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[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, May 15, 2000

[6] from 4:04 p.m. to 5:40 p.m.

[7] * * * * *

[8] BOARD MEMBERS PRESENT:

[9] JAMES CARL DAVIS, SR., Chairman

[10] JOSEPH S. TAYLOR

[11] BILL ROSE

[12] CHARLES WATTS

[13] JIM BRYANT, County Commissioner/Airport Liaison

[14] * * * * *

[15] BOARD MEMBERS ABSENT:

[16] CHARLES LASSITER

[17] * * * * *

[18] ALSO PRESENT:

[19] CINDY BARTIN, Esquire, Rogers, Towers, Bailey,

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

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

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

[23] BRYAN COOPER, Assistant Airport Director.

[24] * * * * *

[25] St. Augustine Court Reporters
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St. Augustine, FL 32084
(904) 825-0570

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

[2] CHAIRMAN DAVIS: Good evening, ladies and

[3] gentlemen. We want to welcome you to our May

[4] 15th St. Johns County-St. Augustine Airport

[5] Authority meeting. This is our regular meeting,

[6] and our first order of business for this meeting

[7] will be the approval of the minutes from the

[8] April 17th meeting. Gentlemen?

[9] APPROVAL OF MEETING MINUTES

[10] MR. TAYLOR: I so-move.

[11] CHAIRMAN DAVIS: And a second, please?

[12] MR. ROSE: Second.

[13] CHAIRMAN DAVIS: Thank you, Mr. Watts --

[14] Mr. Rose. All in favor -- are there any

[15] questions on the minutes, gentlemen?

[16] (No questions.)

[17] CHAIRMAN DAVIS: All in favor of approving

[18] the minutes from the April 17th meeting, signify

[19] by aye.

[20] MR. ROSE: Aye.

[21] MR. TAYLOR: Aye.

[22] MR. WATTS: Aye.

[23] CHAIRMAN DAVIS: Aye.

[24] And opposed?

[25] (No opposition.)

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[1] CHAIRMAN DAVIS: By your vote, you have

[2] approved the minutes from that meeting.

[3] ACCEPTANCE OF FINANCIAL REPORTS

[4] CHAIRMAN DAVIS: Our second order of

[5] business will be the acceptance of financial

[6] reports. Mr. Rose?

[7] MR. ROSE: Mr. Chairman, you saw in your --

[8] in your agenda package that we didn't include the

[9] financial report. Expected to have them

[10] distributed at this meeting, but the accounting

[11] firm has not completed them, and we don't have

[12] them. We'll have them next week -- or next

[13] month. So, we'll pass on this item today.

[14] CHAIRMAN DAVIS: Thank you, Mr. Rose. We'll

[15] go on to our reports.

[16] 4.A. - COMMISSIONER BRYANT

[17] CHAIRMAN DAVIS: Mr. Bryant?

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

[19] CHAIRMAN DAVIS: Thank you, sir.

[20] 4.B. - AERO SPORT

[21] CHAIRMAN DAVIS: Mr. Weaver?

[22] MR. WEAVER: No report.

[23] 4.C. - NORTHROP GRUMMAN

[24] CHAIRMAN DAVIS: Mr. Leslie?

[25] MR. LESLIE: No report.

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[1] CHAIRMAN DAVIS: Thank you.
 [2] 4.D. - ST. AUG. PILOTS ASSOC.
 [3] CHAIRMAN DAVIS: Mr. George from the Pilots?
 [4] MR. FLEMING: No report.
 [5] CHAIRMAN DAVIS: Thank you.
 [6] 4.E. - AIRPORT AUTHORITY ATTORNEY
 [7] CHAIRMAN DAVIS: Mr. --
 [8] MS. BARTIN: Nothing to report.
 [9] MR. WUELLNER: You. Whoever you are.
 [10] CHAIRMAN DAVIS: Gentlemen, I have none.
 [11] Action items, Mr. Wuellner?
 [12] 5.A. - RELEASE OF RETAINAGE
 [13] MR. WUELLNER: First -- first item I have is
 [14] the contract retainage release relative to
 [15] taxiway A, and construction efforts are pretty
 [16] much done for taxiway A, and we're requesting
 [17] release of retainage to J.B. Coxwell in the
 [18] amount of \$150,342.29 relative to the project.
 [19] And once all punch list items are completed and
 [20] lien releases obtained, we'll go ahead and issue
 [21] that, assuming you pass this agenda item.
 [22] CHAIRMAN DAVIS: Thank you. Is there any
 [23] public comment?
 [24] (No public comment.)
 [25] CHAIRMAN DAVIS: Gentlemen? Any comment up

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[1] I met with the County Administrator as well
 [2] as Joe Stephenson and Scott Clem with the County
 [3] and have worked up a draft agenda for the joint
 [4] meeting. We have two dates available, one being
 [5] the 19th of June, the other being the 26th of
 [6] June, both of them being Mondays.
 [7] The tentative arrangement would be to meet
 [8] here at the Airport Authority building, both
 [9] boards. The meeting will be held here.
 [10] Initially, we'll -- we'll start off with a tour
 [11] of the Northrop Grumman facilities, and they'll
 [12] provide an update of their activities over there
 [13] to both boards.
 [14] We'll follow with a project/Airport Master
 [15] Plan kind of future development-type review for
 [16] purposes of updating the Board of County
 [17] Commissioner people, and followed by lunch, and
 [18] then right after lunch, convene both boards at
 [19] this location to discuss the five projects you
 [20] have listed on the draft agenda here, which
 [21] includes the consolidated transportation center
 [22] project, the issue of impact fees, the airport
 [23] community fire station, topic of wetlands
 [24] banking, and storm water treatment and mitigation
 [25] as it applies to the airport and county

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[1] here?
 [2] (No comment.)
 [3] CHAIRMAN DAVIS: If not, I'll entertain a
 [4] motion to accept Staff recommendation on the
 [5] action item.
 [6] MR. ROSE: I so-move, Mr. Chairman.
 [7] CHAIRMAN DAVIS: Thank you, Mr. Rose. And a
 [8] second, please?
 [9] MR. WATTS: I second.
 [10] CHAIRMAN DAVIS: Thank you, Mr. Watts. All
 [11] in favor of accepting Staff recommendations on
 [12] the action item, signify by aye.
 [13] MR. ROSE: Aye.
 [14] MR. TAYLOR: Aye.
 [15] MR. WATTS: Aye.
 [16] CHAIRMAN DAVIS: Aye.
 [17] And opposed?
 [18] (No opposition.)
 [19] CHAIRMAN DAVIS: By your vote, you have
 [20] approved this item.
 [21] 5.B. - UPDATE ON WORKSHOP WITH COUNTY COMMISSION
 [22] MR. WUELLNER: Okay. Next item I have,
 [23] assuming I can find it, the -- bring you up to
 [24] speed on where we are with the joint meeting with
 [25] the Board of County Commissioners.

