
15 you're going to move ahead almost \$900,000 into  
16 next year.

17 MR. GEORGE: Yeah.

18 MR. WUELLNER: That is the -- the match that  
19 you had previously allocated this year to capital  
20 development projects that were not completed that  
21 are being moved forward into another fiscal year.  
22 So, it's not new money that's being appropriated  
23 for the same project year after year after year  
24 and we're spending the money somewhere else.  
25 It -- it is moving forward in most cases. Not

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1 necessarily the penny. And we do not track it by  
2 project, because this is just simply not how it's  
3 done. It's done by a cash forward number.

4 The other only comment item was, the blanket

5 statement that revenues didn't meet expectations,

6 I mean, you're within less than one percent of

7 revenue expectations for the year. I mean, it's

8 not off by -- you know, it's \$11,000 annualized,

9 is the total difference in projected revenue

10 versus what -- what's expected to be collected.

11 So, it's not significant. It is on the expense

12 side.

13 MR. GEORGE: Revenue or expenses?

14 MR. WUELLNER: No. Expense side is

15 different. I mean, it is off substantially.

16 MR. GEORGE: Yeah.

17 MR. WUELLNER: But there -- you know, we --

18 we can easily point to three to four line items

19 and -- and show you that we would have met or done

20 better and that those items are exactly as -- as

21 Mr. Brunson pointed out --

22 MR. GEORGE: And I think some of the steps

23 you've taken to get us more realistic numbers to

24 put into this budget, you know, will show up at

25 the end of next year.

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1 MR. WUELLNER: Absolutely. I think so.  
2 Plus, you know, the way we're forecasting revenue  
3 in particular, you know, we're now set up to deal  
4 with the partial year adjustment. So, this  
5 \$11,000 is largely trying to take -- you know, in  
6 the past, we didn't take each piece of property,  
7 each lease, and figure when the adjustment takes  
8 place in the fiscal year.

9 You know, if it was a three percent  
10 adjustment going to be made or estimated for the  
11 year, we'd make a three percent adjustment and it  
12 would hold for the year.

13 Well, if your rent doesn't change until  
14 March, obviously I don't get a year's worth of  
15 three percent. So, that's where the variance  
16 comes in. It should be more accurate because the  
17 model's now more accurate.

18 CHAIRMAN COX: Let me move to public  
19 discussion and open it up to the public.

20 Any public comments on this particular agenda

21 item?

22 MR. MARTINELLI: I've got one.

23 CHAIRMAN COX: Yes, sir, Mr. Martinelli.

24 MR. MARTINELLI: Oh, boy. Big John.

25 MR. BRUNSON: Little Vic, can't take him

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1 anywhere.

2 MR. MARTINELLI: Okay. Victor Martinelli,

3 Ponte Vedra Beach. Two comments, one on the

4 TRIM -- TRIM rate, and two, on going forward.

5 The -- as Ed said, you really don't carry

6 forward a reserve; you carry forward cash to the

7 following year's budget. And with the times as

8 uncertain as they are, and with fuel costs being

9 what they can and will be, probably, it's almost

10 advisable to do a future value budget, even within

11 the year coming forward, because today, you don't

12 know what you're going to be paying six months

13 from now.

14 And so, that's one suggestion that you might  
15 look at for projecting your budget. And the  
16 other, of course, is that you're riding the crest  
17 of a wave now with the property values going up,  
18 up, up. But what goes up eventually has to come  
19 down. And if you don't take advantage of the up  
20 cycle, you're going to lose big time on the down  
21 cycle. And so, my suggestion is you take the TRIM  
22 rate, take the additional monies, and -- and use  
23 it wisely.

24 One thought there, you can, as a board today,  
25 decide what you want to do with that, quote,

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1 reserve, but you can't commit a future board. And  
2 so, a future board may not take that same action.  
3 So, please be aware of that as well.

4 CHAIRMAN COX: Very good point. Any other  
5 public comment? Yes, sir.

6 MR. HICKOX: Wayne Hickox, 881 Queen Road.

7 Actually, a question, if I may, to -- to Buzz. I

8 notice that you had used the reference in talking

9 about the tax roll thing -- and understand, I

10 think the tax roll issue is a red herring. I

11 don't think it's that important that the airport

12 get off it.

13 But my question is, what started out at five

14 went to seven in the planning, and I think I heard

15 you mention a ten-year plan now. Is that accurate

16 or did I hear wrong?

17 MR. GEORGE: The document itself is a 10-year

18 plan.

19 MR. HICKOX: Okay.

20 MR. GEORGE: It showed originally that we

21 could get off the tax rolls in seven years.

22 MR. HICKOX: Okay.

23 MR. GEORGE: The update of that plan for last

24 year showed we can get off in six years.

25 MR. WUELLNER: Four.

1 MR. GEORGE: Now, this year, we're talking --

2 huh?

3 MR. WUELLNER: You're at four -- you have

4 four left --

5 CHAIRMAN COX: Right.

6 MR. WUELLNER: -- including next fiscal year.

7 CHAIRMAN COX: Right.

8 MR. HICKOX: My reason to bringing it up is I

9 think you're putting a lot of pressure on

10 yourselves that you don't have to put on it.

11 The truth of the matter is, that you're going

12 through -- and I'm sure that Jim would back me up

13 on this -- something that everybody, as well as

14 every branch of government's going through,

15 everything you do like everybody else is going up

16 in cost. Every time you move a vehicle, it's

17 costing you more. Don't strangle yourself and

18 don't injure your operations.

19 I would go along with what Victor said and

20 take advantage of what you've got sitting here.

21 CHAIRMAN COX: If -- Mr. Hickox, if you and

22 Mark -- Vic wouldn't mind filling out one of these

23 for us just for public recordskeeping when you get

24 a chance. Appreciate it. Yes, sir.

25 MR. GEORGE: Mr. Hickox, that's basically

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1 what I was saying, is that because of all these

2 costs going in, let's don't cut our nose off to

3 spite our face by looking at a -- at a rollback.

4 We need to have --

5 MR. HICKOX: Just reiterating it.

6 MR. GEORGE: -- an opportunity to have that,

7 so...

8 MR. HICKOX: Just reiterating. But, also,

9 I'm saying don't put the pressure on yourself

10 unnecessarily --

11 MR. GEORGE: Yeah.

12 MR. HICKOX: -- because I don't think the

13 average citizen keeps --

14 MR. BRUNSON: But -- but keep in mind, I

15 think we had our best year last year in a long

16 time, and we did take the rolled-back rate. And

17 Staff managed well and the board made the right

18 decisions.

19 But I agree with what I just said, that I

20 would like to -- while the tax values are up, I'd

21 like to take advantage of it.

22 MR. HICKOX: Absolutely.

23 MR. BRUNSON: And I would just say that I

24 probably spent more going to Jacksonville today in

25 some meetings that I went to than you paid on --

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1 CHAIRMAN COX: Taxes --

2 MR. BRUNSON: -- ad valorem for the airport.

3 CHAIRMAN COX: We have some other public

4 comments.

5 MR. HICKOX: Keep in mind, though, we've got

6 people like Dan who pay big taxes, not like us.

7 MR. BRUNSON: Well, that's right.

8 Mr. Holiday.

9 MR. HOLIDAY: Dan -- Dan Holiday,

10 St. Augustine. From my figures, just sitting here

11 scratching it without a computer, it's an increase

12 of one-fifth. Am I right or wrong? I don't want

13 to open my mouth and remove all doubt here.

14 MR. WUELLNER: That's approximately right.

15 That's almost 18 percent.

16 MR. GEORGE: I got 3.4 for 7 --

17 MR. HOLIDAY: Roughly -- roughly one-fifth.

18 MR. GEORGE: Twenty percent.

19 MR. HOLIDAY: I'm going to play the devil's

20 advocate. If you peel off a very, very small

21 reduction, it would look a lot better than to hold

22 the line, and you would still have your cake and

23 eat it, too.

24 If it's a one-fifth increase, take less, not

25 much less, but take less so it would look like at

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1 least you're giving somebody some lip service.

2 Otherwise, it's going to look bad for the people

3 that are looking to say not in favor of having

4 their taxes increased.

5 CHAIRMAN COX: We're not increasing the

6 taxes.

7 MR. HOLIDAY: You aren't.

8 CHAIRMAN COX: By any means.

9 MR. HOLIDAY: You're holding them. But they

10 are going --

11 CHAIRMAN COX: Which is actually --

12 MR. HOLIDAY: Your revenue's going up.

13 CHAIRMAN COX: -- a tax reduction now if you

14 get into it.

15 MR. HOLIDAY: It's a dog and pony show.

16 CHAIRMAN COX: I agree with you.

17 MR. HOLIDAY: Thank you.

18 CHAIRMAN COX: Any other public comments?

19 (No further public comments.)

20 CHAIRMAN COX: All right. Let's move to the

21 board and further discussion and be -- I'll  
22 entertain motions as to what you guys would like  
23 to do.

24 MR. GEORGE: Mr. Chairman.

25 CHAIRMAN COX: Yes, sir.

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1 MR. GEORGE: Ed, how did the -- the revision  
2 to the 10-year plan that showed we could get off  
3 the tax rolls in six, with cranking in these new  
4 construction costs, and therefore, the need for  
5 funding, be it from the state, from wherever, and  
6 for us, how much did that, you know, impact our  
7 overall plan?

8 To me, the -- the impact was coming out of  
9 the reserve. The -- you know, the reserve had to  
10 come down, and then at the end of that five-year  
11 period, we're sitting there with just like we were  
12 two years ago.

13 MR. WUELLNER: Your -- actually, when we

14 presented it last month, your numbers were still  
15 quite strong for your -- for your four-year  
16 threshold, as it were. And that, of course, still  
17 just considered, because we've not made any  
18 adjustments in the context of what the millage  
19 rate or net to the Airport Authority would do,  
20 which is -- is going to change a little no matter  
21 what, I see it just continuing to improve.

22 We've factored in those. Those projects are  
23 still in there. We -- you know, we've reforecast  
24 the revenues. We've made the adjustments on the  
25 expenditure side or the capital expenditure side

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1 based on the latest information we could get from  
2 our engineering folks.

3 You know, I still believe it's a fairly  
4 reliable result, and I -- I think where you --  
5 where the rubber's going to hit the road is out  
6 there in years 8, 9, 10 and beyond, where the

7 Authority will have to make decisions relative to  
8 exactly what capital projects make annual budgets.

9 You know, it won't be a case of where you can  
10 just jump or -- or would desire to jump back in  
11 the -- the tax arena and just assess what's  
12 necessary to get there. It -- you'll have to be a  
13 little more aggressive in the capital programs  
14 moving forward.

15 But I -- I think it's -- it's strong, it's  
16 legitimate. It ends up with a reasonable reserve  
17 that gives flexibility each year. You know, it's,  
18 of course, subject to economic upturns and  
19 downturns but, you know...

20 MR. GEORGE: The -- to continue my question,  
21 you know, I think I heard you say that you have  
22 adjusted the revenues for over the 10-year plan.  
23 What I didn't say that you had -- didn't hear you  
24 say, that you had adjusted the construction cost.

25 MR. WUELLNER: Yes, we have.

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1 MR. GEORGE: And -- okay. It has been.

2 MR. WUELLNER: Yes. Those were all done  
3 before you got it last time. The only thing  
4 that's not been done to date is to plug in the new  
5 ad valorem-related numbers that we just got. I  
6 did not have a chance to update the model, since  
7 we've only had that information a very short time,  
8 and to -- actually, I think that's it. And to  
9 adjust the reserve number to the \$900,000 number.  
10 That's not been -- that adjustment's not made.

11 But I don't think the bottom line's going to  
12 change substantively either way. Again, I  
13 think --

14 MR. GEORGE: I'm sorry, I was not aware that  
15 the -- that you had -- like we just had a 60  
16 percent increase in our estimate for these three  
17 hangars that's over there, so I assume you  
18 increased all of the other costs by --

19 MR. WUELLNER: No, we did not increase them  
20 60 percent. What we did do is ask our engineer to

21 review those projects, going out, I believe it's  
22 about five years. And we have -- we restated what  
23 those project construction costs are, based on  
24 what's gone on in recent --

25 MR. GEORGE: And how much of an increase was

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1 that? I know we haven't --

2 MR. WUELLNER: I don't have it as a  
3 percentage.

4 MR. GEORGE: It's kind of like, you know,  
5 trying -- what's the value of my property? I  
6 don't know. What's the last one sell for? You  
7 know, what's the value of a new three-bay hangar?  
8 Well, the last one sold for \$1.9. And so, if we  
9 still have in the budget that it's \$1.3, then  
10 we've got our head in the sand.

11 MR. WUELLNER: No, we had made those -- we  
12 have made the adjustments on a project-by-project  
13 basis, based on the engineering information and --

14 which included the newest cost information we've  
15 got.

16 MR. GEORGE: Yeah.

17 MR. WUELLNER: So, it's as -- it's again as  
18 reliable as this year's numbers are.

19 MR. GEORGE: So then -- then what you're  
20 saying is we could take Mr. Holiday's comment, and  
21 based on the rollback rate, we could still get off  
22 the tax rolls as we had been forecasting from last  
23 year.

24 MR. WUELLNER: Yes. It holds this year's  
25 total ad valorem dollars for the next four years

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1 and then stops. The model still does that.

2 So, all you're doing is -- by -- by doing  
3 what Mr. Brunson's suggesting, is you're  
4 increasing the amount of money that ends up in the  
5 reserves, if nothing else changes during the  
6 amount of time, which improves the strength of the

7 financial -- of the overall financial position.

8 Because you do go through periods here where

9 you're going to have to make capital decisions

10 after year six or seven, I think it is.

11 MR. GEORGE: At which workshop do we go over,

12 you know, the model again?

13 MR. WUELLNER: At your --

14 MR. GEORGE: If the model -- if the model is

15 still saying -- and we're seeing 60 percent

16 increase in construction, and the model is still

17 saying that we can do the same dollar amount, I'm

18 saying that there's got to be something --

19 MR. WUELLNER: It doesn't.

20 MR. GEORGE: -- wrong with the model.

21 MR. WUELLNER: It doesn't say that. The --

22 the capital projects that are in this six-year --

23 or in the ten-year model have been adjusted to

24 reflect new estimated construction dollars for

25 those same projects. So, they have -- they have

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1 given us new data. That data is in the six-year  
2 model that you already have.

3 MR. GEORGE: So therefore, you had to adjust  
4 the anticipated revenue from that investment up to  
5 offset the construction cost.

6 MR. WUELLNER: We -- we adjust it based on  
7 what market was, or anticipated market is, for the  
8 next few years. We -- we have no way of -- you  
9 know, you've got --

10 MR. GEORGE: Okay.

11 MR. WUELLNER: -- a lot of variables out  
12 there.

13 MR. GEORGE: That's fine. Yeah. So, at the  
14 next workshop is when we'll go over the --

15 MR. WUELLNER: We actually went over, at the  
16 workshop, this last workshop, but we can certainly  
17 go over it again. I'll plug in the -- the -- any  
18 adjustments you make today, and we can look at it  
19 again. It's not --

20 CHAIRMAN COX: Thank you, sir.

21 MR. WUELLNER: -- particularly tricky. Be

22 happy to do it again.