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[1] ordinances.
 [2] And at the conclusion of that meeting, if we
 [3] have items exclusive to this board that need to
 [4] be discussed and acted upon at the June meeting,
 [5] that we would convene separately and act on those
 [6] items at that time.
 [7] I don't believe the Board of County
 [8] Commissioners have any interest in just hanging
 [9] around, but they would certainly be welcome, as
 [10] anyone else would be, to attend our regular
 [11] business meeting.
 [12] And that's basically what we've got. If
 [13] there's something else that you think needs to be
 [14] discussed or brought to the agenda or brought to
 [15] the table, we'd certainly be happy to -- to make
 [16] those adjustments, but right now both boards --
 [17] or both staffs of both boards are in general
 [18] agreement with the topics and -- and the
 [19] direction of the meeting.
 [20] MR. ROSE: You don't know which date yet?
 [21] MR. WUELLNER: It's really up to us.
 [22] They -- they're tentatively holding both meeting
 [23] dates for us. Our -- the 19th is our regular
 [24] meeting.
 [25] CHAIRMAN DAVIS: Mr. Taylor?

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[1] MR. TAYLOR: Unrelated to date, Ed, I know
[2] that you have been working with the -- Scott Clem
[3] in trying to sort out the different status with
[4] us in the Comprehensive Plan and zoning issue.
[5] Is that pretty well resolved, or should that be a
[6] part of this?

[7] MR. WUELLNER: I'm going to defer to our
[8] attorneys to go through it, but in general, I
[9] would say yes, we're well on our way to finishing
[10] it up, but --

[11] MR. TAYLOR: Then --

[12] MR. WUELLNER: If that's enough.

[13] MR. TAYLOR: Fine.

[14] CHAIRMAN DAVIS: Gentlemen, what I need to
[15] know is -- our regular meeting is the 19th. What
[16] I really need to know from you is: Does anyone
[17] else besides myself have a conflict with the
[18] 26th?

[19] MR. WUELLNER: Well, I guess we have an
[20] answer relative to you.

[21] CHAIRMAN DAVIS: Then I would suggest that
[22] we do this meeting on the 19th, because I have to
[23] be in Washington on the 26th.

[24] MR. TAYLOR: Let's do it on the 19th.

[25] MR. WUELLNER: 19th? All right. And note

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[1] the time. It's going to tentatively start at
[2] 10:30. That may adjust a half hour one way or
[3] the other, but that's the time we're -- we're
[4] planning on, so you will spend the day at the
[5] airport.

[6] 5.D. - AIR TRAFFIC CONTROL TOWER

[7] MR. WUELLNER: All righty. Next item I have
[8] is -- had to do with the air traffic control
[9] tower and was the 30 percent design plans plus
[10] oversight -- if you recall, we're trying to do
[11] this as a design/build.

[12] Thirty percent plans will take us to the
[13] point where we can put a set of plans out on the
[14] street for the completion of design as well as
[15] construction of it under one contract.

[16] The -- we have a proposal from our current
[17] engineers, ICF Kaiser, to -- to do that design
[18] and oversee the compliance with the design in the
[19] design/build contract when we move into the
[20] construction phase.

[21] And you have that as a total here of
[22] \$117,500 for those services and would also be
[23] subject to FDOT concurrence. They have not seen
[24] this yet. And it would be Staff's recommendation
[25] that that be approved.

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[1] CHAIRMAN DAVIS: Is there any public comment
[2] on that agenda item?

[3] (No public comment.)

[4] CHAIRMAN DAVIS: Gentlemen, any comments or
[5] questions?

[6] (No comments.)

[7] CHAIRMAN DAVIS: If not, I will entertain a
[8] motion that we either accept or reject Staff
[9] recommendation on 5.D.

[10] MR. WATTS: Mr. Chairman, I make that
[11] motion, please.

[12] CHAIRMAN DAVIS: Thank you, Mr. Watts. And
[13] a second, please?

[14] MR. TAYLOR: I'll second that.

[15] CHAIRMAN DAVIS: Thank you, Mr. Taylor. All
[16] in favor of accepting Staff recommendations on
[17] action item 5.D., signify by aye.

[18] MR. ROSE: Aye.

[19] MR. TAYLOR: Aye.

[20] MR. WATTS: Aye.

[21] CHAIRMAN DAVIS: Aye.

[22] And opposed?

[23] (No opposition.)

[24] CHAIRMAN DAVIS: Gentlemen, by your vote,
[25] you have accepted Staff recommendation on action

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[1] item 5.D.

[2] 5.C. - ENGINEERING & PLANNING SERVICES INTERVIEWS

[3] MR. WUELLNER: Okay. The last item I have,
[4] Mr. Chairman, involves the consultant selection.
[5] And the short-list committee, which was chaired
[6] by Mr. Rose and included Bryan Cooper of our
[7] staff, Richard Weaver of Aero Sport, Mr. John
[8] Leslie of Northrop Grumman, Mr. Wayne George of
[9] St. Augustine Pilots Association, Dr. Pat Hale,
[10] who was representing the general public in this,
[11] and Mr. Roland Lester with Florida Dis -- Florida
[12] DOT District 2, in an ex officio-type capacity,
[13] short-listed four firms for further consideration
[14] by this board to provide general planning and
[15] engineering services for a period not to exceed
[16] five years.

[17] Those firms, as you could tell by the agenda
[18] item, include Kaiser Engineers, LPA Group,
[19] Reynolds, Smith & Hills, and Wilbur Smith
[20] Associates. They were scheduled for interviews
[21] by this board, short presentations followed by
[22] any questions. They are in alphabetical order,
[23] and they are yours to rank upon hearing the
[24] presentations.

[25] You have a ranking form that we've provided

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[1] to you. We will ask at the end of the meeting
 [2] that you complete one of those under your --
 [3] associated with your name, 1 through 4, 1 being
 [4] your first-ranked firm, 4 being the fourth -- the
 [5] fourth place, if you will.

[6] So, the total, when we get to it, the lowest
 [7] aggregate score by a consultant would effectively
 [8] represent what -- what would be determined as the
 [9] rank order that would require a motion and a vote
 [10] on a listing once those are totaled.

[11] You will need to rank order all four firms,
 [12] the reason being in the event we could not
 [13] successfully negotiate a contract with the
 [14] first-ranked firm, that the second-ranked firm
 [15] would normally be in a position to negotiate a
 [16] contract if we -- if we reach that point, and so
 [17] on through all four firms.

[18] Methodology we've employed throughout this,
 [19] believe to be consistent with Florida Statutes as
 [20] it relates to the selection of engineering and
 [21] planning consultants. Do you have anything that
 [22] you need to add, Cindy?

[23] MS. BARTIN: No.

[24] MR. WUELLNER: And with that, the first firm
 [25] is scheduled for 4:20, is Kaiser Engineers. Are

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[1] there any questions on procedure or generally how
 [2] you want to handle it at this point? This would
 [3] be the perfect time to get it.

[4] CHAIRMAN DAVIS: Gentlemen? Any questions?
 [5] (No questions.)

[6] CHAIRMAN DAVIS: I think we can proceed as
 [7] we have in the past, as we have them listed for
 [8] their presentations. And then we will do the
 [9] ranking after they have finished -- oh, after
 [10] each one we need to rank. Don't wait until the
 [11] end to rank that particular one.

[12] ICF KAISER ENGINEERS, INC.

[13] MR. GANT: Yes. Can everybody see the
 [14] boards? Some of them are a little bigger than
 [15] others. We had all big boards to start out with,
 [16] and it became overwhelming, so we went down to
 [17] some smaller boards, too.

[18] I guess it's time to start. My name is Jim
 [19] Gant. I'm the Kaiser Engineers area manager.
 [20] I'm also the project sponsor for this very
 [21] important project to ensure services to the
 [22] airport as the airport needs them and wants them.

[23] Just a moment. I have just a quick thank
 [24] you. Thank you for letting us serve you over the
 [25] past five years as your GEC, three years under

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[1] the basic contract, and then two one-year
 [2] extensions. I want to also thank you for
 [3] short-listing us for continuation of those
 [4] services, hopefully for the next five years.

[5] With that, James Pearce and Don Ramdass, two
 [6] Kaiser employees that I think need no
 [7] introductions, will present our qualifications
 [8] for reselection.

[9] MR. PEARCE: Thank you, Jim. As Jim
 [10] indicated, I will be the project manager for this
 [11] project, the contract. And as you can tell by
 [12] our organizational chart here, we have assembled
 [13] a team that is very similar to the team that we
 [14] have been using for the past five years. We have
 [15] added two specialty consultant firms, and Ricondo
 [16] & Associates and Hoyle, Tanner add additional
 [17] depth to the firm -- to our team.

[18] From our organizational chart, you can see
 [19] that we have four basic areas where we feel
 [20] that -- that the project should be broken down
 [21] into. Project management, which will be handled
 [22] by me and assistant or deputy project manager,
 [23] Don Ramdass. Don will also be heading up our
 [24] planning efforts and assisting with funding and
 [25] financial obligations.

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[1] Architectural will be headed up by Bill
 [2] Ebert, who's prepared this nice model of the
 [3] expansion out at the terminal area.

[4] And engineering will be headed up Jim
 [5] Murray. And Jim has been added to our team
 [6] mainly because of the depth that we're going to
 [7] need for the future expansion of your program as
 [8] your program enlarges.

[9] It should be noted that we're committed to
 [10] meet your 14 percent DBE participation
 [11] requirements, and we have three subconsultants to
 [12] assist us in doing that.

[13] Ricondo & Associates will assist Don in
 [14] planning and environmental or the economic area.
 [15] Environmental Resource Solutions will be
 [16] providing environmental and wetland mitigation
 [17] design. And Civil Services, Incorporated will
 [18] continue to provide geotechnical backup and
 [19] support as well as support from the engineering
 [20] side, as needed.

[21] Past performance has been split down into
 [22] three basic areas: Airside, landside, and
 [23] studies and approvals. As you can see from this
 [24] aerial photograph here, we've done quite a few
 [25] projects at your airport. Just take a few

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[1] minutes to talk about a couple of them.
 [2] Taxiway A rehab and widening, this project
 [3] was designed and bid in three months. And the
 [4] reason for that, when -- when it normally takes
 [5] six months, was to facilitate FAA funding, which
 [6] Don Ramdass was instrumental in helping to
 [7] acquire for the airport.

[8] These corporate hangar areas is your
 [9] landside development for corporate hangars. We
 [10] invited Ed to come up to our office and sit down
 [11] in a layout and sketch workshop where we
 [12] identified all the elements that the airport felt
 [13] were necessary for a successful corporate
 [14] development on the airport.

[15] It should be noted that this was originally
 [16] planned for a five-year project, and as of today,
 [17] two years later, we're at about 70 percent
 [18] build-out with two remaining hangars scheduled
 [19] for sometime later this year.

[20] In our studies area, we completed the air
 [21] traffic control tower siting study where we
 [22] looked at sites for a proposed tower on the
 [23] airport and then came up with recommendations and
 [24] assisted with the presentation of the study to
 [25] the FAA to determine whether it could be

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[1] implemented into the federal funded -- or Federal
 [2] Contract Tower Program. And it has been accepted
 [3] in the recent -- just not too distant past as a
 [4] Level 1 tower.

[5] In addition, we've looked at zoning.
 [6] Because of the diversified zoning that's on the
 [7] airport property currently from Open Rural to
 [8] Heavy Industrial, we studied all the general
 [9] aviation airports in the state and came up --
 [10] determined what their zoning requirements are and
 [11] how they were impacted based on development at
 [12] the airports, and basically came up with a
 [13] recommendation on how the airport should proceed
 [14] relative to the county with the zoning.

[15] Once that was done, we assisted the airport
 [16] attorney, airport staff, and county staff in
 [17] developing the language required to implement the
 [18] new Land Development Regulations so that all the
 [19] airport property could be zoned one -- under one
 [20] classification and so that the adjacent
 [21] properties could be protected, or the safety
 [22] areas associated with the operating airport could
 [23] be protected relative to adjacent properties.

[24] Project management, this is one of the most
 [25] crucial areas we feel relative to this project.

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[1] We have broken this area down into six items:
 [2] Quality assurance/quality control, cost control,
 [3] monthly reports, value engineering, innovative
 [4] solutions, and agency coordination.

[5] Under the QA/QC, we've added Eric Wilson and
 [6] Terry Cotter, both long-time project managers and
 [7] construction inspectors. They will be assisting
 [8] as we develop documents for construction at the
 [9] airport in that they will be looking at them for
 [10] constructibility as well as quality control to
 [11] ensure that we've got a quality design out there
 [12] for you.

[13] Innovative solutions, we're continually
 [14] looking at each individual project, checking out
 [15] current construction materials and methods to
 [16] determine what's the -- the most cost-effective,
 [17] timely way to construct projects here at the
 [18] airport. And with that, the recommendation to do
 [19] a design/build at the -- for the control tower is
 [20] a good example of how we achieve that.

[21] Agency coordination, we've been working with
 [22] the County now for over five years. We're
 [23] well-versed in the site plan approval process and
 [24] how to obtain the preliminary reviews through the
 [25] Building Department so that when the contractor

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[1] goes up there with a set of plans, he doesn't get
 [2] kicked back at us and say, oh, by the way, you've
 [3] got to add this or you've got to add that and
 [4] cause change orders to contracts.

[5] In addition, we have a very good
 [6] relationship with the City of St. Augustine
 [7] Public Works Department. They -- and we
 [8] understand their requirements for expanding water
 [9] and sewer facilities here at the airport.

[10] In general, in short, we're well-versed with
 [11] the permitting process required of all the
 [12] agencies that review projects at your airport.
 [13] And with that, I'm going to turn it over to Don
 [14] to discuss future projects and future vision at
 [15] the airport.

[16] MR. RAMDASS: Thank you, James. My name is
 [17] Don Ramdass, and it's indeed my privilege and
 [18] honor to continue serving on the upcoming
 [19] contract as deputy project manager.