23 MR. BRUNSON: And -- and also, how much it

24 went up from \$1.3 to \$1.9, we're still going to

25 require that we get the return on investment.

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1 MR. WUELLNER: Exactly.

2 MR. BRUNSON: And so, it's just the income

3 variance. And when you're ready, I'm ready to

4 make a motion.

5 CHAIRMAN COX: We'll entertain a motion

6 anytime.

7 MR. BRUNSON: Okay. That's true. I'd like

8 to make a motion that we adopt the present tax

9 rate and not the rollback rate. I -- I think

10 to -- that's comment. Let me make the motion.

11 But with the stipulation that this money be in a,

12 even a special reserve.

13 MR. WUELLNER: You can do that.

14 MR. BRUNSON: If we've got reserve now of

15 \$900-, that this additional \$700- be in a special  
16 reserve. And -- and that's a simple motion, but  
17 that's the -- that's the motion I'd like to make.

18 CHAIRMAN COX: We have a motion on the table.  
19 Any discussion on the motion?

20 MR. GEORGE: Do you want a second before you  
21 get to discussion?

22 CHAIRMAN COX: I'll take -- yeah. Okay. Go  
23 ahead. Thank you, sir.

24 Do we have a second?

25 MR. GEORGE: Yes, you have a second, and I'll

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1 explain that when we get to discussion. Can I  
2 discuss?

3 CHAIRMAN COX: You can discuss now.

4 MR. GEORGE: The millage that we're setting  
5 now is the maximum millage, so we're not really  
6 sitting here and saying we are going to take  
7 that --

8 MR. WUELLNER: Correct.

9 MR. GEORGE: -- millage.

10 MR. WUELLNER: This is not to exceed.

11 MR. GEORGE: We have two other public  
12 hearings, and the millage cannot go above --

13 MR. WUELLNER: What you set today.

14 MR. GEORGE: -- what we're saying. So, with  
15 that understanding, that's the way I second that.

16 MR. WUELLNER: That is correct.

17 CHAIRMAN COX: All right. Motion on the  
18 table that's been seconded. All in favor, say  
19 aye.

20 MR. BRUNSON: Aye.

21 CHAIRMAN COX: Aye.

22 MR. GEORGE: Aye.

23 CHAIRMAN COX: All opposed?

24 (No opposition.)

25 CHAIRMAN COX: The ayes have it. Motion is

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1 passed, and that will be written into the  
2 comments.

3 9.B. - EDC & IDC - PUBLIC INDUSTRIAL PARK STUDY

4 CHAIRMAN COX: Okay. That moves us on to the  
5 next agenda item, I guess. We have a EDC and an  
6 IDC presentation; is that correct?

7 MR. WUELLNER: Yes. I believe Nick -- is  
8 Nick here?

9 MR. SACIA: Yes. Nick Sacia with St. Johns  
10 County Chamber EDC. I'm coming back to report to  
11 you on the report we made last month on the study  
12 that the IDA is proposing to study the -- how to  
13 move forward in the preservation of workforce  
14 sites and business sites so that the residential  
15 growth doesn't consume all the land so that we run  
16 out of places to employ the residents of St. Johns  
17 County.

18 And several counties in Florida, more than  
19 half, almost three-quarters of the counties in  
20 Florida, have publicly owned business sites,  
21 industrial sites that they prepare in advance

22 for -- for clients that may come in the future so  
23 that it's ready to go when the client's ready,  
24 because of the costs that's prohibiting the  
25 private sector from getting those sites ready in a

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1 timely manner.

2 But the study is not to determine that  
3 publicly owned land is the only way to go. It's  
4 to determine what's the best way to go. Is it  
5 publicly as well -- or private/public partnership?  
6 Or maybe it will come out that it's just private.

7 But the study will show us what steps we need  
8 to take, what sites would be best to work on, what  
9 management method would be best, sale or lease  
10 strategies, depending on the site.

11 And we're before the Airport Authority  
12 because of the Airport Authority's unique position  
13 of already holding public lands that can be used  
14 for workforce opportunity sites.

15 Now, as of last report, last month, we were  
16 going to the County to ask that they participate,  
17 as well. And the IDA has committed \$25,000 to the  
18 study. Now St. Johns County, as well, has  
19 committed \$25,000 to the study. The St. Johns  
20 County Chamber EDC is committing time and  
21 resources to the amount of \$25,000. And we're  
22 here to ask the Airport to participate at a  
23 maximum level of \$25,000, so we can have a  
24 complete study that we -- we believe will benefit  
25 your goals of being removed from the tax rolls as

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1 you develop the land in a way that benefits not  
2 only the Airport Authority but the residents of  
3 St. Johns County.

4 CHAIRMAN COX: Very good. Is that -- no --  
5 no other information -- you know, no slides or  
6 anything?

7 MR. SACIA: The slides --

8 CHAIRMAN COX: That's fine. I just wanted --

9 MR. SACIA: -- hadn't changed since last

10 month.

11 CHAIRMAN COX: Okay. Great.

12 MR. SACIA: But if you do have any questions,

13 I'd be happy to answer them, or discussion.

14 CHAIRMAN COX: I'll comment on what you have

15 to say. And I'm a very strong believer in -- in

16 what they're trying to do with the -- in their

17 study.

18 And I'd -- I'd really like to see the Airport

19 step forward at some commitment level to -- you

20 know, to -- on one hand to show the public that

21 the airport's committed to helping out the

22 community and moving toward and creating jobs

23 and -- and let's get the -- you know, we've got

24 some property over here that we can use that would

25 be a perfect area for the industrial park before

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1 in fact it is maybe -- use the term "swallowed up"  
2 by development, commercial development of one type  
3 or another, and condos or homes or whatever it is  
4 and happens to be.

5 But I'd like to see us step forward at least  
6 at some commitment level. Discussion?

7 MR. BRUNSON: Yeah. I, too, support the EDC  
8 and am excited about the study.

9 I do have some comments that in the private  
10 sector, we just raised \$60,000 to do the Fishkind  
11 study, who basically said that 80 percent of our  
12 tax revenue is coming from residential entities  
13 and that we had to find some way to increase the  
14 revenue to keep this county going, whether it be  
15 an increased sales tax of one percent, which is  
16 allowed.

17 But I wonder, you know, that \$60,000 that we  
18 spent, was that well spent? And -- and I hope so,  
19 and I believe so.

20 MR. SACIA: That's --

21 MR. BRUNSON: Go ahead.

22 MR. SACIA: That's a very good question. And

23 we believe it has. We're having a meeting  
24 tomorrow to discuss what -- what steps to go  
25 forward with. And not only are they looking at

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1 the one cent sales option that's been proposed,  
2 but that will be -- there will be an ongoing  
3 discussion.

4 But also, there's efforts to look at the way  
5 impact fees are computed and the counts that are  
6 used to give the total impact fees for the  
7 business and commercial entities so that that may  
8 reduce their initial development cost to allow  
9 them easier ways to enter into the St. Johns  
10 County market.

11 MR. BRUNSON: And that's true. And  
12 unfortunately, the residential, Dr. Fishkind has  
13 seen that that was in line, but the industrial was  
14 not, and so forth. So, I think some good will  
15 come.

16 But what I'm -- what I'm getting to is that,  
17 James, what is the budget of the county, this \$400  
18 million, \$500 million?

19 COMMISSIONER BRYANT: This coming year?

20 MR. BRUNSON: What you proposed, or  
21 somebody's --

22 COMMISSIONER BRYANT: I think about \$700  
23 million.

24 MR. BRUNSON: Pardon me? Seven hundred?  
25 Seven hundred million? And they've committed

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1 \$25,000.

2 And I wouldn't -- what -- what I'm saying is  
3 that I would like to commit, and I would like to  
4 support, but it's -- as we look at MPO, what we do  
5 there, and how much we pay to belong to them, I  
6 think that we might can do some in-kind, too, as  
7 you have. And -- and -- but I'm not going to be  
8 in favor of -- of spending \$25,000 in line with

9 the County and with Intergovernmental.

10 Now, I don't know what that figure is, but I  
11 want you to know we're going to support you. And  
12 I will be at the meeting tomorrow with you at  
13 2 o'clock to work out all of these other things  
14 that we're working on.

15 MR. SACIA: Yes. And -- and the IDA's budget  
16 is substantially smaller than both organizations.

17 MR. BRUNSON: I know.

18 MR. SACIA: And they're committing \$25,000.  
19 And -- and we really do believe that the Airport  
20 will be the main beneficiary of this study, as  
21 they already have the lands available.

22 So, it's a study that you may have to do --  
23 would need to do in the future, anyway, to develop  
24 those lands at a great -- at a greater cost than  
25 \$25,000 if you didn't do it jointly together with

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1 the IDA and the County.

2 MR. BRUNSON: Who -- who does this study?

3 MR. SACIA: Well, the way we're proposing it

4 is we're doing an RFP that we're going to have

5 together by the end of the month. It's a request

6 for a proposal for a consultant that has the

7 expertise that we discussed last month, a GIS,

8 economic development, site planning, economic

9 trends, and ROI expertise. And we'll be

10 submitting a list of consultants that we'll submit

11 the RFP to, as well as publicly address that.

12 Then, as each stakeholder that has

13 contributed to the project, a member from each

14 stakeholder, we'll get together kind of as a

15 committee to review the applications for the RFP

16 and choose the consultant together so that

17 everything is looked at from everybody's

18 perspective so we don't leave anything out.

19 MR. BRUNSON: Okay.

20 CHAIRMAN COX: Sir?

21 MR. BRUNSON: Go ahead.

22 MR. GEORGE: My time now, right? Okay. If

23 I'm not mistaken, this whole study is to look at  
24 the county and see where the best site available  
25 is for --

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1 MR. SACIA: Well, that's a minor --

2 MR. GEORGE: So, therefore, I can't -- so,  
3 therefore, I can't understand how, you know, it's  
4 going to benefit the airport more than anybody  
5 else. Because if you pick a site out by 207, then  
6 it doesn't benefit us -- benefit us at all.

7 But, listening to what Mr. Burnett had to say  
8 about a -- the railroad having a planned community  
9 north of here, the thing that got my attention was  
10 the possibility of 400,000, or maybe something  
11 less, of commercial, you know, space, that takes  
12 away from our, you know, potential of -- you know,  
13 of an industrial park that we could have down  
14 here.

15 When I look at the construction costs and

16 everything that's going on, I'm looking for added  
17 ways to get revenue. And that, to me, says that,  
18 yeah, we need to participate in this.

19 And I'd like to make a deal with you that  
20 we'll participate the \$25,000 -- this is my  
21 opinion, not everybody else's. We'll participate  
22 the \$25,000, but if the Airport's property is not  
23 selected as it, we want \$12,5- back.

24 MR. SACIA: Well, that -- we -- we would --  
25 we would understand that assuredly. And I think

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1 the -- the -- to keep in mind, too, the selection  
2 of the sites, that's just the minor part of the  
3 study. It's almost a foregone conclusion that the  
4 Airport Authority's property, especially if they  
5 want that considered, would be a frontrunner,  
6 because it's already publicly owned. The  
7 majority --

8 MR. GEORGE: Then let's make it a hundred

9 percent we get it back if it's not?

10 MR. SACIA: The majority --

11 CHAIRMAN COX: We'll take the \$75,000.

12 MR. SACIA: And if it is, you're taking the  
13 whole \$75,000? The majority of the study is going  
14 to be the best way -- looking at giving options,  
15 of the best way to plan that site, what you can  
16 expect in return for the money you spend to  
17 develop that site, what options are out there  
18 through grants and other opportunities to build  
19 that site without the local taxpayer monies being  
20 involved, things like that.

21 CHAIRMAN COX: What's your -- your planned --  
22 your window of time -- assuming, blue sky effort,  
23 everything goes the way you want it to, what's  
24 your -- your window of time to start the study?

25 MR. SACIA: Well, we plan to submit -- review

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1 the RFP at the end of July.

2 CHAIRMAN COX: Okay.

3 MR. SACIA: The RFP process will be anywhere  
4 from three to four weeks. So, you're probably  
5 looking at the first of December to make -- or  
6 first of September --

7 CHAIRMAN COX: September.

8 MR. SACIA: -- to make a decision on a  
9 consultant. And then, blue sky, a three-month --

10 CHAIRMAN COX: Okay. December.

11 MR. SACIA: -- period. December.

12 CHAIRMAN COX: Yeah. Mr. Brunson?

13 MR. BRUNSON: I think I asked this question  
14 before, Nick -- and by the way, you're doing an  
15 excellent job of selling your product and --

16 MR. SACIA: Thank you.

17 MR. BRUNSON: -- and we want to support you.  
18 And -- but the City of St. Augustine benefits  
19 greatly from anything the County does and that we  
20 do. And have they been approached to participate?

21 MR. SACIA: The Industrial Development  
22 Authority has approached the City of  
23 St. Augustine. They've got the same problem that

24 you're kind of talking about here, is they don't  
25 have any sites.

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1 The sites that we're looking at are going to  
2 be rather larger sites that you wouldn't  
3 necessarily build the -- you know, compete with  
4 the -- the private developer that might build the,  
5 you know, 10,000 square feet flex space and things  
6 like that. We're looking for where larger  
7 industries can settle that we might not have the  
8 opportunity to gain that provide the higher wages,  
9 the better benefits, and things like that.

10 MR. BRUNSON: But they're part of the  
11 community and they --

12 MR. SACIA: Right.

13 MR. BRUNSON: -- get the benefits. And if I  
14 was the mayor of St. Augustine, I would want to be  
15 included.

16 MR. SACIA: Right.

17 MR. BRUNSON: And -- and -- and keep in mind,  
18 having said that we want to support you, we have a  
19 tremendous reason for trying to get off the tax  
20 rolls, and -- and -- but as I said earlier on the  
21 tax rollback rate, sometimes you've got to spend  
22 money to make money. And that's the only reason I  
23 can even justify what I'm thinking about.

24 MR. GEORGE: Let me quote you on that.

25 MR. SACIA: And that's our -- you know -- and

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1 that's to make -- not only does it -- it's almost  
2 a win-win situation, because not only does it  
3 provide revenue to the Airport Authority, provide  
4 an opportunity to develop that land, but it also  
5 provides the relief from the tax rate to the  
6 taxpayer, which may be minimal, but everybody --  
7 everything helps these days, but also a place to  
8 work and to -- to upgrade their employment, as  
9 well.

10 CHAIRMAN COX: Based on that statement, do  
11 you have any forecast yet as to how many jobs it  
12 might create if you create it?

13 MR. SACIA: That's what the study's for.

14 CHAIRMAN COX: Well, I understand, but --

15 MR. SACIA: Yeah. Not offhand.

16 CHAIRMAN COX: Okay. All right.

17 MR. SACIA: Because we haven't looked into  
18 the -- the details yet.

19 CHAIRMAN COX: All right.

20 MR. SACIA: And think of it, when we look at  
21 this type of situation, there's been comments  
22 about the private sector and competing with the  
23 private sector.

24 My best example that I could come up with is  
25 a public golf course; it doesn't seem to be any

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1 problem to buy property to build a public golf  
2 course to be able to provide affordable golf for

3 the people in the community, yet there are private  
4 golf courses that cater to different clientele.

5 And the same way, there's still private  
6 developers, but they're going to cater to a little  
7 different clientele. This offer is the public has  
8 property that they can offer to create jobs to  
9 benefit the people that may not be able to apply  
10 to the other clientele.

11 MR. GEORGE: But in the example of building a  
12 golf course, you're not asking local tennis courts  
13 to put in money for the study to come up with a  
14 golf course.

15 MR. SACIA: That's right. That's why I'm  
16 here asking you.

17 MR. GEORGE: I was under the impression from  
18 our presentation last month, that the overall  
19 objective was to find a site. And that's what I  
20 objected to last week (sic).

21 What I'm hearing you say now, Nick, is the  
22 Airport Authority's physical site is what has  
23 already been selected, then I can support this.

24 MR. SACIA: Well, I can't say that it's  
25 already been selected, but I can say it's -- it's

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1 on the top of the list, because no site's been  
2 selected as of yet.

3 But part of the problem, when you do a study  
4 or when you go to complete the recommendations,  
5 when you have to deal with several landowners, and  
6 there's easements and other things that are  
7 involved, that makes it harder to acquire that  
8 site more expensive.

9 With the Airport Authority already owning  
10 that property, you've already cut out three or  
11 four of those difficult steps. So, the priority  
12 would be -- would naturally be a property  
13 that's -- the furthest down the line would be the  
14 first priority. And the Airport's property is  
15 that property.

16 CHAIRMAN COX: Let's -- let's --

17 MR. BRUNSON: Nick, one more comment and --  
18 so I can hear your answer. Might I -- might it be  
19 best that if the Airport would do their own study  
20 and -- and assured that our study would have the  
21 industrial park here?

22 MR. SACIA: I can -- it would cost you more  
23 to do it.

24 MR. GEORGE: Don't use the word "guarantee."

25 MR. SACIA: I cannot guarantee that it will

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1 be in the -- I can -- I'm 99.9 percent sure that  
2 the airport property would be in the study and  
3 probably a main focus of the study. And I -- I  
4 think we could even write into the contract,  
5 probably, that if it wasn't, you got some of your  
6 money back.

7 CHAIRMAN COX: All right. I just want to  
8 get -- I want to get public comments --

9 MR. GEORGE: Oh, okay. Fine.

10 CHAIRMAN COX: -- before we get too deep in  
11 it. And we've got valid points that you need to  
12 make?

13 MR. GEORGE: No.

14 CHAIRMAN COX: No valid points? Okay.

15 MR. GEORGE: Right. Just rhetoric.

16 CHAIRMAN COX: Like to open up to public  
17 comment on this agenda. Mr. Ciriello?

18 MR. CIRIELLO: Joe Ciriello, 5318 Shore  
19 Drive. I just want to throw out a thought.  
20 You're talking about this industrial development  
21 and all.

22 If I remember correctly, I wasn't here at the  
23 time, but between Fairchild and Grumman, when  
24 Fairchild was on the airport doing airport  
25 business, and they took off, before Grumman came

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1 in and -- and took over, I understand there was a  
2 industrial development park right on this airport.

3 There was a machine shop and a lumber company and  
4 a pipe company and all. And they only lasted  
5 something like a few years and went all belly up,  
6 and then Grumman come in and took over.

7 So, when you talk about -- what he's talking  
8 about, looking into the thing, you might want to  
9 find out, you know, why this other industrial  
10 development that was right on the airport went  
11 belly up.

12 CHAIRMAN COX: Thank you very much, sir.  
13 Public comment, Mr. Slingsluff?

14 MR. SLINGLUFF: The -- you -- creating the  
15 industrial park area does increase the buffer zone  
16 around the airport --

17 CHAIRMAN COX: Good point.

18 MR. SLINGLUFF: -- which I think is critical.

19 CHAIRMAN COX: Very good point.

20 MR. SLINGLUFF: And in the next two days, I  
21 think Wednesday morning in the newspaper, you will  
22 see an article where the runway, the main runway  
23 at Stuart airport will be shortened because the  
24 lack of the buffer zone around the airport and

25 lack of planning. They've lost the fight. It

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1 will go to court now, but the public is winning  
2 there. And they -- they're going to lose probably  
3 close to a thousand feet of runway.

4 CHAIRMAN COX: Thank you very much, sir.  
5 Mr. Martinelli?

6 MR. MARTINELLI: We, I think, are looking at  
7 apples and oranges. And the reason I say that is  
8 that for many years, we have thought about, talked  
9 about industrial development here at the airport.

10 We've talked about multimodal. We've talked  
11 about the advantages of multimodal, which are  
12 unique. And they're unique to this airport. And  
13 when I say "apples and oranges," the industrial  
14 development property available for development  
15 here is unique. And it's not the same. And I  
16 don't know that it would even fit into the same  
17 study that Nick is talking about. Look at Bartow.

18 Look at Van Nuys airport in California.  
19 Look at the industrial development around  
20 those airports, and they all have something in  
21 common. Every industry that's there is  
22 aviation-related. And it's aviation-related  
23 because they need that kind of accessibility to  
24 air travel, or in this case, rail travel, truck  
25 travel, maybe even water travel here, if we ever

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1 get multimodal off the ground.  
2 And so, I would be very careful about having  
3 somebody do a study that's so generic that it  
4 covers the entire county, and we might or might  
5 not fit into that, and not take full advantage of  
6 the assets that we have to attract bona fide  
7 industrial development that's going to stick,  
8 not -- not a lumber company or a lumber yard,  
9 anything like that; something substantial that now  
10 this community could probably support.

11 CHAIRMAN COX: Very good point. Further  
12 public comment?

13 (No further public comment.)

14 CHAIRMAN COX: I just -- I'd like to pass  
15 something on, just food for thought. I'd like to  
16 see -- see us have the foresight to move future  
17 boards into a situation where they have this  
18 opportunity available to them; i.e., take  
19 advantage of that industrial park area, as opposed  
20 to not having it available and wishing we had it  
21 available. You know what I'm saying?

22 So, in five years or ten years, man, I wish  
23 that board had voted for the industrial park out  
24 there, because now we've got condos or apartments  
25 or whatever and we're getting lawsuits for noise

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1 and blah, blah, blah, you know, whatever it is.

2 It's just I think we could take -- and -- and

3 Mr. Martinelli makes some very good points, some

4 very valid points, also. So, Mr. George?

5 MR. GEORGE: I make a motion we approve the  
6 \$25,000 to give them, with the caveat that in the  
7 event that the already owned St. Augustine airport  
8 property is not selected, we get the \$25- back.

9 MR. SACIA: I think that's perfectly fair.

10 CHAIRMAN COX: I'll second the motion. Any  
11 discussion?

12 MR. BRUNSON: (Shakes head.)

13 CHAIRMAN COX: No?

14 MR. BRUNSON: No.

15 CHAIRMAN COX: Okay. We have a motion on the  
16 table. It's been seconded. All of those in  
17 favor, say aye.

18 MR. BRUNSON: Aye.

19 CHAIRMAN COX: Aye.

20 MR. GEORGE: Aye.

21 CHAIRMAN COX: All opposed?

22 (No opposition.)

23 CHAIRMAN COX: The ayes have it. You've got  
24 it.

25 MR. SACIA: Thank you very much. We'll get

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1 to work on that and get --

2 CHAIRMAN COX: You better.

3 MR. SACIA: -- the RFP to include airport

4 industry in that study.

5 9.D. - RESOLUTIONS 2006-03, 2006-04 & 2006-05

6 FDOT JPAs

7 CHAIRMAN COX: Okay. Our next agenda item we

8 had moved to the last of the agenda items. So,

9 let's move to JPA grant resolutions, please.

10 MR. WUELLNER: Yes, sir. I've got the

11 privilege today of offering you money from the

12 State of Florida --

13 (Whereupon, Mr. Brunson leaves the room.)

14 CHAIRMAN COX: Good. How much?

15 MR. WUELLNER: -- for three separate

16 projects, first of which comes in the form of

17 Resolution 2006-03, which is for south development

18 infrastructure, which is basically the T-hangar  
19 taxiways and supporting drainage and  
20 infrastructure needs. It's an 80 percent FDOT  
21 grant with FDOT's participation limited to  
22 \$500,000, making it, I believe, \$625,000 of total  
23 project. Second --

24 MR. GEORGE: What do we have budgeted for it?

25 MR. WUELLNER: Six hundred and twenty-five

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1 thousand.

2 MR. GEORGE: Okay. Fine. All right.

3 MR. WUELLNER: Whatever the number is. I  
4 knew I should have written this differently for  
5 you.

6 MR. GEORGE: No. It's just a point of  
7 clarification.

8 (Whereupon, Mr. Brunson enters the room.)

9 MR. WUELLNER: I don't know what your  
10 pleasure is, to adopt all three resolutions at one

11 time or to handle them individually. But the  
12 resolutions basically authorize the executive  
13 director to execute the Joint Participation  
14 Agreements and commit you to the 20 percent share  
15 of the grant up to the FDOT participation.

16 CHAIRMAN COX: Well, unless there are no  
17 exceptions to doing it all at once --

18 MR. GEORGE: I'd do it all at once.

19 CHAIRMAN COX: Then we'll just do it all at  
20 once.

21 MR. WUELLNER: Okay. Then 2006-04 is for  
22 T-hangars, is a 50 percent FDOT. It is generic in  
23 terms of number. It is a function of the total  
24 amount of money available. So, it will buy  
25 whatever the money buys, whether that's two units

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1 or 20 units. There's --

2 MR. GEORGE: Based on your recent update of  
3 the cost estimates, what do you anticipate --

4 MR. WUELLNER: Five hundred thousand dollars  
5 is probably a 10-unit building at most.

6 MR. GEORGE: Okay.

7 MR. WUELLNER: To give you an idea. Fifty  
8 percent FDOT money. It is a multiyear funding,  
9 meaning there's \$200,000 available right now, or  
10 upon the signature of the grant, and \$300,000  
11 available next fiscal year of Florida DOT, which  
12 is this time next year, July 1st, next year. So,  
13 a total of \$500,000. So, it's a total of a  
14 million dollars worth of T-hangars, which is  
15 probably more like 16 or 18 hangars in total when  
16 you put our share in it.

17 The next grant is for 2000 -- is 2006-05  
18 resolution, again for T-hangars. This is a  
19 supplemental JPA, meaning it adds money to an  
20 existing grant we have. It is at a ratio of 50  
21 percent, also. They're adding \$200,000, making  
22 their commitment to us in the T-hangar project now  
23 \$600,000, or a \$1.2 million total project for  
24 T-hangars.

25 So, if you're really quick on the math, you

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1 now know you have \$2.2 million of T-hangars  
2 available to the Authority in the south hangar  
3 area.

4 CHAIRMAN COX: Discussion.

5 MR. WUELLNER: Assuming you adopt these three  
6 resolutions and I sign them.

7 MR. GEORGE: 05 says it's an additional  
8 \$200-. Is that in addition to the 04?

9 MR. WUELLNER: You already -- it's a separate  
10 grant.

11 MR. GEORGE: But we already have the first  
12 piece of it.

13 MR. WUELLNER: You already have \$400,000  
14 under grant.

15 MR. GEORGE: Okay.

16 MR. WUELLNER: And they're adding \$200- more.

17 MR. GEORGE: All right. So, you're thinking  
18 that both of those put together -- a mill point 2

19 is 2 point 4 --

20 MR. WUELLNER: I'm not as sharp as you, but I

21 know a million plus \$1.2- is \$2.2-, which is

22 where --

23 MR. GEORGE: Fine. And \$2.2- will buy you

24 what? \$2.2- just got through buying us only three

25 hangars.

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1 MR. WUELLNER: Yes, but they were 10,000

2 each, or what was it?

3 MR. GEORGE: Your most educated guess, how

4 many --

5 MR. WUELLNER: We're going to build 36 for

6 this, or 38.

7 CHAIRMAN COX: Good. Send me a signed copy

8 of that statement, please.

9 MR. WUELLNER: It will be in the minutes next

10 month.

11 CHAIRMAN COX: Thirty-six.

12 MR. WUELLNER: Yes.

13 CHAIRMAN COX: All right. Somewhere between  
14 30 and 36.

15 MR. WUELLNER: I'd say somewhere between 30  
16 and 40.

17 CHAIRMAN COX: Okay. I'll go you that.

18 MR. WUELLNER: Now, that's just buildings.

19 CHAIRMAN COX: Discussion?

20 MR. GEORGE: Sounds good.

21 MR. BRUNSON: No discussion.

22 CHAIRMAN COX: Public comments on this agenda  
23 item, please. Any public comment?

24 (No public comment.)

25 CHAIRMAN COX: I'll entertain a motion.

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1 MR. GEORGE: Make a motion we accept them as  
2 presented.

3 MR. BRUNSON: Second.

4 MR. GEORGE: In their entirety.

5 CHAIRMAN COX: Okay. We have a motion on the  
6 floor and a second. I don't think there's any  
7 discussion; there wasn't previously. All of those  
8 in favor, say aye.

9 MR. BRUNSON: Aye.

10 CHAIRMAN COX: Aye.

11 MR. GEORGE: Aye.

12 CHAIRMAN COX: All opposed?

13 (No opposition.)

14 CHAIRMAN COX: Ayes have it. Motion passes.

15 9.E. - TERMINAL REHAB - STAIR & TILE REPLACEMENT

16 MR. WUELLNER: Next item I have is the --  
17 if -- if you recall during the budget workshop, we  
18 mentioned that there were several projects in the  
19 terminal complex that needed our attention, and we  
20 were directed to develop the cost estimates for  
21 those projects and bring it back to you for  
22 consideration of funding immediately; i.e., this  
23 fiscal year, getting the work accomplished rather  
24 than defer it until October.

25 Those two projects primarily were the stairs

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1 replacement on the back side of the terminal that  
2 has largely rusted through and -- and needs  
3 significant work, and is probably beyond the cost  
4 of repairing.

5 And we're proposing we remove those concrete  
6 and steel structure that's there and replace it  
7 with a structure that's very similar to the stairs  
8 that exit onto the airside of the new terminal  
9 building B, or the office building, which is a  
10 galvanized and aluminum structure that will in  
11 theory not rust at anything near the rate the  
12 original straight steel -- straight steel-type  
13 structure was.

14 Engineer's estimate -- Passero did the  
15 layout. It slightly reconfigures it to a little  
16 more usable orientation there. But it looks --  
17 the engineer's estimate puts it at about \$65,000  
18 to do the removal and replacement of that stair

19 structure.

20 The other piece of the puzzle is the main

21 public restrooms, lounge, or the main terminal

22 floor area, including the fountain and the pilots'

23 lounge restroom and the porch area on the second

24 floor of the restaurant, is tile removal and

25 replacement in those areas.

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1 You may recall -- you may recall

2 conversations from quite a while ago the problems

3 with the tiles and the carpeting at that point

4 that were put down when the terminal was

5 originally built. The order of placing those

6 things in the terminal have -- had created a

7 long-term maintenance problem that we're trying to

8 finally just get rid of and replaced.

9 The tile was placed before the completion of

10 construction and so was the original terminal

11 carpeting. And as a result, all of the Drywall

12 finishing and all of that was -- was literally  
13 done on top of the tile work and during the time  
14 the tile work was done. The grout infiltrated --  
15 or was infiltrated in the grout all of the Drywall  
16 compound. It has been a continual maintenance  
17 headache in that terminal.