[20] At this time, I'd like to discuss with you
 [21] your future improvements at the St. Augustine
 [22] Airport. Some of the improvements shown are
 [23] actual improvements that are currently occurring.
 [24] Some are improvements that are indicated in your
 [25] current master plan. For example, the T-hangar

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[1] development area is an area that's shown in your
[2] current master plan to continue occurring.

[3] The continued extension of taxiway B to meet
[4] the threshold of runway 31 is also planned in
[5] your master plan. We're working currently on
[6] taxiway B extension. Also, we're working on a
[7] terminal area improvement, as highlighted by Bill
[8] Ebert's model here.

[9] As aviation activity continues to increase
[10] at the St. Augustine Airport, there's going to be
[11] a need for an additional runway. Runway
[12] orientation is based on wind coverage. Your wind
[13] coverage for this airport shows more of a
[14] northeast/southwest configuration. So, as such,
[15] we have shown runway 4/22 as your additional
[16] runway in the future. We propose it to be 7,000
[17] foot in length.

[18] This will be connected to the existing
[19] facility with a raised taxiway over U.S. 1 and
[20] FEC Railroad line connecting onto runway 4/22
[21] which allows you to keep FEC Railroad and U.S. 1
[22] in its current location.

[23] Please note that in your master plan, they
[24] show a parallel runway, but the wind -- wind
[25] coverage really favors more of a

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[1] And this would allow this part of the airport to
[2] continue to grow in an aviation standpoint and
[3] allow aviation development as shown in your
[4] master plan.

[5] This would be your linkage, if you will,
[6] from the west side of U.S. 1 to the east side of
[7] U.S. 1. This allows here the industrial
[8] development. We see like a high-tech conference
[9] center being for the future in your area at the
[10] airport. Also, we see several other aviation
[11] development, maybe a terminal and so forth.

[12] Of interest in St. Johns County and St.
[13] Augustine is a -- the AMTRAK. AMTRAK has an
[14] interest in having a stop in St. Augustine. We
[15] feel that this facility should be tied in very
[16] closely with the airport for several reasons.

[17] You can use T21 monies, which allows you to
[18] use different modes. For example, you have an
[19] aviation mode and a transit mode to develop this
[20] type of facility. Also, it enhances your
[21] marketability of the St. Augustine Airport.

[22] I'd like to share with you a rendering that
[23] was done by an artist for us to show you what
[24] this facility could look like and its connection.
[25] Bring it up close because it's small.

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[1] northeast/southwest configuration.

[2] Similarly, you would have approaches going
[3] into a parallel runway over the administration
[4] building and the courthouse building. So, we
[5] feel this may be in the best option for the
[6] airport. But it will take, again, addressing the
[7] master plan update, having a vision meeting with
[8] you to make sure that this is going to meet with
[9] the Authority's approval.

[10] Similarly, helicopter activity continues to
[11] increase at the St. Augustine Airport. You have
[12] SK Logistics. You have the Sheriff's Department
[13] with helicopter activity. We're proposing a
[14] special facility for this helicopter activity.

[15] We'd like to share with you a concept that
[16] we came up with for this heliport. Pretty much,
[17] this would be a stand-alone facility, obviously
[18] connected to the airport.

[19] This would be its approach areas; a main
[20] centralized touchdown/takeoff area; facilities to
[21] store helicopters for corporate clients. This
[22] area could continue to increase. You have a
[23] parking and a service apron, and you'd have
[24] existing Big Oak Road, which would be realigned
[25] to bring you into this heliport development here.

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[1] Pretty much this would be the multimodal
[2] facility tied into the existing airport with a
[3] pedestrian walkway across and a -- you'll have a
[4] separate spur line for the AMTRAK to either go
[5] north and south direction. And this will -- this
[6] would allow you to connect with the existing
[7] airport.

[8] Now, as your future needs, for example, if
[9] you need future terminal space, you could
[10] somewhat house it in this facility over here for
[11] landside requirements for the airport.

[12] We're currently doing the biggest multimodal
[13] project in the State of Florida, Miami Intermodal
[14] Centers. We have the experience in using T21
[15] monies as well as the development of multimodal
[16] facilities.

[17] Additionally, your seaplane development is
[18] also important. If you look at it, you have very
[19] unique characteristics of the St. Augustine
[20] Airport. You have seaplane activity. You have
[21] corporate jet activity. You have a number one
[22] major tenant, Northrop Grumman. You have a
[23] first-class FBO, Aero Sport.

[24] You have the helicopter activity, and you'll
[25] have a multimodal facility. This will be a very

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[1] unique airport in the State of Florida, and it
[2] will enhance the marketability of your airport,
[3] as well promotes economic development for the
[4] future.

[5] Now, with your air traffic control tower,
[6] your ILS implementation, as well as the
[7] high-intensity runway lights on your runway, it
[8] promotes a commuter airline coming into your
[9] airport. You have the attributes at your airport
[10] to attract a commuter airline.

[11] In addition to that, you have a vibrant
[12] tourist economy and a community that's growing.
[13] St. Johns County is moving north; Duval County is
[14] moving south. So, it is a viable option for your
[15] airport.

[16] Let's look towards the future. Together,
[17] with Ed and airport staff, we have brought over
[18] \$5 million of State funds to the airport as well
[19] as close to \$2 million in federal funds for
[20] capital improvement projects.

[21] So, we have the relationships with state and
[22] federal agencies. We can continue to build on
[23] those relationships to develop your airport.

[24] As we mentioned, on the multimodal facility,
[25] we will use T21 monies to help develop that

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[1] program. T21 monies is money strictly set aside
[2] for multimodal development.

[3] Additionally, there's the government's fast
[4] track program, which is monies that we
[5] normally -- that we were going use in the past
[6] for a high-speed rail that is now set aside for
[7] economic development at airports, plus access
[8] issues. So, we will bring those type of monies
[9] into development.

[10] Economic development continues to be a major
[11] thrust at your airport. We'll look at various
[12] type of businesses to complement Northrop
[13] Grumman: Maintenance-type facilities, corporate
[14] jet refurbishments. That seems to be a big
[15] player in the State of Florida, facilities up
[16] north that are trying to move to Florida to
[17] locate their type of business. So, we will work
[18] with airport staff in trying to attract those
[19] type of developments.

[20] Currently in the aviation industry, there's
[21] the SATS Program, which is the Small Aircraft
[22] Transportation System Program. It's a program
[23] developed to relieve congestion.

[24] They are looking for facilities to either
[25] test flight those small aircraft transport

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[1] systems or even looking at ways of testing the
[2] facilities and manufacturing it. We have with us
[3] Jack Karibo, who is on the board of directors for
[4] SATS, who will help us promote the St. Augustine
[5] Airport in bringing such a program to the
[6] airport.

[7] With all the programs we have discussed,
[8] requires an extensive public outreach program.
[9] We will work with staff as well as Authority
[10] members in attending civic organizations that you
[11] may be invited to speak at by preparing boards
[12] for you or being their as support.