18 And for approximately \$30,000, we can remove,  
19 replace, put an appropriate type of tile down  
20 and -- and redo those areas in the terminal.

21 So, where I estimated a hundred, we're at  
22 \$95-. So, with your indulgence, we'd like to go  
23 ahead and gets bids procured. We've got our tile  
24 bids because of the way we had to procure it. But  
25 we would have to do a regular sealed bid for the

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1 stair work.

2 But we'd like to move to final drawings with  
3 Passero and get that -- get that out on the street  
4 and get it -- get the work done.

5 CHAIRMAN COX: So, the board action you're  
6 looking for us today is just to approve Passero  
7 moving forward?

8 MR. WUELLNER: Approve those items out of  
9 this current year budget. The only thing it will  
10 affect is roll forward, which will -- we pretty  
11 much already accounted for in -- in moving the  
12 budget.

13 CHAIRMAN COX: We don't need a motion on  
14 this, do we?

15 MR. WUELLNER: Yeah, you probably should. Or  
16 just approve those projects and we'll take care of  
17 the rest. You don't need to formally amend your  
18 budget, but I think you need to --

19 CHAIRMAN COX: That's what I -- yeah.

20 MR. WUELLNER: -- approve the project work.

21 CHAIRMAN COX: Okay. Any discussion on it?

22 MR. GEORGE: Yes. How does this impact --

23 CHAIRMAN COX: Galaxy?

24 MR. GEORGE: -- the forecast of your budget?

25 I don't know where -- where was this in last

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1 year's budget?

2 MR. WUELLNER: It was not. They were not  
3 items. The maintenance obligations on the -- on  
4 the stairs in particular have come to our  
5 attention over the last --

6 MR. GEORGE: So, we're talking about spending  
7 the hundred thousand in this year, not in --

8 MR. WUELLNER: This current fiscal year.

9 MR. GEORGE: Okay. So, that will decrease  
10 your forecasted cash?

11 MR. WUELLNER: Cash forward for next year,  
12 yes.

13 MR. GEORGE: Has this -- has your budget  
14 been -- we haven't approved it yet, so you  
15 couldn't reflect it.

16 MR. WUELLNER: Correct. It does not reflect  
17 it because you have not -- you have not approved  
18 these yet. We'll make the adjustment --

19 MR. GEORGE: Okay.

20 MR. WUELLNER: -- in the next iteration.

21 MR. GEORGE: So, our cash position going in  
22 will be a hundred thousand less.

23 CHAIRMAN COX: Right.

24 MR. WUELLNER: Instead of carrying \$960-some  
25 thousand, you'll get \$860-some thousand into next

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1 year.

2 MR. GEORGE: I think this is one of the  
3 things that Mr. Brunson was concerned about, that  
4 if we hold the millage the same, that this money  
5 be put into -- because there's always going to be  
6 some reason, you know, or something else that  
7 comes up that says we need to spend that.

8 So, do you have anything in the budget for  
9 next year of this type of an expenditure? In  
10 other words, this is not considered capital  
11 improvement or capital budget. So, I'm just  
12 wondering --

13 MR. WUELLNER: It would be --

14 MR. GEORGE: -- is the existing operating --

15 MR. WUELLNER: It would be a capital item,  
16 technically. Let me look at it quick.

17 The only thing that comes anywhere close  
18 would be the -- the recoat of the T-hangar roofs.  
19 That goes into the category of extending the life  
20 of an -- of an asset --

21 MR. GEORGE: Right.

22 MR. WUELLNER: -- so therefore gets  
23 capitalized.

24 MR. GEORGE: Okay.

25 MR. WUELLNER: But that's -- you know, next

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1 year's projection's only a \$15,000 expenditure in  
2 that particular line item.

3 MR. GEORGE: Okay.

4 CHAIRMAN COX: Mr. Brunson?

5 MR. BRUNSON: This is kind of off the

6 subject, but keeping in mind here, I have concerns  
7 about the restaurant and the -- you know, their  
8 business and so forth.

9 MR. WUELLNER: Okay.

10 MR. BRUNSON: Keeping in mind, if you're  
11 going to do this, I'd like the engineer to think  
12 about making it enticing for people on the runway  
13 side to know there's a restaurant there.

14 MR. WUELLNER: Uh-huh. This layout --

15 MR. BRUNSON: Signage or whatever, and really  
16 to steer people to -- to go up there and use it.

17 MR. WUELLNER: Okay.

18 MR. BRUNSON: And this would be a perfect  
19 time to do that.

20 CHAIRMAN COX: How much -- how much thought  
21 are we giving, Ed, to the --

22 MR. WUELLNER: You guys can --

23 MR. HOLESKO: Well, we can -- we can  
24 certainly add signage to the stair replacement.

25 CHAIRMAN COX: How much thought are we

1 giving, Ed, to the impact that it's going to have  
2 on air ops and -- and activity there at the  
3 restaurant, Galaxy, the terminal, and all of that  
4 that's going on?

5 MR. WUELLNER: Actually, we don't see any  
6 short-term impact of it, because the -- the  
7 activity's actually outside of the -- I mean,  
8 you're -- you're looking at less than a week of --  
9 of total construction --

10 CHAIRMAN COX: Oh, okay.

11 MR. WUELLNER: -- time up there.

12 CHAIRMAN COX: Okay.

13 MR. WUELLNER: Assuming the weather  
14 cooperates.

15 MR. GEORGE: Ed, do you think it would be  
16 prudent on our part to add to the budget for this  
17 coming year something in this neighborhood for  
18 unforeseen, you know, improvements to property?

19 MR. WUELLNER: Actually, I like the way

20 you're going about creating a reserved line item  
21 that's a restricted reserve line that, you know,  
22 requires just this, that you -- you know, you deal  
23 with them -- if there's something of this order  
24 that comes up that simply is not prudent to wait  
25 on, we can bring that to your attention, you can

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1 make the business decision necessary, you know,  
2 relative to it, rather than just put another line  
3 out there that's, you know, not necessarily an  
4 expenditure tied to it.

5 MR. GEORGE: But one of the problems I have  
6 is we put together the budget, and then at the end  
7 of the year, the actual expenditures don't  
8 necessarily look like that budget, and there are  
9 2500 reasons why.

10 MR. WUELLNER: Yeah.

11 MR. GEORGE: Or maybe there's six reasons.  
12 But if we see, because of the age of our

13 buildings, we need to start making that  
14 investment, I think we ought to identify it as  
15 a -- as a capital expenditure, and if we don't use  
16 it, guess what? It stays in the -- in the pot.

17 MR. WUELLNER: I -- I really don't have any  
18 problem with that approach. The short-term issue  
19 is you really have not funded a -- you know, that  
20 repair and replacement, for lack of better terms.  
21 We have -- we begin to -- to fund that, I believe  
22 it's year after next, year after that? But it  
23 begins to show up as a dedicated reserve line  
24 item --

25 MR. GEORGE: Yeah.

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1 MR. WUELLNER: -- in your -- in your  
2 forecast. It -- it's not funded yet because, you  
3 know, there really was no reserve funded through  
4 this fiscal year.

5 CHAIRMAN COX: When you -- so, we need --

6 MR. WUELLNER: So, you're just beginning to  
7 get reserve money that you can allocate if you'd  
8 like.

9 CHAIRMAN COX: We're getting kind of off the  
10 topic here. Let's -- I need to open this up to  
11 public comments on this particular agenda item.  
12 Any public comments on this agenda item?

13 MR. MARTINELLI: Yeah.

14 CHAIRMAN COX: Mr. Martinelli?

15 MR. MARTINELLI: Just very quickly, I -- I  
16 think Ed said it; it's a reserve, and -- and  
17 that's the way you budget it, as a reserve.  
18 Because you don't know when you're going to have  
19 these things, and when you have them, the board  
20 then authorizes it.

21 Also, Ed, is it still a requirement that at  
22 year-end, the board approve the reallocation of  
23 the actual funds to the -- budget funds, the  
24 actual funds? In other words, so at the end of  
25 the year, going forward, it's official what you

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1 actually incurred is what your budget was?

2 Basically.

3 MR. WUELLNER: They -- they do it  
4 simultaneous with the approval of the audit.

5 MR. MARTINELLI: Yeah.

6 MR. WUELLNER: That --

7 MR. MARTINELLI: Right. And so, to answer  
8 your question, Buzz, going forward, what actually  
9 happened this year is there now as conforming to  
10 the budget.

11 MR. GEORGE: Understand.

12 CHAIRMAN COX: Thank you, sir. Any other  
13 public comment?

14 (No further public comment.)

15 CHAIRMAN COX: Well, we're back to board  
16 action. I'll entertain any motions for action on  
17 that.

18 MR. BRUNSON: Well, I'll make a motion so it  
19 doesn't die. I make a motion that we accept  
20 Staff's recommendation to redo the back steps with

21 the -- with the condition that we put signage

22 and -- attractive for the -- for the FBO side.

23 CHAIRMAN COX: I'll second the motion.

24 MR. WUELLNER: Does that include the tile

25 work? I just --

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1 MR. BRUNSON: Yeah.

2 CHAIRMAN COX: I think he's talking about the

3 whole deal there.

4 MR. BRUNSON: Yeah.

5 MR. WUELLNER: Okay.

6 CHAIRMAN COX: There's a motion on the table

7 and a second. Any discussion on the motion?

8 (Whereupon, Mr. Gorman enters the room.)

9 CHAIRMAN COX: No?

10 MR. BRUNSON: The only discussion, I will say

11 that I agree with the reserve fund approach, that

12 if we put \$60,000 over here for -- budgeted just

13 out there, that not that Ed would do this, but he

14 says at the end of the year, we have to spend it,  
15 so I'll buy two more cars or something -- just --  
16 so, I like the reserve approach.

17 CHAIRMAN COX: All right.

18 MR. GEORGE: Why can't the reserve have a  
19 subcategory --

20 MR. WUELLNER: It can.

21 MR. GEORGE: -- for improvements and stuff  
22 like that? I'm just trying to get -- identify  
23 what it takes to run, in some clear concise way,  
24 what it takes to run the airport.

25 CHAIRMAN COX: Okay. Wait. Guys, we're on

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1 an agenda item talking about this rehabilitation  
2 program, not the budget discussion, okay?

3 MR. GEORGE: Right.

4 CHAIRMAN COX: Okay. And we've got a motion  
5 on the table and a second. We're not discussing  
6 the budget. So, let's move forward. There's a

7 motion on the table and a second. All of those in  
8 favor?

9 MR. BRUNSON: Aye.

10 CHAIRMAN COX: Aye.

11 All opposed? Are you going to -- you need to  
12 say something.

13 MR. GEORGE: I oppose.

14 CHAIRMAN COX: You oppose. Okay. The ayes  
15 have it. Motion passes. You have the ability to  
16 move forward with that now.

17 MR. WUELLNER: Thank you.

18 9.F. - EXECUTIVE DIRECTOR'S PERFORMANCE REVIEW

19 CHAIRMAN COX: We're moving on to the  
20 director's performance review. And I got all of  
21 the -- all of the ones that were handed in on the  
22 request for the performance of the director, and  
23 all were very favorable. There was very few  
24 negative comments made. But this has -- has come  
25 around since from two years ago when we discussed

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1 the performance review for the director two years  
2 ago.

3 He's -- he's got two years left on his  
4 five-year contract. And at that time, two-years  
5 ago, we told him we were going to wait one more  
6 year and then discuss the issue again. So,  
7 actually we're well beyond that.

8 So, we just need to open up and maybe discuss  
9 his performance review and where you want to go  
10 with it. I'm open to comments.

11 MR. GEORGE: I think he's done a heck of a  
12 job. And just the knowledge and -- of how he gets  
13 around in and out of the different grants and  
14 things like that is -- shows his knowledge and  
15 expertise in the area. And I think we ought to  
16 give him \$5 raise. No.

17 I think we ought to give him a raise. But  
18 how much that is, has anybody done any -- you  
19 know, any analysis of what other executive  
20 directors have been making?

21 CHAIRMAN COX: It's all over the ballpark, as  
22 you might suspect. And, you know, just like the  
23 airport's statistical analyses are, it's very,  
24 very, very difficult to -- to gauge that. And you  
25 almost have to go, as opposed to an airport

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1 situation, and maybe by industry and what the  
2 person that's managing in responsibility level, as  
3 opposed to airport director -- of an airport  
4 director.

5 I totally agree with Buzz, that I think the  
6 director's done a tremendous job and has really  
7 bought -- brought our -- the whole budget  
8 scenario, the tax scenario, and come back around  
9 into a realistic program of trying to move the  
10 airport into getting off the tax rolls much  
11 earlier than -- than we had forecast, even, when  
12 you -- you know, we came on board here.

13 I would like to see -- I really want to see

14 the director of our airport, because of the  
15 utility of having the director close by and being  
16 able to respond to anything that the airport  
17 needs, I -- I want, or would prefer, to have the  
18 airport (sic) on the airport property, period.  
19 And that's another point for discussion also.

20 So, I agree; there's a percentage, and I  
21 think we -- my opinion is I'd like to see him get  
22 a raise and have a percentage. And I think that's  
23 the discussion right now, is what percentage we  
24 should move forward, at least in my opinion.

25 MR. BRUNSON: I -- Mr. Chairman?

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1 CHAIRMAN COX: Yes, sir.

2 MR. BRUNSON: I think, as you know, everyone  
3 knows, I agree wholeheartedly that Ed is doing a  
4 good job. There's a lot of things that he cannot  
5 control.

6 CHAIRMAN COX: Right.

7 MR. BRUNSON: But I think the things that he  
8 does control, he -- he does it in a very good  
9 business way.

10 And I might just go ahead and peep under the  
11 tent a little bit and let you know my thoughts,  
12 that I think we need to look and see what the  
13 state level has done with the state level  
14 increases in -- in salary, and we need to look and  
15 see what the County has done with their  
16 percentages of increase, and -- and -- and that  
17 would be some of my guidelines to go forward.

18 CHAIRMAN COX: Okay. It's going to be -- it  
19 will be difficult to find a managerial level  
20 that's analogous to what he's doing here.

21 And I don't disagree with you, but I'm -- I'm  
22 trying to just think in my mind where you would go  
23 with that, because as a government entity, there's  
24 very few people in the position of responsibility  
25 that -- in that manner that, you know, that Ed's

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1 controlling and has at his disposal right now.

2 MR. BRUNSON: I agree with you.

3 CHAIRMAN COX: So, you had --

4 MR. GEORGE: You can always go then -- no,

5 you can't. No. When you start talking about

6 looking at other airports, you know, we did this

7 nice comparative analysis --

8 CHAIRMAN COX: Yes.

9 MR. GEORGE: -- and what it came up with is

10 that there's differences, you know, all over the

11 place. So...

12 CHAIRMAN COX: That's why it's all over the

13 ballpark.

14 MR. GEORGE: It is. Ed, what was the salary

15 increase that you had put in the budget for this

16 year and for last year, do you remember, for

17 the -- all of the employees?

18 MR. WUELLNER: We do a flat five percent

19 across.

20 MR. GEORGE: Do a flat five percent. And

21 what we're talking about, Mr. Chairman, is he

22 hasn't had a raise in two years.

23 CHAIRMAN COX: I understand that.

24 MR. GEORGE: And that's what we're talking

25 about.

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1 CHAIRMAN COX: That's correct.

2 MR. GEORGE: Okay. I'd like to propose that

3 we give him a 10 -- 10 percent increase, because

4 that will cover the two years, or you could make

5 it five for the previous year and retroactive.

6 You know, you did that a couple of years ago.

7 CHAIRMAN COX: Right. Exactly. Right.

8 MR. GEORGE: Second thing is every time we go

9 over his salary, somebody throws a -- you know, a

10 shotgun blast at, well, we've got a house that

11 he's on. So, I'd like to see his contract, you

12 know, put in there that says that we require him

13 to leave on the property, just to get it out.

14 We've all said that we require him on live on the

15 property, and that's why we give him the house --

16 CHAIRMAN COX: Right.

17 MR. GEORGE: -- as part of his compensation.

18 CHAIRMAN COX: Right.

19 MR. GEORGE: And I also would like to see us,

20 maybe not for this year, but for us to seriously

21 consider working into some sort of a bonus plan

22 for meeting the financial objectives of this

23 board. I think that that's totally in line with

24 what other companies do. They do it through stock

25 incentives and things like that. And it just --

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1 it is another way for -- for if we make out, he

2 makes out.

3 CHAIRMAN COX: Mr. Gorman, any comments?

4 MR. GORMAN: Again, I'm back to comparative

5 analysis. I would like to see -- I do agree he

6 needs to -- to live in the area. I would like to

7 put the -- the subject to bed of that house of his

8 by renting it back to him, even if you want to  
9 recompensate him for the amount, I'm just so tired  
10 of -- of hearing that and -- and thinking about  
11 it.

12 And -- but as far as his salary goes, I  
13 really think that it should be based on a  
14 comparative analysis of other directors of  
15 airports of similar size, similar operations,  
16 similar numbers of hangars, similar numbers of  
17 businesses, and then just run into a ballpark as  
18 far as -- I do think he does an excellent, really  
19 excellent job on some things. On other things, of  
20 course, I disagree with him quite vehemently on.  
21 But some things, of course, he's really good at.  
22 There's no doubt that he's certainly been in the  
23 business a while.

24 But as far as that salary goes, I really  
25 think it needs to be comparative. And it -- it --

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1 just because whatever exists now doesn't  
2 necessarily mean that that is a benchmark to  
3 continue from. Although, I can't say that I would  
4 want to really cut it from here, because he's done  
5 a good job.

6 CHAIRMAN COX: Well, we've held off two years  
7 on any discussion, actually, for his salary  
8 review. How long did it take us to get to that?

9 MR. GEORGE: A long time.

10 CHAIRMAN COX: Well, my point is --

11 MR. GEORGE: I remember from the last -- I  
12 remember from the last time, that there are a  
13 couple of airports that go through and do a  
14 statewide analysis of what the executive director  
15 does, but they don't go the next step of, well,  
16 what are they responsible for? Are they  
17 responsible for accounting? Are they not  
18 responsible for accounting, whatnot?

19 And back to your comment about the property,  
20 Jack, if we are going to require that he stay, you  
21 know, on the property, if we pay -- if we -- if we

22 take what we think the property is worth, put it  
23 in his salary and make him pay it back right now?  
24 MR. GORMAN: Even though that seems silly,  
25 then it -- then if the market value is -- is paid

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1 for the house, and we do have other rental houses,  
2 it just becomes, oh, to put it in kind of silly  
3 vernacular, a cleaner deal.

4 MR. GEORGE: Yeah. About a year ago, I -- I  
5 discussed this with some people in the county, and  
6 they said the cleanest deal is to put it in his  
7 contract, that we require him on-site and part of  
8 his compensation is to provide that house.

9 MR. GORMAN: And they thought that -- that  
10 the provision of the house without any -- because  
11 we talk about then --

12 MR. GEORGE: Well, every --

13 MR. GORMAN: Does that include the  
14 maintenance? See, I keep constantly get people

15 that ask me, does that include his maintenance?

16 Is he doing his maintenance? Is he doing this?

17 Is he doing that?

18 And that leaves all of those discussions

19 open. If it's just simply rented to him at fair

20 market value, even if we recompensate him for

21 that, in terms of pure market, like I said, it's a

22 cleaner deal.

23 CHAIRMAN COX: Well -- and you can have those

24 kinds of questions regardless. I mean, does the

25 President pay his maintenance on the White House?

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1 You know, I don't know. Is anybody going to

2 require him to answer that? No. But, I mean,

3 it's part of his deal.

4 It just -- it gets -- you're going to run

5 into all kinds of questions. You're always going

6 to have questions on that. And I -- I agree with

7 Buzz; I think we need to specify that he lives on

8 the property and that's -- and it's the airport's  
9 situation, we have that house available for the  
10 person who we have as the director of the airport.

11 MR. BRUNSON: Mr. Chairman?

12 CHAIRMAN COX: Yes, sir.

13 MR. BRUNSON: I would like to comment on  
14 Buzz's thoughts of -- of bonuses and this.

15 My personal opinion is that as a taxing  
16 authority, I had rather we look at his  
17 performance, pay him accordingly, but not pay  
18 somebody a bonus of the percentages under this,  
19 over that. And I think we're just opening up more  
20 things to discuss. So, I'd like to keep it clean  
21 and simple.

22 CHAIRMAN COX: Your suggestion is a quarterly  
23 performance review or what?

24 MR. BRUNSON: No. Doesn't -- at the end of  
25 the year, we -- we look at his performance.

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1 CHAIRMAN COX: Okay.

2 MR. BRUNSON: But -- but I think the figure  
3 for the increase on the state level is about seven  
4 percent. And I think Ed has kind of looked at  
5 five percent, which I think he's really holding  
6 the --

7 CHAIRMAN COX: Oh, I misunderstood what your  
8 point was last. I thought you were trying to get  
9 individual managers and look at their salary level  
10 as opposed -- okay. I see what you're saying, is  
11 that you're averaging statewide what all employees  
12 were getting. Okay. That's a very good point.

13 MR. BRUNSON: Yes. All employees from the  
14 Governor to the whatever. And -- and I don't know  
15 what the county level -- Mr. Bryant, have you --  
16 do you know the percentage yet of the -- what  
17 increases in cost of living and that --

18 COMMISSIONER BRYANT: It's either two and a  
19 half or five. It's not over five, I know.

20 MR. BRUNSON: Okay. So, I think the director  
21 is in line of budgeting the five, and we certainly  
22 need to do something along those lines.

23 MR. GEORGE: I will make a motion.

24 CHAIRMAN COX: I will accept one.

25 MR. GEORGE: I make a motion that we increase

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1 Mr. Wuellner's salary by 12 percent, making six  
2 percent of it retroactive to the time that we were  
3 supposed to have done it last time, and then six  
4 at this year, also.

5 We incorporate into his contract that part of  
6 his compensation is the property, you know, on  
7 board. And if the board would like for me  
8 personally to take the responsibility of comparing  
9 to other ones, since I've done it for the last two  
10 or three times, and I know the avenues to get into  
11 it, I'll be glad to take that and go back and look  
12 at it and bring it back to the board for their  
13 review.

14 But I don't think we ought to hold

15 Mr. Wuellner off. We're already held him, you

16 know --

17 CHAIRMAN COX: I agree.

18 MR. GEORGE: -- pretty close to 12 months,  
19 you know, on compensation.

20 CHAIRMAN COX: Let me just clarify something,  
21 because you said increase by 12 percent. So, from  
22 2004, we back -- 2004 to 2005, six percent, and  
23 then 2005-'06, so another six percent --

24 MR. GEORGE: Yes.

25 CHAIRMAN COX: -- so that now he's at 12

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1 percent --

2 MR. GEORGE: Right.

3 CHAIRMAN COX: -- from what he was at 2004.

4 MR. GEORGE: Yeah.

5 CHAIRMAN COX: Okay. I gotcha.

6 MR. BURNETT: Mr. Chair?

7 CHAIRMAN COX: Sir.

8 MR. BURNETT: I'm not sure if it's

9 appropriate time or -- or not, but public comment?

10 CHAIRMAN COX: We're going to get to it, yes.

11 MR. BURNETT: It's one of these --

12 CHAIRMAN COX: Oh, you're right. He's had a  
13 motion on it. Very good point. My apologies.

14 MR. GEORGE: I withdraw the motion.

15 CHAIRMAN COX: And we do have public  
16 comments, and I had these right here in front of  
17 me. So, we have Mr. Ciriello, I believe, wanted  
18 to make public comment to that agenda item.

19 MR. CIRIELLO: I've said before different  
20 times about the executive director and his salary,  
21 and it had nothing to do with him as an  
22 individual. It's the job. I don't think it's  
23 worth the money that's being paid. But I'm not  
24 going to argue anything about that.

25 All I want is one figure from you guys when

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1 you're done. I want to know the total

2 compensation figure. I want the house, the car,  
3 the insurance, his actual salary, all of that  
4 added up so that you can come out and say, we are  
5 paying out of our pocket the executive director  
6 \$150,000, or a hundred thousand or \$90,000.  
7 That's what I want, the total compensation for the  
8 job he's being paid for.

9 I don't want it broke down into what -- what  
10 he's getting, not getting. I want to know how  
11 much we are actually really putting out for his  
12 services.

13 CHAIRMAN COX: So, your suggestion is we pay  
14 him \$150,000?

15 MR. CIRIELLO: No. I'm suggesting I want to  
16 know what you're giving him.

17 CHAIRMAN COX: Yes, sir.

18 MR. HICKOX: I'll check my thing for you in a  
19 moment, or if you'd do it for me, I'd appreciate  
20 it.

21 We go through this every time; Joe and I  
22 disagree on this subject totally. But I've got to

23 tell you, actually what you're giving Mr. Wuellner  
24 is not a pay raise. In true terms -- and I think  
25 everybody would agree with me on this -- you're

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1 just about meeting the cost-of-living increase.

2 He deserves that, at least. I think he deserves  
3 more.

4 I do not agree, however, with the bonus  
5 proposal. I think it's a bad -- bad idea to set  
6 for a public agency. On the other hand, if you  
7 want to give him the money, I wouldn't argue with  
8 it. I think he's earned it. Thank you.

9 CHAIRMAN COX: Thank you very much. Any  
10 further public comments on that? Mr. Holiday?

11 MR. HOLIDAY: I don't think I've ever agreed  
12 with you, but I'm going to today. I would really  
13 like to know exactly what Mr. Wuellner makes,  
14 right out in the open, if his utilities are paid,  
15 does he have gas in the car, all of these things.

16 This has to do with just simple responsibility of  
17 knowing how much the man is making.

18 Quite frankly, I'm flabbergasted. But that's  
19 okay. I'm just me. Thank you.

20 CHAIRMAN COX: Further public comment on it?

21 MR. GEORGE: Did you have a comment you want  
22 to make?

23 MR. BURNETT: I'm -- I'm going to wait and  
24 see how things go.

25 MR. GEORGE: Okay.

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1 MR. BURNETT: I may have some legal issues  
2 that come up, but I'll wait and see how things go.

3 CHAIRMAN COX: I don't see any other further  
4 public comment on the agenda item. We'll open it  
5 back up to the board. And you had -- I think you  
6 wanted to make a motion?

7 MR. GORMAN: I have a comment. Can I do  
8 that?

9 CHAIRMAN COX: Oh, I didn't see it. Yeah,  
10 you can make a comment.

11 MR. GORMAN: I would think that we would try  
12 to do that comparative analysis before we awarded  
13 the raise. That would be my only comment.  
14 Because you don't have a benchmark at this time.  
15 You're rowing from where you already are.

16 CHAIRMAN COX: The benchmark is his current  
17 salary.

18 MR. GORMAN: Yes, but is that benchmark at  
19 all in line with? You have not done any research  
20 along those lines.

21 CHAIRMAN COX: Your insinuation would be that  
22 if that's not the benchmark, then we would reduce  
23 his salary if it didn't come up to that standard.  
24 But we've had it for four years.

25 MR. GORMAN: Wouldn't you like to know?

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1 CHAIRMAN COX: I -- I think I do know.

2 MR. GORMAN: You know about comparatively how  
3 much he's making compared to other airports with  
4 other amounts of business with other amounts of  
5 operations?

6 CHAIRMAN COX: No. I know the responsibility  
7 that he has. I know how he directs this airport.

8 And --

9 MR. GORMAN: This isn't a value of how well  
10 he does, because he does a good job.

11 CHAIRMAN COX: Oh, I disagree with you. I  
12 think it totally is the value of what he does.

13 MR. GORMAN: But you do not know, without  
14 doing the comparison before you award a raise,  
15 what that benchmark is. That's the only comment I  
16 can make.

17 CHAIRMAN COX: Okay. Any other discussion?

18 (No further discussion.)

19 MR. GEORGE: I'd like to make a motion, then,  
20 that we -- I'm sorry, Ed -- table this. You don't  
21 get a raise at this one, okay? But we've got to  
22 have a concrete plan, you know?

23 I will be glad to honcho the analysis from --

24 with the state, if Mr. Gorman will be good enough  
25 to honcho the value of the rental property that he

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1 presently has.

2 MR. GORMAN: Certainly.

3 MR. GEORGE: Because the -- the compensation  
4 plan we did two years ago, it clearly specified,  
5 here's what we're paying for the car, here's what  
6 we're -- here's the equivalent of what we're  
7 paying for a three-bedroom house, and here's what  
8 we're paying here, and here's what we're paying  
9 here. So...

10 CHAIRMAN COX: We will --

11 MR. GEORGE: So, that -- so, I'm saying that  
12 we come back with some sort of a plan just like  
13 that. And that way, it answers everybody's  
14 questions --

15 CHAIRMAN COX: We'll table the issue --

16 MR. GEORGE: -- you know, whether they like

17 it or not.

18 CHAIRMAN COX: We will table the issue until  
19 the September meeting. Sir?

20 MR. BRUNSON: Let me ask a question. If we  
21 approved the previous motion -- or approved any  
22 motion of a pay increase, when would that be  
23 effective?

24 CHAIRMAN COX: We could make it effective  
25 immediately.

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1 MR. BRUNSON: Okay. Well, I would agree with  
2 the tabling if we set a date that, if we decide to  
3 give him a raise -- and -- and I'm talking about  
4 salary only -- that it's effective today.

5 CHAIRMAN COX: Well, the motion that was  
6 withdrawn was -- would have been retroactive back  
7 to 2004.

8 MR. BRUNSON: Right. I'm saying that I -- I  
9 just want -- I don't want to -- you come back with

10 all of these analysis and then, in September, we  
11 say okay, effective today, that your salary's  
12 increased, that he deserves --

13 CHAIRMAN COX: Right. I understand.

14 MR. BRUNSON: -- and make a decision.

15 MR. GEORGE: That would be the call of the  
16 board members at the September meeting, how they  
17 wanted to do that.