[13] We'll also attend Committee of 100 meetings.
[14] We will work with Ed in developing a quarterly
[15] newsletter. This airport is growing. It's
[16] growing and growing with good businesses, and I
[17] think we need to promote that to the aviation
[18] interest and the nonaviation interest. We will
[19] work towards our next five years in help
[20] promoting the airport with its business
[21] development.

[22] At this time, I would like to hand over the
[23] remainder to Jim for closing remarks.

[24] MR. GANT: Thanks, Don. Why select Kaiser
[25] Engineers for another five years as your GEC?

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[1] Here are four major reasons: We have the
[2] relationships with the FAA, with FDOT, with the
[3] community, with staff, and with you, and we've
[4] proven that as we've developed this program over
[5] the five years we've been here.

[6] Responsiveness. Taxiway A is a good
[7] example. We designed that taxiway and got the
[8] design to the FAA in order to get the -- the
[9] money that we got in an extremely short amount of
[10] time. We're responsive. We're proven over and
[11] over and over again, as shown by this -- by this
[12] particular board in all the projects that we've
[13] accomplished over the last five years.

[14] And we're committed to the airport. You are
[15] by far one of our most important clients, and
[16] we're going to ensure the service to you as you
[17] would -- as you would want it.

[18] I'd also like to say that -- that five years
[19] we've been partners together, and we've
[20] accomplished an awful lot in those five years.
[21] But there's a lot left to be accomplished. We
[22] want to continue that partnership and march the
[23] St. Augustine Airport into the future together.
[24] Thank you.

[25] CHAIRMAN DAVIS: Okay.

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[1] MR. PEARCE: I'd like to open it up for
 [2] questions.
 [3] CHAIRMAN DAVIS: Gentlemen, any questions?
 [4] MR. ROSE: Just --
 [5] CHAIRMAN DAVIS: Mr. Rose?
 [6] MR. ROSE: Would this project be managed out
 [7] of your Jacksonville office? Is that --
 [8] MR. PEARCE: Yes.
 [9] MR. ROSE: That will be the headquarters for
 [10] this team?
 [11] MR. PEARCE: Yes, sir, same as it is today.
 [12] MR. ROSE: Yeah.
 [13] CHAIRMAN DAVIS: Mr. Taylor?
 [14] MR. WATTS: I've got a question. Do you
 [15] have connections or people working or consultants
 [16] working with you to get a commuter service here,
 [17] commuter airline service?
 [18] MR. PEARCE: Defer that one to Don.
 [19] MR. RAMDASS: Those are specialty
 [20] consultants, because they're -- because they know
 [21] exactly what's required. The good thing was with
 [22] a general consultant program, it gives us the
 [23] ability to go out there and select the exact
 [24] consultant, bring it to your authority for you to
 [25] interview them and feel that level of comfort.

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[1] MR. GANT: Well, but you could request it if
 [2] that's what you like, if you would prefer that.
 [3] MR. WUELLNER: I think so.
 [4] MR. GANT: Thank you.
 [5] (Whereupon, there was a short pause.)
 [6] CHAIRMAN DAVIS: Dave, ready? Yes. I think
 [7] it's Dave.
 [8] For the record, our second group will be
 [9] LPG -- LPA Group.
 [10] LPA GROUP
 [11] MR. GOODE: Thank you. Chairman Davis,
 [12] members of the Authority, airport staff, my name
 [13] is Dave Goode. You've seen me up here at your
 [14] meetings for the last couple of years, but today
 [15] I want to introduce the LPA project team to you.
 [16] Before I do that, I'd like to thank you for
 [17] inviting us to present our qualifications to you
 [18] today. We're very happy to be here, and we're
 [19] very excited about this project and the goals and
 [20] visions that you have for St. Augustine Airport.
 [21] These are some letters of commendation from
 [22] some of our clients. I'd like to point out this
 [23] one right here on the right, and it's a letter
 [24] from Bill Ashbaker who's a manager of FDOT in
 [25] Tallahassee, we did a project for FDOT a couple

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[1] We didn't put a consultant on the team as
 [2] yet because we have to build towards that future.
 [3] And our plan is to give you two or three
 [4] consultants that are top consultants in doing
 [5] this type of business and have you make that
 [6] selection of which we will manage and work with
 [7] them.
 [8] MR. WATTS: Okay. Thank you.
 [9] CHAIRMAN DAVIS: Anyone else? Any public
 [10] comment on the presentation by Kaiser?
 [11] (No public comment.)
 [12] CHAIRMAN DAVIS: If not, thank you very
 [13] much.
 [14] MR. GANT: Thank you.
 [15] MR. PEARCE: Thank you for the opportunity.
 [16] MR. GANT: Excuse me. I assume it's -- your
 [17] procedure is not for the other consultants to
 [18] stay in the room; is that correct? Or do you
 [19] have a procedure with that?
 [20] CHAIRMAN DAVIS: I --
 [21] MR. WUELLNER: I don't know that we can --
 [22] CHAIRMAN DAVIS: I don't know if we can --
 [23] MR. WUELLNER: I don't know that we can
 [24] legally prevent it.
 [25] CHAIRMAN DAVIS: No.

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[1] of years ago, and it was a guidebook for airport
 [2] master planning. It was well-received in the
 [3] field as well as FDOT, so I'm going to pass this
 [4] around for you, since you do have a master
 [5] plan -- plan in the next five years.
 [6] The other common thread through -- through
 [7] these letters have to do with the project manager
 [8] and about his responsiveness. And that project
 [9] manager is the one we're proposing to use, Mohsen
 [10] Mohammadi. Like to introduce him to you.
 [11] You can see he's very well qualified. He
 [12] has a lot of experience on general aviation
 [13] airports much like yours. And without further
 [14] ado, I'm going to turn it over to Mohsen who will
 [15] cover the firm profile, project management.
 [16] MR. MOHSEN: Thank you, Dave. I've been
 [17] with the LPA Group for eleven years. We are
 [18] basically an aviation firm. About 60 to 65
 [19] percent of our work is aviation-related, and we
 [20] have about 16 offices throughout the southeast,
 [21] including the five offices in Florida:
 [22] Tallahassee, Sarasota, Orlando, and Tampa and
 [23] Palm Beach.
 [24] We have grown steadily since the inception
 [25] in 1981. And one thing that I think is very

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[1] significant and means a lot to you as the client
 [2] is the stability of the people with the firm.
 [3] We've been in business for about 18, 19
 [4] years, and we have this kind of stability with
 [5] the company. What that tells you is basically
 [6] the people who have been assigned to your project
 [7] are going to be with you for the duration of the
 [8] project. And I'm one of the 45 employees and
 [9] have been with the company for over ten years.
 [10] Our experience in the southeast is basically
 [11] throughout the state and about a hundred
 [12] airports, over a hundred airports, some general
 [13] aviation airports very similar to yours, and some
 [14] small commercial airports. We've been fortunate
 [15] to have this kind of experience, and not only
 [16] that, to have this experience continue throughout
 [17] the years.
 [18] These are some of the clients that we have
 [19] that we've been working with from 9 to 17 years.
 [20] Considering the age of the company, it's about 19
 [21] years. What this shows is basically our
 [22] responsibility -- our clients are happy to be
 [23] dealing with us and with the product that we will
 [24] produce for you.
 [25] You have looked at our proposal. You're

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[1] it comes to design and construction are the
 [2] predesign activities and field studies.
 [3] What we want to do is to make sure we have
 [4] all the information pertinent to the project. We
 [5] want to meet with the client, FAA, FDOT to make
 [6] sure we understand the issues related to the
 [7] project, the funding issues, some of the
 [8] environmental issues. We want to have a good
 [9] understanding before we get into the project.
 [10] We also want to know what's out there. You
 [11] know, what is -- what is the condition of the
 [12] existing pavement? What is some additional needs
 [13] that are required to improve the facility? We
 [14] really feel like if we spend a couple -- few
 [15] extra dollars in these phases, it will save you
 [16] thousands in the following phases.
 [17] When it comes to the design, again, our
 [18] philosophy is to keep you in the loop throughout
 [19] the project. We do not want to bring you a final
 [20] set of plans that will surprise you and it's
 [21] twice the budget that you initially anticipated.
 [22] We want to make sure you're involved from day
 [23] one, you know what the final project is going to
 [24] be.
 [25] Of course, construction phase services, the

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[1] familiar with the project organization that --
 [2] just a few things that I do want to emphasize is,
 [3] one, our great relationship with FDOT District 2.
 [4] We have Phil Sellers, who just retired from FDOT,
 [5] who is on board who will assist us with any
 [6] issues we have regarding FDOT.
 [7] Another thing that I think is of interest to
 [8] you is the multidisciplinary aspect of LPA. We
 [9] can provide you with basically every aspect of
 [10] projects that you have at this airport as far as
 [11] architectural services are concerned,
 [12] environmental services, airport planning, and of
 [13] course engineering.
 [14] One more thing that we do have full service
 [15] capability is construction phase services and
 [16] inspections that on this project, we are going to
 [17] utilize the services of Civil Services, Inc., who
 [18] have been working with us for the last few years.
 [19] Actually, they're in the Georgia area. We have a
 [20] great relationship with them, and they're located
 [21] right here in the Jacksonville area.
 [22] As far as our project approach is concerned,
 [23] there are several steps. The first two steps
 [24] that we really put a lot of emphasize on and I
 [25] think it will save you thousands of dollars when

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[1] project manager, myself, will be directly
 [2] involved throughout every phase of the
 [3] construction to make sure the project is done on
 [4] time and we'll work very closely with the
 [5] inspector on the job.
 [6] One thing that I think distinguishes LPA
 [7] from many other firms is the quality control
 [8] process that we have in place. We have for your
 [9] projects assigned two people exclusively to
 [10] handle the quality control, one for planning
 [11] documents, one for engineering documents.
 [12] You may have a good project approach and get
 [13] a good -- get a set of plans together, but if you
 [14] don't do the quality control, you're back to
 [15] where you started.
 [16] But one thing that we feel like
 [17] distinguishes LPA from many other firms and the
 [18] reason for this multirelationship with our
 [19] consultants is our responsiveness. Our clients
 [20] like dealing with us because they know we're
 [21] there when they need us. We have our nearby
 [22] offices, they can help you, they can be here on
 [23] an as-needed basis, as soon as you need them, if
 [24] any issues come up.
 [25] We have also have electronic communications

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[1] in place. Right now, the way the computer system
 [2] is, you can access our computers directly. We
 [3] can exchange information through e-mail. You can
 [4] actually connect to our computers to review our
 [5] planning documents or any engineering documents.
 [6] This is state of the art and it is available and
 [7] we can do that, also.

[8] At this time, I'd like to introduce Dave
 [9] Rickerson. We talked about, you know,
 [10] engineering and how our approach is going to be,
 [11] but if you don't have a planning process in
 [12] place, engineering fails. And we think they're
 [13] very interactive.

[14] Dave has had over 20 years of experience in
 [15] aviation-related projects. He has actually been
 [16] involved with over 45 airport master plans. And
 [17] at this time, I'd like to turn it over to Dave.

[18] MR. RICKERSON: Good afternoon. I'll kind
 [19] of step back here and try not to get in your
 [20] all's way, too.

[21] One of the things that we think is -- is
 [22] particularly important is not only the master
 [23] planning side. There's a lot of master planning
 [24] work that's been done in this country, but
 [25] there's a lot of day-to-day planning.

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[1] think I'll move this one over here real quick.

[2] Our working relationship with FAA and our
 [3] use of some state-of-the-art planning tools. One
 [4] of the things we do pride ourselves on is doing
 [5] more than just 2-D planning. This is the
 [6] terminal building in Augusta, Georgia at
 [7] Augusta's Airport.

[8] One of the things we did want to do as we
 [9] went through that terminal planning study was
 [10] come up with something a little bit more than a
 [11] 2-D drawing -- pardon me, ma'am -- something that
 [12] moves, something that would take you through the
 [13] terminal area. As you drive in, you get out. As
 [14] you drive in to go into that. As you see the
 [15] pedestrian standing on the curb looking down the
 [16] curb front. Something that, one, can be used in
 [17] your meetings for your purposes; number two, can
 [18] be used when you go to meetings with funding
 [19] agencies to discuss with those funding agencies
 [20] what you want to do, such as say meetings on
 [21] intermodal facilities at this airport. Also
 [22] something that you can take out to the business
 [23] community.

[24] We do these not only for terminals, but we
 [25] also do these for airfield configuration,

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[1] The issues of laying out facilities, such as
 [2] conceivably laying out here in your corporate
 [3] area the kind of facilities that you're proposing
 [4] in that area, the types of facilities that you're
 [5] going to planning for to meet future demand.

[6] What we bring to the table are senior
 [7] aviation planners here in Florida, based in
 [8] Orlando in my office, who are available at a
 [9] moment's notice to assist on any issue as it may
 [10] arise. And we think that's key, because these
 [11] issues do come up, particularly on a multiyear
 [12] type of planning project, particularly when
 [13] working closely with engineers.

[14] So, we see the need to look back at such
 [15] things as a change in aircraft design standard or
 [16] a change in aircraft type in a particular
 [17] location. It may impact where you size taxiways,
 [18] what those sizes of taxiways are. And so we're
 [19] looking at those types of issues all the way
 [20] through the process.

[21] We feel that there are some issues and there
 [22] also are some key elements of our planning
 [23] capabilities that are going to be important here,
 [24] including such things as intermodal facility
 [25] planning -- and for the -- for the audience, I

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[1] economic development activities, for laying out
 [2] facilities on airports. It's a particularly
 [3] valuable tool in looking at how they're going to
 [4] operate, how aircraft will move in and out, and
 [5] also looking at how you can sell those facilities
 [6] down the road to others.

[7] Some of the other aspects we -- we do
 [8] believe are going to be fairly important is the
 [9] last one on this board, and that is making sure
 [10] that near-term actions, that making sure
 [11] near-term planning actions do not preclude the
 [12] long-term opportunities.