18 MR. BRUNSON: Yeah. Well, that's my  
19 thoughts.

20 CHAIRMAN COX: Okay. Very good. So, we're  
21 tabling the motion until the next meeting. And --

22 MR. BURNETT: I believe your next meeting is  
23 August the 21st, not --

24 CHAIRMAN COX: Oh.

25 MR. BURNETT: -- in September. And that was

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1 one thing --

2 CHAIRMAN COX: I said September. Okay.

3 August 21. The next agenda item is the --

4 MR. GEORGE: I made a motion. Is everybody  
5 agreeing to it?

6 CHAIRMAN COX: We tabled. You didn't have  
7 to --

8 MR. GEORGE: Oh, I didn't have to do that.  
9 Okay. Fine. You're right.

10 CHAIRMAN COX: And -- and you withdrew your  
11 earlier one, so...

12 MR. GEORGE: Right.

13 CHAIRMAN COX: Okay. The next agenda item is  
14 the one we moved to the last, is the T-hangar  
15 design presentation.

16 MR. WUELLNER: Wait --

17 CHAIRMAN COX: Say again?

18 MR. WUELLNER: She probably needs a minute or  
19 two break.

20 CHAIRMAN COX: Oh, okay. You want to just  
21 hold on for a minute? Okay. We'll just recess  
22 for about five minutes. How's that?

23 (Whereupon, a recess was had.)

24 CHAIRMAN COX: We will readjourn the meeting

25 and come back from recess and go right into the

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1 agenda item of the T-hangar design. And we have a

2 presentation here from Passero and some

3 discussion.

4 9.C. - T-HANGAR DESIGN - PASSERO

5 MR. HOLESKO: Good evening. Andrew Holesko,

6 program manager with Passero Associates. Going to

7 talk about comparison of the T-hangar layout area

8 here along Estrella Avenue, comparing your layout

9 inside the Master Plan. We have an updated

10 proposal to you.

11 But before we do that, I would like to

12 introduce two new members of our staff that you're

13 going to see here quite a bit. To my right,

14 actually on the end, is Tom Cottrell. Tom is a

15 new project manager with Passero Associates. He

16 will be responsible for civil engineering design

17 for all of our projects in the State of Florida on  
18 airfields. So, you'll definitely be seeing Tom,  
19 and he'll be working on your projects.

20 To his right is Matt Lesser. Matt is one of  
21 our project managers who actually will be one of  
22 our main physical -- physically located on the  
23 airport in our office. He will be managing the  
24 hangar 8, 9, and 10 project, the Taxiway F and  
25 apron project, and managing a lot of the

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1 coordination between the Airport Authority and St.  
2 Johns County, so...

3 CHAIRMAN COX: Welcome aboard, gentlemen.

4 MR. COTTRELL: Thank you.

5 MR. LESSER: Thank you.

6 MR. HOLESKO: Thank you very much. Okay.

7 The first graphic we have here is a layout. You  
8 see a red rectangle here (indicating). This is  
9 the area we're actually talking about this

10 afternoon, but the red rectangle is a T-hangar  
11 layout area between existing Pine Ridge Road and  
12 Casa Cola Way.

13 We've identified this area because that is  
14 really our focus this afternoon, to talk about the  
15 next phase of hangar development in that  
16 rectangle.

17 The area to the right of it, which is to the  
18 east, this is the same area that Ed mentioned  
19 earlier where you are expecting to receive a grant  
20 from the FAA to build a taxiway all the way from  
21 Taxiway Delta back into this area, and hopefully  
22 an aircraft parking apron.

23 Notice that the -- this rectangle also abuts  
24 the same area. There could be taxiway access, as  
25 shown here from the Master Plan. But this is the

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1 layout from your Master Plan.

2 Our next sheet, this is a layout that we have

3 proposed. And the same red rectangular area, if  
4 we were to put on this sheet, it would be right  
5 here (indicating). Again, it's the same area from  
6 Pine Ridge Road over to Casa Cola Way.

7 Here is the taxiway leading to Taxiway Delta  
8 coming in here (indicating). We tie in this area  
9 (indicating). We tie in this area (indicating).

10 What we have shown in this area, we have four  
11 different groupings of T-hangars. There's two  
12 here. There's two here (indicating).

13 This is a taxi lane system. We also have  
14 bulk hangars, an individual hangar here to Hangar  
15 T (indicating). We have three here as Hangar S,  
16 we have four down here as Hangar N, and we have  
17 two larger bulk hangars at the bottom  
18 (indicating).

19 We have an office complex here labeled as  
20 "Building U" at the corner of Estrella and Casa  
21 Cola (indicating). This area still has  
22 flexibility to change. This area still has  
23 flexibility to change (indicating).

24 What we're trying to bring back to you today

25 and have some -- some detailed discussion is that

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1 we agree on how these taxi lanes are going to  
2 access Taxiway Foxtrot here and here (indicating),  
3 so we can really get going on the concrete design  
4 of what's going to happen right in this area.

5 Some of the other variables we've looked at,  
6 first is that, very different from the Master Plan  
7 layout, we have quite a bit more green space. And  
8 these are just some very general green areas  
9 identified. These are areas that have either had  
10 trees preserved from the first phase of the  
11 project, there have been some relocations in these  
12 areas, and they're also areas that we think should  
13 be protected in the future.

14 Areas to the west of Casa Cola, the light  
15 blue area there could become future office and can  
16 become future hangars. The area south of that  
17 also has the ability for future offices and future

18 hangars.

19 And what we had previously shown as bulk  
20 hangar N had a recent question about whether or  
21 not we could take a similar amount of T-hangars,  
22 which we have here shown as T-hangar Q -- this is  
23 12 units of T-hangars. Could we take another  
24 grouping of T-hangars and put them here in place  
25 of these four bulks? And the answer is yes.

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1 So, if there's an immediate interest in  
2 switching out these four bulks for perhaps 12  
3 T-hangars, we could take T-hangar Q and put a copy  
4 of it right there, and end up with 12 more units  
5 right there (indicating).

6 We did a listing of basic statistics of  
7 Master Plan layout to our updated proposal. First  
8 variable we looked at was T-hangar units. There  
9 are 80 shown on the Master Plan. We are proposing  
10 38. If we add that 12, that would obviously take

11 that up to 50.

12 There were two bulk hangars shown in the  
13 immediate area of the Master Plan. We took that  
14 up to 10, the actual square footage of bulk  
15 hangars, because the Master Plan did show some  
16 large ones. They had 40,000 square feet shown.  
17 We took it up to a little over 77,000. Total  
18 hangar square foot on the Master Plan, 172,000,  
19 and 119,000 on the proposed development.

20 Quite a big difference, actually in the  
21 updated proposal, for office space. There wasn't  
22 any office space shown inside the Master Plan. We  
23 have a little over 32,000 square feet proposed in  
24 our layout.

25 The open space, you have a very aggressive

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1 layout inside your Master Plan. And again, that  
2 was your concept created to show how many  
3 T-hangars, taxi lanes, bulk hangars you can

4 absolutely fit in that area. That does show  
5 minimal -- minimal green space. And we have quite  
6 a bit of more open space and green space  
7 throughout our proposed layout.

8 With that, I will open up to questions. And  
9 once again, I just want to remind you that the  
10 area along Estrella, the areas to the west, you  
11 know, those are still open for future input on  
12 that. We're really looking at some approval on  
13 that center core of taxi lanes and that center 36  
14 to 38 T-hangars.

15 CHAIRMAN COX: So, we're removing all trees,  
16 right? Just kidding. Didn't find that humorous?

17 MR. HOLESKO: In some areas, we are, in some  
18 areas -- in some areas, we're definitely not.

19 CHAIRMAN COX: No, I'm teasing you. You had  
20 some -- go ahead.

21 MR. GORMAN: Well, I've got -- one begs the  
22 question, is --

23 CHAIRMAN COX: I mean, he --

24 MR. GORMAN: Why -- why does this layout

25 look -- doesn't look at all and bears no

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1 resemblance to the designs I have been looking at  
2 for the last eight months?

3 The constituents I've talked to, the public  
4 I've talked to, have always been consistently very  
5 interested in pursuing this, and the object of the  
6 game being a parklike -- a parklike presence, in  
7 other words, a parklike development. But a  
8 parklike presence of the development with good  
9 revenues presented. And not -- and my own  
10 comment's not driven by convention or compromised  
11 by contractors that don't want to bother with  
12 issues of environment.

13 To be honest with you, members of the board,  
14 this looks like a cookie cutter layout right out  
15 of an aviation magazine. There is absolutely  
16 no -- there's no intelligent design involved in  
17 this. This is -- this is designed by convention.

18 This is strictly, really is cookie cutter.

19 And I -- I must ask, are we building around  
20 any mature growth? Are we doing anything  
21 environmentally sensitive? And -- and we can  
22 build around mature growth. We can do an  
23 environmentally sensitive layout. I've seen them.  
24 I have seen them.

25 I have envelopes full of them that Passero

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1 and Associates has given me. And yet I don't  
2 understand why, at the eleventh hour, this  
3 bait-and-switch. I tried very hard to get a copy  
4 of this plan before this meeting. I was not  
5 provided with it. And I can see why, because  
6 there's no resemblance.

7 I don't understand why I looked at -- they  
8 were good designs, too. And they're in envelopes.  
9 And they exist. But why they are not being  
10 implemented in this design, this -- that's --

11 that's one. You can build environmentally  
12 sensitive. You -- and you can have good revenues  
13 without compromising lots of space.

14 This is -- this is right off of the front of  
15 a magazine that exists already. This is  
16 in-the-box thinking.

17 CHAIRMAN COX: Ask a question. Is there some  
18 reason he couldn't get this layout?

19 MR. WUELLNER: We just got it.

20 MR. HOLESKO: I provided the most updated  
21 copy of the layout to the Authority on Friday  
22 morning. I would be the one to take the  
23 responsibility for not getting it to Mr. Gorman  
24 over the weekend. I left a copy here, but I -- I  
25 did not mail him a copy personally and I should

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1 have.

2 MR. GORMAN: I've been wanting to walk that  
3 layout and know firsthand so that I can repeat to

4 the board, you know, in -- in-kind, you know,  
5 in-depth, you know, problems and compromises that  
6 would be necessary for a layout for eight months.  
7 And for eight months, I've been looking at  
8 designs. And this design here isn't even remotely  
9 close to those designs I've looked at. And my  
10 question to you, to be honest with you, is why the  
11 bait-and-switch? What happened?

12 CHAIRMAN COX: Mr. George?

13 MR. GEORGE: I met with Andrew and -- and Ed  
14 this morning, and this is my first time to look at  
15 it, Mr. Gorman. I'm trying to answer your  
16 question.

17 MR. GORMAN: Okay.

18 MR. GEORGE: I don't know of a  
19 bait-and-switch. But I looked at it with the  
20 intention of how do we optimize the utilization of  
21 that space so that we don't have to do eminent  
22 domain to take anymore space because we ran out of  
23 space 15 years from now. After look -- I'm not  
24 through.

25 MR. GORMAN: That's fine.

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1 MR. GEORGE: After looking at this design  
2 with them and coming up with the idea of the  
3 possibility of taking row N and extending that to  
4 12 T-hangars as opposed to bulk hangars, and  
5 taking U, which is the office building, and moving  
6 that to the west of Casa Cola, and then taking the  
7 area of where U, T, and S are, and maximize the  
8 number of bulk hangars in that. If you go back to  
9 the square footage and the spaces that -- the next  
10 chart back, I think what it shows is that we are  
11 satisfying the demand more closely.

12 You're taking 38 to 50, if you add in another  
13 12 there, and we have 165 people on the waiting  
14 list. On the bulk hangar list, I think there's 22  
15 on the bulk hangar list now. And I'm trying to  
16 look at how do you -- how do you give a park  
17 setting and everything.

18 Now, I am told that your post of trees are

19 still here, that this is the big oak specimen that  
20 were there. So, your implication that all of  
21 that's been eradicated and gone out the door is  
22 not, you know, really true. I think there's  
23 another one here (indicating), there's a couple of  
24 big ones here (indicating). Andrew, where else  
25 are they?

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1 MR. HOLESKO: The two main areas of  
2 older-growth trees that we made sure to remain are  
3 these two oaks here (indicating). And there's  
4 actually a small third one next to it right here.  
5 On all the recent plans, those are shown obviously  
6 remaining. The second is -- is actually a grove  
7 of maple right here between these two hangars  
8 (indicating).

9 And I -- I just want to wait for Mr. Wuellner  
10 to return before I -- if it's all right, I would  
11 respond to a few -- a few other comments.

12           Certainly Mr. Gorman and I and Ed and Bryan  
13    have -- have looked at many layouts over the past  
14    few months. I think one of the differences of  
15    what you see here is -- is simply what you look at  
16    from the actual T-hangar area. And you -- and  
17    Mr. Gorman has seen many layouts that actually  
18    show the entire site all the way to the marsh and  
19    all the way to the -- to the retention pond.

20           This is a very different layout only that  
21    it's -- it's smaller in stature and it looks at  
22    the layout of this area. What you don't see is  
23    all of the green space, parks, and walkway.

24           One of them here is at the end of Pine Ridge  
25    (indicating). One of them is here to the east.

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1    You know, this is a snapshot of the -- of the  
2    central core. So, it does look a little bit  
3    different than some of the other photographs we've  
4    looked at that -- we looked at some planning all

5 the way from U.S. 1 all the way out to the runway.

6 I think that's just a little bit different in

7 terms of how you look at it, that some of that

8 green space, obviously that is -- that is taken up

9 now in hangars.

10 Mr. Wuellner has just handed me a copy of

11 hangar layouts going back to October of 2005. And

12 I'll just come up to the front there -- and

13 actually, I'll just hold it up where I'm at.

14 Even though they are a little bit different,

15 here, you see -- this is the -- this --

16 MR. GEORGE: Jack (indicating).

17 MR. HOLESKO: This is the area of Taxiway Fox

18 and the apron (indicating). These are the same --

19 same two bulk hangars that you see there on the

20 bottom. And these are the -- the hangers and

21 bulks and the taxi lane system.

22 As I mentioned, I think it's this area here

23 that you don't see on our graphic, that this is --

24 there's a lot of green space and open space on the

25 site here and also up here that's not necessarily

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1 on our screen. We have always tried to put in a  
2 comparable amount of T-hangar space and open  
3 space. Here, the black areas are -- are T-hangars  
4 and there's some -- some light gray taxi lanes and  
5 some green space throughout, but...

6 MR. GEORGE: So, what changed?

7 MR. GORMAN: Almost everything. I mean, it's  
8 just -- it's -- they aren't the same layouts. If  
9 you want to believe me, go ahead. If you don't  
10 want to believe me, go ahead.

11 CHAIRMAN COX: Well, we can go back and look  
12 at the layouts.

13 MR. GORMAN: We need to -- I mean, my  
14 attitude towards this whole thing is that we've  
15 not really done an in-depth study of the layouts.

16 And I -- and the layouts that this firm was  
17 proposing before were out of the box. They were  
18 clever. And they did, I felt, maximize space.

19 They were really done well.  
20 And this is -- that particular T-hangar  
21 configuration has none of those ingredients on it.  
22 It does not -- it's not building around old  
23 growth. I mean, there is some old growth saved,  
24 yes, and green areas, but it's not building around  
25 old growth when it can. We're not designing out

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1 of the box. That's cookie cutter. And it doesn't  
2 really provide a parklike setting.

3 It's certainly a linear -- it is a linear  
4 layout. It is not what I would call a nonlinear  
5 layout. It is not like more systematically  
6 designed like an air park. It is designed like an  
7 airport. That is cookie cutter. And that is  
8 probably my -- my point.