[13] Ladies and gentlemen, your current master
 [14] plan shows a -- one day, a future runway
 [15] conceivably in this location. One of the things
 [16] that we have to consider as we go through this
 [17] process is as opportunities present themselves
 [18] for development, say development in this area,
 [19] development up in this area, that we don't shut
 [20] off opportunities to get to the point of
 [21] providing for that future demand, for that future
 [22] need.

[23] Your next master plan may be looking at
 [24] these linkages. One of the things we have to
 [25] consider is: Do you spend \$450 million, \$500

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[1] million to relocate a highway and a rail line, or
 [2] do you maybe try to figure out how to configure a
 [3] crossing bridge back into this area that you're
 [4] purchasing to link the two airfields?

[5] There are a lot of issues in here that make
 [6] that linkage of those airfields very, very
 [7] difficult. And the planning process is designed
 [8] to deal with those.

[9] So, our near-term planning actions are
 [10] consistently looking not only at what's going on
 [11] the ground now, but what are the implications of
 [12] what goes on the ground now to what you may want
 [13] to do five years from now, opportunities that may
 [14] present themselves seven years from now, or items
 [15] that may come up ten or twenty years from now.

[16] So, one of the things we do stress through
 [17] our planning process is looking down the road and
 [18] always keeping sight of the vision of where the
 [19] airport wants to be. And that's what the
 [20] planning group from our LPA here in Florida will
 [21] offer you during the course of our service if we
 [22] get that opportunity.

[23] Dave?

[24] MR. GOODE: Thank you, Dave. We'd like to
 [25] conclude our presentation by looking at our

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[1] understand the problems. More importantly, we
 [2] understand your goals and your vision for this
 [3] airport, and we want to be part of that. We're
 [4] ready to serve you right now. Now, with that,
 [5] we'll take any questions you might have.

[6] CHAIRMAN DAVIS: Is there any public comment
 [7] on the presentation by LPA?

[8] (No public comment.)

[9] CHAIRMAN DAVIS: Gentlemen, up here?

[10] (No questions.)

[11] CHAIRMAN DAVIS: If not --

[12] MR. ROSE: I have just one.

[13] CHAIRMAN DAVIS: Mr. Rose?

[14] MR. ROSE: Dave, you have been coming to our
 [15] meetings, I know, for a couple of years that I've
 [16] been on the board.

[17] MR. GOODE: That's true.

[18] MR. ROSE: And during that period of time,
 [19] you really haven't had any engineering work to do
 [20] with us.

[21] MR. GOODE: That's correct.

[22] MR. TAYLOR: You were --

[23] MR. GOODE: We're hoping to have some.

[24] MR. ROSE: Yeah, but you've been here to
 [25] become acquainted with our -- with our system and

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[1] mission statement, and I'm here to tell you we
 [2] don't pay lip service to this. We believe in it.
 [3] It's on the back of every business card that we
 [4] hand out.

[5] And really, the first two it -- in capsule
 [6] form, they address exceeding your expectations as
 [7] a client for a product -- quality product and
 [8] also client service. And it's a credo for LPA,
 [9] and we believe in it.

[10] And finally, just to point out a couple of
 [11] things for you: Why should you select our team?
 [12] We're giving you the very best project manager we
 [13] have. I'm telling you, he is outstanding. I
 [14] work with him, and his clients like him because
 [15] he's responsive.

[16] Secondly, we have a unique specialization in
 [17] general aviation airports. That's our goal. We
 [18] don't work in Jacksonville. We don't work in
 [19] Miami, Orlando, Tampa, any of the big airports.
 [20] We usually work at general aviation airports, and
 [21] if it's an air carrier airport, it will be a
 [22] small one.

[23] Finally, we have a total commitment to this
 [24] project. Again, you've seen me up here for the
 [25] last two years. We understand your issues. We

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[1] with our board and with our needs.

[2] MR. GOODE: And we really think -- that's
 [3] true. That's exactly right, sir. We really
 [4] think that it's important -- you know, you don't
 [5] always have that opportunity, but we think it's
 [6] important to attend the meetings. And if we're
 [7] selected as your consultant, we're going to be
 [8] here, too. It's not just a, you know, a thing
 [9] that we do in advance. But it allows us to learn
 [10] more about this airport and more about the people
 [11] that run it.

[12] I can tell you this, and I don't mind saying
 [13] this, I go to a lot of such meetings like this.
 [14] That's part of my job. But the relationship that
 [15] you've got here at this airport between the
 [16] Authority and airport staff is excellent. And I
 [17] don't always see that. So, I just want to pass
 [18] that on to you, for whatever it's worth.

[19] CHAIRMAN DAVIS: Mr. Taylor?

[20] MR. TAYLOR: I just have to comment on what
 [21] Bill did. I've seen Dave here so long, I didn't
 [22] realize he was just out farming and fishing. And
 [23] I don't know how the vote will come out, but I
 [24] admire what you've done to come to know us for
 [25] two years before you came to make a presentation.

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[1] MR. GOODE: Thank you very much.
 [2] CHAIRMAN DAVIS: Mr. Watts?
 [3] MR. WATTS: Nothing.
 [4] CHAIRMAN DAVIS: I've seen you come in for
 [5] two years, and that's the way things are done
 [6] most times. And you get familiar with the --
 [7] with what we have. And I thank you for that
 [8] presentation.
 [9] (Whereupon, there was a short pause.)
 [10] CHAIRMAN DAVIS: Gentlemen, our next
 [11] consultant selection presentation will be done by
 [12] Reynolds, Smith and Hills.
 [13] REYNOLDS, SMITH AND HILLS, INC.
 [14] MR. REED: All right. Thank you. Thank you
 [15] for the opportunity to be here and good evening.
 [16] We are the Reynolds, Smith and Hills team. My
 [17] name is Brian Reed. I'm senior vice-president of
 [18] aviation for Reynolds, Smith and Hills.
 [19] We believe that RS&H offers you a unique
 [20] selection alternative this evening in the fact
 [21] that we have a major national and international
 [22] aviation consultant practice right up the road in
 [23] Southpoint.
 [24] We have enjoyed a long-term relationship
 [25] with this airport over the years. In fact, we

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[1] because I'm a St. Johns County resident.
 [2] And that's why you've seen us -- seen me
 [3] around so much when we were the general
 [4] consultant. You've seen me here at your board
 [5] meetings because I'm tracking and following the
 [6] progress of the airport and have tried to stay
 [7] close with the airport staff. Done things like
 [8] send Christmas cards, because I care about this
 [9] airport, and I want to see it become the best
 [10] airport that it possibly can be.
 [11] I'll serve as your project officer. That
 [12] means I'm ultimately responsible for your
 [13] satisfaction, and I'm responsible for making sure
 [14] that the resources that our project manager needs
 [15] are available to him.
 [16] Our proposed project manager is Derek
 [17] Powder. Derek has over 15 years' experience as a
 [18] registered professional engineer, a great deal of
 [19] experience in general consulting for general
 [20] aviation airports. He knows how to work with the
 [21] FAA. He knows how to work with FDOT. He knows
 [22] how to get your projects completed, and he too is
 [23] a St. Johns County resident.
 [24] I've also got with me today John Del
 [25] Guidice, who many of you have known over the