9 Why did we spend eight months designing?  
10 I've got envelopes full of it when it comes out  
11 looking like this. Simple as that.

12 I mean, I think that we can do more. I don't  
13 think that designwise -- I think we were ahead  
14 designwise. We've retrogressed. We've --  
15 whatever. I'm using the wrong word.

16 MR. GEORGE: Well, what Andrew is saying is  
17 he's showing us the --

18 MR. GORMAN: Regressed.

19 MR. GEORGE: -- designs that he's given in  
20 the past. So, these must have been ones that --

21 MR. GORMAN: Yes. One of those designs is --  
22 I recognize. All I know is, is that -- that this  
23 is the proposed layout. It does not incorporate  
24 intelligent design and parklike setting design.  
25 This is something I have not seen before, no

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1 element that I have seen before.

2 And I recognize some of the old-growth trees.  
3 We're talking about just simply wrapping little  
4 cul de sacs around and building plenty of hangars.

5 Yes, you're going to have cut trees; we understand  
6 this. But none of this clever cul de sac design  
7 is being implemented in this layout. I don't see  
8 it. It's gone away.

9 I mean, I -- to be honest with you, I've seen  
10 this happen in the Renaissance Center in Detroit  
11 where they had a tremendous arbor of trees, and  
12 they had a tremendous sell job to the public of  
13 how good it was going to be. And it really did --  
14 it really was well designed.

15 And at the eleventh hour, contractors came in  
16 that didn't like that idea, that didn't want to  
17 think out of the box, that were afraid of the  
18 whole issue. They were afraid of the issue. They  
19 didn't want to become environmentally stung. So,  
20 they -- what ended up being is that there, they  
21 ended up bulldozing everything down because there  
22 was a bait-and-switch that happened there, too.  
23 Same thing.

24 And I -- it's -- and it became a real story  
25 to be told. And I don't think we need to redo

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1 that. I think we need to stay clever. They've  
2 been -- I've seen some awfully clever designs.  
3 You had part of one right up just then.

4 CHAIRMAN COX: Okay.

5 MR. GORMAN: That's my opinion.

6 CHAIRMAN COX: There's a -- there's a  
7 question that begs to be asked here and -- or at  
8 least a point made, and -- and that is -- and it's  
9 on neither side. But we -- we are looking out for  
10 the citizens of the county, 178,000. And -- and  
11 we have to ask ourselves, how do we better serve  
12 them? And is that -- and I don't disagree with  
13 the park setting at all.

14 Are we better serving the citizens of the  
15 county by not having as many available hangars as  
16 we possibly can and keeping -- and keeping within  
17 the park setting, or, going to the original plans  
18 that you looked at and not having as many hangars?

19 And Buzz made a very good point, which is how

20 many people we had on the waiting list and stuff.  
21 And so, are we -- somehow or other, we've got to  
22 compromise and come up and -- and serve the county  
23 as best we can and still try to stay within that.  
24 So, I think we have to -- we're going to have  
25 to --

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1 MR. GEORGE: When I saw this this morning at  
2 8:30, I thought this was your design.

3 MR. GORMAN: This is a contractor's design.  
4 This isn't the design done. This is not an  
5 out-of-the-box design. This is a cookie cutter.  
6 And, really, it is. I've seen designs that would  
7 sacrifice less than five percent of the hangars.  
8 And we've talked about this.

9 And as a matter of fact, my -- one of my last  
10 conversations with Mr. Wuellner and Passero and  
11 Associates' Andrew was the fact that we would  
12 have -- the design implemented would be, you know,

13 a build around the old growth, and it would  
14 encompass a less than five percent sacrifice from  
15 a straight linear box, you know, cutting things up  
16 in straight 90-degree angles.

17 And that's my last conversation with them.

18 And then -- then I -- we see this.

19 CHAIRMAN COX: No. I just want to ask you,  
20 the -- your most -- your most -- your most  
21 favorite proposal, or the plan that you like the  
22 most, how many hangars are in it? Because I don't  
23 know.

24 MR. GORMAN: I believe the last rendition  
25 was -- this is just general aviation -- was 36,

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1 but they could build more. And there was some  
2 sacrifice of some tree area that we needed to do  
3 to make that more. And that's the last. I had --

4 CHAIRMAN COX: In this iteration --

5 MR. GORMAN: -- expected during this

6 meeting --

7 CHAIRMAN COX: In this iteration, how many is  
8 there?

9 MR. GORMAN: -- to be talking about this.

10 MR. GEORGE: Thirty-eight.

11 CHAIRMAN COX: Thirty-eight?

12 MR. GORMAN: Thirty-eight, right. You know,  
13 whatever.

14 MR. GEORGE: Well --

15 MR. GORMAN: And so, that's -- we're -- we're  
16 certainly close.

17 MR. GEORGE: Did your -- did your iteration  
18 that there was 36, and you could build more, was  
19 the "could build more" to the west of Casa Cola?

20 MR. GORMAN: That's what -- that's what I  
21 thought, we'd be looking at more than one design  
22 now so that we would be actively discussing  
23 that -- that kind of in particular issue; in other  
24 words, where you'd be sitting with three or four  
25 of these layouts going, well, this, but no, no.

1 And, well, this, but look what you've got to  
2 sacrifice.

3 In other words, that to me would be  
4 discussing intelligent design, we'd be looking at  
5 one proposed layout and being asked to -- to  
6 actually give our blessing on that. And I've seen  
7 much more clever layouts already. And that --  
8 build 36 hangars.

9 MR. GEORGE: Do you agree that going west of  
10 Casa Cola is not in the question?

11 MR. GORMAN: I can't -- you know, Buzz, I  
12 haven't got that in my mind's eye exactly how to  
13 do that, but --

14 MR. GEORGE: We don't own that property over  
15 there.

16 MR. GORMAN: Yeah. We're not going to go  
17 west of Casa Cola, no. And there was -- during  
18 these different layouts I had previously  
19 discussed, there was no talk of doing that, only

20 because that's just another whole boondoggle that

21 certainly this board does not want to address.

22 Certainly, I don't.

23 MR. GEORGE: So, with the demand we've got of

24 165 or 170 on the waiting list, with a 40 percent

25 fallout, that's 80. If we go through our capital,

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1 you know, budgets, and approve this, that's

2 generating 38 T-hangars to satisfy --

3 MR. GORMAN: Right.

4 MR. GEORGE: -- 160. Maybe a net of 80.

5 MR. GORMAN: I think that could be

6 accomplished with a -- with a different, more

7 environmentally friendly design than that. I was

8 told that -- that you had been -- had some

9 problems with, you know, I mean -- that we had --

10 that there might be some problems with this small

11 business development area, that it would eat too

12 much space. And I said, well, maybe he's right;

13 it's possible. But I still would like to develop

14 small business.

15 MR. GEORGE: Well --

16 MR. GORMAN: So, I mean, this was the kind of

17 compromise. And then if you're trying to save a

18 stand of trees here but you're going to eliminate

19 one whole bulk hangar, well, you can't do it. But

20 that's the type of discussion I thought we were

21 ready for right here. But we can't possibly have

22 that discussion looking at one layout.

23 CHAIRMAN COX: Mr. Brunson, you had some

24 comments?

25 MR. BRUNSON: Yeah. Jack, I think that your

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1 points are well taken. And I think this is --

2 you're right; this is for discussion. Now, you've

3 opened it up. So, I think the -- Andrew, based on

4 hearing what Jack has said, the difference between

5 38 and 36 hangars, can you come up with a design

6 that would be more park friendly and --

7 MR. HOLESKO: Well, one of the other items

8 that I've noticed, just looking back from October

9 of 2005 to now, is that the -- you had a lot of

10 T-hangar access taxi lanes in 2005 that were shown

11 as, for lack of better term, dead ends. There was

12 not --

13 MR. GEORGE: Cul de sacs.

14 MR. HOLESKO: There was not taxiing through.

15 And that is definitely a change from what you see

16 in 2 -- from this layout to this current one.

17 The current one, on all sides of the

18 T-hangars, gives them the ability to go either

19 way. So that -- there's no question, that is

20 something that -- that definitely shows

21 differently from what you have here in 2005.

22 And obviously, the -- the result of that is

23 that in areas where a taxi lane was able to stop

24 prior and now it flows through, those are -- those

25 are some of the areas where trees are now gone.

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1 No question about it.

2 And there's actually about five of those that  
3 are now -- are now complete taxi lanes going from  
4 north to south.

5 MR. BRUNSON: And, Mr. Chairman, I know you  
6 have to start somewhere with discussions. I think  
7 we've started. I'm disappointed that I don't know  
8 more about how this is laid out, that I certainly  
9 would like to look at the physical location and  
10 study it now that he's raised this question.

11 CHAIRMAN COX: Not a problem. I want to make  
12 one comment, Andrew. And I really despise being  
13 blindsided. And the perception that a board  
14 member didn't get this or couldn't get this  
15 because -- and after he tried, I hope that will  
16 not happen again.

17 MR. HOLESKO: I understand.

18 CHAIRMAN COX: Okay. Thank you very much.

19 MR. HOLESKO: Yes.

20 CHAIRMAN COX: And we need to open this up

21 for public comment. There are two specific  
22 gentlemen that wish to discuss this.

23 Mr. Roderick, please?

24 MR. RODERICK: Well, obviously, like the rest  
25 of you -- and I don't have all of the information,

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1 but I want to stick with the "save the tree"  
2 concept that I -- that I did during my report.

3 Second thing is, I served on the Technical  
4 Advisory Committee for our club. I was sort of  
5 the last person standing. Those offices were  
6 never ever discussed in the plan. If they're in  
7 the Master Plan, I would like to know what genie  
8 inserted there. Because that space I envisioned  
9 for hangars, like everybody else. This is an  
10 airport, not an office complex. Thank you.

11 CHAIRMAN COX: Thank you, sir.

12 MR. GEORGE: Ed?

13 CHAIRMAN COX: Mr. Holiday?

14 MR. GEORGE: Show the -- could you show the  
15 picture that's got all the green?

16 MR. HOLIDAY: Could I have the picture -- the  
17 picture of that up on the wall, please?

18 MR. GEORGE: What do you want, Dan?

19 CHAIRMAN COX: He wants a picture of this,  
20 the layout.

21 MR. HOLIDAY: Like this -- somehow.

22 CHAIRMAN COX: You want this one?

23 MR. BRUNSON: This one, Dan?

24 MR. HOLIDAY: Yeah. This morning at  
25 9 o'clock, I came in and asked for permission

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1 to -- to look at one of these. And my favorite  
2 gal here told me, and that's no kidding, that I  
3 could come in at 11:30 and look at it. And she  
4 called me and said no, I couldn't do it.

5 So, as some of you in -- in here know that I  
6 have sat down a year or so ago and drew a little

7 drawing of the place and -- and probably was  
8 ridiculed for it, but at least I was doing  
9 something.

10 I look at this, and I see again big jets. I  
11 see, of course, they burn 3-, 4-, 500 gallons an  
12 hour. I see these great big bulk hangars. It  
13 doesn't even vaguely resemble utilizing this space  
14 for the little guy. And I guess I'm a little guy.  
15 Most people look at me and say I own an aircraft,  
16 I'm a big guy. I don't know, betwixt and between.

17 But I look at this stuff and I think to  
18 myself, let us try and do what we started out to  
19 do, which is very unique, trees and green stuff  
20 and aviation, instead of this cookie cutter -- I  
21 love it, Jack -- cookie cutter hangars. I -- I'm  
22 again flabbergasted. Thank you.

23 MR. GEORGE: Has -- Dan, it was my  
24 understanding that the green area that you see  
25 there is in fact green area.

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1 MR. HOLIDAY: That's not green (indicating),  
2 that's not green (indicating), and these --

3 MR. GEORGE: My god, the whole thing's not  
4 green, either.

5 MR. HOLIDAY: Let them stay on the north side  
6 where Galaxy is. You know, there's got to be a  
7 little bit of space around here for the little  
8 guy. I'm not a little guy. I'm a big guy.

9 CHAIRMAN COX: We have little-guy hangars,  
10 don't we have? Those -- all the little hangars up  
11 there.

12 MR. HOLIDAY: Hey, bulk hangars for what?

13 CHAIRMAN COX: No. I said we've got  
14 little-guy hangars on there.

15 MR. HOLIDAY: A few. Thirty-six out of 180?

16 CHAIRMAN COX: You're so senior, you'll get  
17 two of them. Mr. Brunson?

18 MR. HOLIDAY: I won't live long enough to  
19 have a hangar.

20 CHAIRMAN COX: Oh, Mr. Ciriello, yes, sir.

21 MR. CIRIELLO: Will you put a circle on my  
22 sheet?

23 CHAIRMAN COX: Yes, I will. Thank you.

24 MR. CIRIELLO: I've got a couple of thoughts  
25 on this. And I don't think some of you will like

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1 what I'm going to say. In my opinion, airplanes  
2 don't get along with objects like trees, telephone  
3 poles, wires, what all. Airplanes need space.

4 Now, Jack, I'm sorry I've got to attack you,  
5 but if you're so interested in being a tree  
6 hugger -- and I am environmentally friendly, okay?  
7 But it's now too late. You've opened the door and  
8 you've taken all those houses that had trees,  
9 plants and everything and tore them down to build  
10 hangars.

11 Now, I don't think one of those trees that  
12 you want to save is going to pay any income to  
13 this airport to get off the tax rolls. I say, now

14 that you've done the dastardly deed, use every  
15 inch and available space you have to make  
16 revenue-making hangars and buildings and forget  
17 the trees. You've already destroyed them.

18 MR. GORMAN: You must build for Wal-Mart.

19 MR. CIRIELLO: No, I'm just speaking from the  
20 way I feel.

21 CHAIRMAN COX: Sir? Very good points,  
22 Mr. Ciriello. Thank you very much.

23 MR. GORMAN: Sorry, Joe.

24 MR. JONES: Joe Jones, 4672 5th Avenue.

25 Trees are going to make a difference, because

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1 there is another neighborhood right next to where  
2 there used to be a neighborhood. Trees will make  
3 a difference.

4 CHAIRMAN COX: Thank you, sir.

5 Mr. Martinelli?

6 MR. MARTINELLI: I don't need to go over

7 there. Can everybody hear me?

8 Any public development, be it an airport or  
9 an industrial park or whatever, has to satisfy not  
10 only the utilitarian use of the space for whatever  
11 it was built for, but it also has to have a  
12 ambiance. It has to have an attraction. It has  
13 to satisfy the aesthetic side of the public as  
14 well. And I thought it was a great idea to have  
15 the green space. I thought it was a great idea to  
16 have my airplane among the trees.

17 Joe, I hope I would never tangle with those  
18 trees or the wires, and I think properly laid  
19 out -- laid out -- properly laid out, it would  
20 never happen. And I think that that  
21 engineering-wise was done.

22 A cul de sac at the end of my hangar row, I  
23 have a cul de sac right now at the end of the  
24 hangar row, accessible by vehicle only. So what?  
25 So I can go out the other way. I don't have to

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1 taxi through to get out.

2 And I would just like to see us stay with the  
3 kind of plan that would be attractive and that  
4 people would come on this airport and say, boy,  
5 what a wonderful job those guys on the Airport  
6 Authority did when they laid this out and built  
7 it.

8 CHAIRMAN COX: Thank you very much, sir. Any  
9 other further public comment?

10 (No further public comment.)

11 CHAIRMAN COX: Mr. George?

12 MR. GEORGE: Can I have the -- the layout,  
13 the green one?

14 What we presently have over here (indicating)  
15 is barren straight hangars with no trees, no  
16 nothing. Andrew and his team have come up with  
17 this. There's all green areas. There are big oak  
18 trees in there. I would assume that this is also  
19 green down here; you just didn't show it.

20 This over in here, see the trees over in here  
21 (indicating)? There's another specimen plant

22 there. You do have your greenery.

23 Now, is it enough? I don't know. But I look

24 at it that if I change this to a row of 12

25 T-hangars, I'm up to 50. If I take the office

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1 building, and possibly if we want to have an

2 office building, we already own this corner of

3 this property right here, so look at that for

4 future reference down there.

5 But that gives us the ability to have eight

6 of the bulk hangars, where your design called for

7 10. So, we're looking at 12 more T-hangars and

8 only two less bulk hangars.

9 Now, my question to the people that want to

10 put more greenery, how many hangars are you going

11 to sacrifice for one more tree? I think he's done

12 a real good job of giving you trees throughout the

13 whole place. But if you want more, how many

14 hangars are you going to give away? Are you going

15 to give away -- if you go back to this design,  
16 you're going to give away 12.

17 MR. MARTINELLI: I don't know what the  
18 original cul de sac design looked like. Does  
19 somebody have a --

20 MR. GEORGE: Well, let's look at it from we  
21 don't care what it looked like.

22 MR. HOLIDAY: I do.

23 MR. GEORGE: Okay.

24 MR. HOLIDAY: Yeah, I really do.

25 MR. GORMAN: And so do I. Thank you.

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1 CHAIRMAN COX: Andrew, you had a comment?

2 MR. HOLESKO: Yeah. Just want to go back and  
3 note, I just put one of the old designs up there.  
4 I guess just to back up for a moment, I would tell  
5 you that there's been at least 15 to 20 different  
6 layouts of how to make it work, everything from  
7 simple sketches like this, to CAD drawings.

8           You can notice, you know, what we see here  
9   right now is that this taxi lane does not connect  
10   through here (indicating). It doesn't connect  
11   through here (indicating). And I just want to  
12   note that there's no question that that is one of  
13   the differences that we've seen.

14           This is the same area of old-growth maple  
15   that we have protected on the mall (indicating).  
16   These are the old oaks. This is a mature maple.  
17   Those are -- those are some of the very important  
18   features back there.

19           And I just want to throw out there that,  
20   right now -- and I'm going to take you all the way  
21   from this T-hangar area out to Taxiway Delta. And  
22   when you come off of Taxiway Delta all the way  
23   down in what will be on the floor right now,  
24   you're going to come out on a -- on a taxiway  
25   that's going to have, you know, head-to-head

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1 taxiing, because only one plane's going to come  
2 through, and then it's going to come to a fork of  
3 right now where you have Araquay and Indian Bend.

4 And you're going to be able to choose one of two  
5 ways to go so you can actually come in and out.

6 The same concept has carried forward all the  
7 way down from this -- from this taxiway, what is  
8 old Indian Bend (indicating), here to Araquay, so  
9 you can actually have movements in here, and  
10 you're actually going to have a choice of which  
11 way you can come out.

12 If -- if you want to have a layout and show  
13 where these are dead-ends, then you're not going  
14 to have that option coming out of a T-hangar. In  
15 some cases, you're going to come out and you're  
16 going to have a choice of one way to go. And that  
17 is definitely a big difference of what we're  
18 showing versus this old -- this old sketch.

19 MR. GORMAN: This layout here is -- is far  
20 closer to the layout I looked at. And I think  
21 here, we -- he's nailed it on the head -- part of

22 it is -- the cul de sac concept is -- I think in  
23 the head-to-head taxiing problem, is not as much  
24 of an issue with the small aircraft. I really  
25 don't believe it.

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1 As good as it is now, and that's how we have  
2 it, it is not as much of an issue with small  
3 aircraft as, of course, it would be with jet  
4 aircraft, which is a tremendous issue, because of  
5 the turning radius.

6 This layout here -- I wish you could label  
7 this layout -- is far closer to the layout I  
8 thought (indicating). Look -- look at -- look at  
9 the -- look at the mature growth it saves. And  
10 yet it doesn't compromise hangar space. It  
11 compromises almost none of it.

12 And so, I think that the connectivity of  
13 this -- of the -- of the taxiways is probably  
14 issue one, because it's eating lots of space up.

15 Does it need to? Well, it's discussible. I  
16 don't think it's an issue -- as much of an issue  
17 with small aircraft, because it isn't on this  
18 aircraft -- this airport now, as it is with  
19 larger --

20 MR. GEORGE: Andrew, is this the same --

21 MR. GORMAN: -- design-wise.

22 MR. GEORGE: -- in the rectangular area that  
23 you presented before?

24 MR. HOLESKO: That's -- that's a similar  
25 number of T-hangars there, but it certainly

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1 doesn't show the small --

2 MR. GEORGE: But isn't it the same -- you  
3 started off with the same --

4 MR. HOLESKO: Oh, yes. It's the same site  
5 area, yes. It's just oriented right now --

6 MR. GEORGE: I just counted, and there are 50  
7 T-hangars in there, okay? Under the other

8 concept, you know, and extending the ones on the  
9 end and what I said, there are 50 T-hangars and  
10 eight bulk hangars. So, what you're saying is it  
11 is worth eight bulk hangars to you to have this  
12 type of design.

13 MR. GORMAN: No, you said that. I didn't say  
14 that. You might want to compromise that design  
15 and try to fit in more hangars. But I'm saying  
16 that particular design without the  
17 interconnectivity of the taxiways is certainly  
18 saving far more green space.

19 Now, you way want to compromise that. You  
20 may want to just try to get some more area in  
21 there. And I agree. I don't have a problem with  
22 that. But that interconnectivity I see as being  
23 the first issue to discuss.

24 CHAIRMAN COX: All righty. Thank you, sir.  
25 Mr. Director, I haven't heard many comments from

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1 you on the issue. Do you have anything to say?

2 MR. WUELLNER: Other than providing -- other  
3 than making provisions in the design to be able to  
4 taxi through the areas, I don't think anybody  
5 being totally objective is going to tell you  
6 that's different than what you just looked at with  
7 the lines cleaned up, because it's now an engineer  
8 drawing versus a sketch being made by someone.

9 Now, you do indeed have, what is it, a  
10 12-unit T-hangar up there that was replaced by the  
11 addition of some bulk hangars, or some 50 x 60's  
12 or whatever they ultimately end up.

13 But other than that, the layout intended, and  
14 has always intended, there's been no departure by  
15 Staff, no departure in direction by the engineer  
16 to overtly depart from the original intent of this  
17 design, which was to preserve a significant amount  
18 of vegetation back there.

19 And I really don't appreciate innuendo to the  
20 opposite of that effect. We worked very hard to  
21 make a layout that works functionally, as well as  
22 preserving from an environmental --

23 MR. GORMAN: Why does it look so much  
24 different than it did before?

25 MR. WUELLNER: It doesn't. There --

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1 MR. GORMAN: Ed, it is. Let's just stop --

2 MR. WUELLNER: There's two pieces of small  
3 taxiway that changed the whole thing.

4 MR. COOPER: Can I? Okay. One thing that  
5 you need to understand about this drawing is you  
6 can't build it this way when it was designed.  
7 It's designed to save these trees right in here  
8 (indicating). But in doing that, the taxiway came  
9 across Casa Cola, which you can't do. We can't --  
10 this is an active street.

11 Same thing here (indicating). There was some  
12 designs in here, based on saving some things, but  
13 this can't be done, either (indicating).

14 So, there would have to be some modifications  
15 if you decided to go for that. But that can't be

16 done.

17 MR. WUELLNER: We don't have any problem  
18 recreating the cul de sac. We were trying to  
19 create an atmosphere where you could get to it  
20 from either direction on the airport, from either  
21 taxiway direction. If that's something that you  
22 just don't want to do, that's fine. I mean,  
23 it's -- it's not that big a deal. That's why  
24 we're here at 10 percent drawings.

25 CHAIRMAN COX: Well, I think it's generated

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1 some very active discussion, and probably worth  
2 some more. But you're not looking for any action  
3 on this particular item, are you? Just --

4 MR. WUELLNER: It's really up to you.

5 CHAIRMAN COX: Just a discussionary item?

6 MR. WUELLNER: Yeah.

7 CHAIRMAN COX: Okay.

8 MR. GEORGE: Well, we have to give him some

9 direction on what we are going to discuss next.

10 CHAIRMAN COX: Yeah.

11 MR. GORMAN: Can I make a motion that we go

12 back and have at least three different layouts

13 that are close, that are usable, presented to us,

14 discuss it again, and then try to hammer it a

15 little harder and get this thing done and

16 eliminate some of the --

17 CHAIRMAN COX: I think we're under some --

18 we're under some time constrictions here with

19 doing this. What -- what kind of --

20 MR. GEORGE: Wasn't there a time constriction

21 of, you know, losing a grant if we didn't go ahead

22 and get started with something?

23 MR. WUELLNER: Yeah. But you're all right

24 with that. You did distribute design. You're all

25 right with that.

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1 MR. GEORGE: Okay.

2 CHAIRMAN COX: Andrew, can you come up with  
3 three, two other designs that are down to this  
4 level of detail by August the 21st?

5 MR. HOLESKO: Yes. Absolutely.

6 MR. GEORGE: That sounds like a good way to  
7 postpone it.

8 CHAIRMAN COX: There's a motion on the table.

9 MR. GEORGE: I second that motion.

10 CHAIRMAN COX: Motion and a second. Any  
11 discussion?

12 (No discussion.)

13 CHAIRMAN COX: All in favor, say aye.

14 MR. BRUNSON: Aye.

15 MR. GEORGE: Aye.

16 MR. GORMAN: Aye.

17 CHAIRMAN COX: I'm opposed. The ayes have  
18 it. Move forward. Okay.

19 10. - HOUSEKEEPING ITEMS

20 CHAIRMAN COX: Move into housekeeping items.

21 MR. WUELLNER: I have nothing for you.

22 CHAIRMAN COX: You want to discuss electronic

23 minutes so that just -- we know where that's at?

24 MR. WUELLNER: Make sure everybody was

25 getting them and able to open them.

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1 CHAIRMAN COX: All right.

2 11. - PUBLIC COMMENTS

3 CHAIRMAN COX: Public comments. General

4 public comments. Any comments from the public?

5 (No public comments.)

6 CHAIRMAN COX: Seeing no comments, we'll move

7 it to Authority members' comments. Mr. Brunson?

8 12.A. - MR. RANDY BRUNSON

9 MR. BRUNSON: I had -- have no comments,

10 except that I -- I -- I'm a little disappointed

11 that I didn't know more about this to know what

12 the layout was and not study it with Staff, too,

13 so I could have comments. But I agree with you,

14 Mr. Chairman; we need to have this.

15 CHAIRMAN COX: I think it's been addressed.

16 Ms. Green's not here. Mr. Gorman?

17 12.C. - MR. JACK GORMAN

18 MR. GORMAN: I think to actually do this, we  
19 need to have this discussion, if you need to hurry  
20 it up, but this is important. This is important  
21 to the community, this design. We need to have  
22 this discussion, look at these layouts, and then  
23 come to some decisions.

24 I would like this board to actually walk out  
25 there, which is a plan I was supposed to have done

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1 before this meeting, somehow. Walk out there and  
2 take a look. See what you're going to save. See  
3 what -- see what you would save on paper that --  
4 you know, and you may say, well, that's not really  
5 worth saving. Take a look. Take a physical look  
6 like an old farmer. Figure out what we want to do  
7 from a few proposals.

8 Get it done, and then we'll move on. But

9 without just looking on paper, without actually  
10 doing a little more work, I'm afraid we'll do the  
11 wrong thing.

12 CHAIRMAN COX: Well taken. Mr. George?

13 12.D. - MR. WAYNE GEORGE

14 MR. GEORGE: I think that having three  
15 different plans for us to take a -- you know, a  
16 look at, I think it would be a great idea to get  
17 that, you know, accomplished. But understand that  
18 there's a price to pay for this stuff.

19 And I'm not against greenery, okay? As a  
20 matter of fact, when I sat down this morning, I  
21 thought this was Jack's design that I was looking  
22 at, and didn't have that many objections to it,  
23 but I wanted to squeeze some more hangars out of  
24 it.

25 But if we come up with three more, we'll have

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1 it quantified what each one of those does as far

2 as hangars, and therefore, we'll be able to  
3 quantify, okay, what are five more trees? What  
4 are we willing to pay for five more trees?

5 MR. GORMAN: We need to make that discussion.

6 MR. GEORGE: That's what I'm saying.

7 MR. GORMAN: Sure. And we -- we need to go  
8 out and look at them and say, well, no, let's not  
9 do that.

10 MR. GEORGE: No. I agree with you a hundred  
11 percent.

12 CHAIRMAN COX: All right.

13 MR. GEORGE: That's all.

14 12.E. - CHAIRMAN BOB COX

15 CHAIRMAN COX: My comments are that -- and  
16 once again, I'd like to reiterate that -- that our  
17 responsibility is to the county overall, and  
18 it's -- it's not to -- how we want to see the  
19 airport. It's not how any of the individuals here  
20 on the airport want to see the airport.

21 Our responsibility and duty is to the county.

22 And -- and we can compromise a bit and still come  
23 out making the hangars, as many hangars as we can

24 get, and having some greenery involved. I don't  
25 disagree with that at all. But, I mean, if we

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1 have to sacrifice some greenery to have the  
2 benefit, a bigger benefit for the citizens of the  
3 county, then we need to do that. You know, it's  
4 unfortunate that we might have to do that, but we  
5 may have to do that.

6 MR. GORMAN: After further discussion, we may  
7 have to, to some extent, certainly.

8 CHAIRMAN COX: Those -- those are my  
9 comments.

10 Public comment was closed, sir. I'm sorry.

11 MR. HOLIDAY: I'm not going to say anything.

12 CHAIRMAN COX: Okay.

13 MR. HOLIDAY: Sick of sitting.

14 MR. GEORGE: Next meeting.

15 13. - NEXT MEETING DATE & ADJOURNMENT

16 CHAIRMAN COX: Next meeting date is August

17 21st, if everybody would check their dates.

18 And we have a lease policy and ops workshop

19 on that same day at 2 o'clock. So, everybody

20 copacetic with that? Okay. 2 o'clock and then 4

21 o'clock. No other comments? Meeting is

22 adjourned.

23 (Whereupon, the meeting adjourned at 6:43 p.m.)

24

25

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1 REPORTER'S CERTIFICATE

2

3 STATE OF FLORIDA )

4 COUNTY OF ST. JOHNS )

5

6 I, JANET M. BEASON, RPR-CP, RMR, CRR, certify

7 that I was authorized to and did stenographically

8 report the foregoing proceedings and that the

9 transcript is a true record of my stenographic

10 notes.

11

12 Dated this 3rd day of August, 2006.

13

14

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JANET M. BEASON, RPR-CP, RMR, CRR

15

Notary Public - State of Florida

My Commission No.: DD531390

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