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[1] were just noticing out in the lobby that the
 [2] painting you have of the St. Augustine area are
 [3] the covers of our Christmas card that we frame
 [4] and send down to you every year. We enjoy our
 [5] long-term relationship with the airport and hope
 [6] to continue that relationship.
 [7] We also know it is important to you to
 [8] comply with DBE regulations and intrusion of DBE
 [9] firms. And we've shown some firms in our
 [10] proposal that we've had long-term relationships
 [11] with. And it is important for you to realize
 [12] that we have long-term relationships here in
 [13] Northeast Florida with many, many DBE firms.
 [14] We'd be happy to bring them in as appropriate for
 [15] the execution of the projects. We've worked with
 [16] firms such as that all over the Northeast
 [17] Florida.
 [18] We work in the community here. We work with
 [19] the other governmental entities. We have
 [20] provided engineering services to Northrop
 [21] Grumman, who, once again, would enjoy providing
 [22] engineering and planning services to you.
 [23] Now, why is that important to us? I run the
 [24] aviation practice at Reynolds, Smith and Hills,
 [25] and I view this airport as my hometown airport

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[1] years. He'll be responsible for our construction
 [2] inspection. He is a NICET Level IV, which is the
 [3] highest level certification for construction
 [4] inspection. Over the years, I've met many Level
 [5] IIIs. He's the first ever Level IV that I've
 [6] known. He will definitely make sure that your
 [7] construction projects move very smoothly.
 [8] MR. POWDER: You have a very aggressive
 [9] program over the next several years. In fact,
 [10] you have over 30 projects with a proposed budget
 [11] of over \$26 million for the years 2001 to 2003
 [12] alone.
 [13] On the planning side, you have an airport
 [14] master plan update. You have terminal area
 [15] planning. You have the industrial park
 [16] development planning. You have an air service
 [17] development plan.
 [18] You also have numerous airfield development
 [19] projects. We've shown a few of them here:
 [20] Reconstruction of the seaplane ramp; runway 31
 [21] safety area, which appears to be one of your high
 [22] priority projects; extension of taxiway B;
 [23] numerous T-hangar and corporate hangar
 [24] developments in these areas; and overlay of
 [25] runway 13/31.

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[1] We know that some of these projects have
 [2] real potential for adversely impacting your
 [3] airport operations. And the -- it's our
 [4] responsibility to deal with the users and the
 [5] tenants, Grumman mainly, and to make sure that
 [6] your airport remains in operation.

[7] We understand that this is an important part
 [8] of the economy down here, and it's not a viable
 [9] alternative to shut down large numbers of your
 [10] facilities during construction. For instance, on
 [11] the overlay of the runway, we would utilize -- or
 [12] we would coordinate with the tenants and figure
 [13] out when windows of opportunity exist that we can
 [14] do off-peak construction.

[15] We'd also utilize some displaced thresholds
 [16] for that project, make sure that the contractor
 [17] is comfortable with his paving operation, make
 [18] sure that he has that established so that when he
 [19] actually moves into the other areas and needs to
 [20] reopen a runway at the end of an off-peak period,
 [21] that he's ready to do that.

[22] Like to just talk a little bit about how
 [23] we're going to provide our services to you.
 [24] Project scope and budget. I think it's
 [25] extremely -- extremely important that at the

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[1] reviews at 30 and 70 and 100 percent review
 [2] process. With the vast experience we've had, we
 [3] try to eliminate any problems in our contract
 [4] documents before we put them out on the streets.
 [5] Reduces the liability for the owner.

[6] MR. POWDER: Being patient with airport
 [7] users. As I mentioned, we will make sure that
 [8] all of your airport users and tenants who are
 [9] going to be impacted by any project are fully
 [10] aware of what's going to be going on throughout
 [11] the course of a project and that their needs are
 [12] met as far as keeping them in operation.

[13] Administrative assistance. This is a
 [14] service we provide where basically we serve as an
 [15] extension to your airport staff and we can
 [16] relieve them of some of that burden.

[17] MR. GUIDICE: The resident project
 [18] representative/contractor relationship and the
 [19] Authority, we set up a baseline starting with the
 [20] preconstruction meeting and then with a weekly
 [21] project meeting to make sure that the project is
 [22] on time and on budget.

[23] MR. POWDER: Economic considerations. As I
 [24] said, we're fully aware of how important this
 [25] airport is to the economy. It is essentially an

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[1] beginning of any project, we develop a detailed
 [2] project scope and a budget and make sure that we
 [3] adhere to those throughout the life of the
 [4] project. This will minimize the chance of scope
 [5] creep and also make sure that your project is
 [6] completed within the budget that you have
 [7] available.

[8] Funding procurement. RS&H is recognized as
 [9] a leader in obtaining airport development funds.
 [10] We are experts at that. We do that all the time.

[11] MR. GUIDICE: Environmental clearance. I've
 [12] worked with Rocky Thompson from the St. Johns
 [13] River Water Management District and Bev Lawrence
 [14] from the Corps of Engineers. We worked hard to
 [15] develop a relationship. We know what it takes to
 [16] permit your airport.

[17] MR. POWDER: Timely designs and submittals.
 [18] That appears to be very obvious for completion of
 [19] any project, but the bottom line is extremely
 [20] important that designs get finished on time and
 [21] construction gets underway and completed on time,
 [22] or it can cost you money, and we're committed to
 [23] completing all of your projects on time.

[24] MR. GUIDICE: Quality and con -- and
 [25] constructional plans. We do constructibility

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[1] economic entity down here, and that we'll do
 [2] everything -- everything necessary to make sure
 [3] that the airport continues to function during any
 [4] development project.

[5] The work that we do up front, the detailed
 [6] scope and budget will allow us to maintain strict
 [7] control over the budget. We also know that
 [8] there's a lot of competition for the available
 [9] funds out there. And when you do get a grant, we
 [10] want to make sure that you get the biggest bang
 [11] for your buck, if you will, for any grant that
 [12] you have.

[13] We also realize that the costs of the
 [14] project don't end with the end of the
 [15] construction. You have recurring maintenance
 [16] costs. So, we design low-maintenance facilities.
 [17] Maintenance costs generally are not eligible for
 [18] various types of grants. You can use them for
 [19] the development itself, and want to minimize
 [20] those costs to the greatest extent possible.

[21] Funding procurement. We're very familiar
 [22] with the FAA, FDOT procedures, and we also pursue
 [23] alternative funding sources when they're
 [24] available and when a project may be eligible for
 [25] those types of alternative sources.

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[1] In fact, this book is a catalog of Federal
[2] Domestic Assistance, and it's filled with
[3] programs where funding is eligible for various
[4] projects. Now, of course, not all these will be
[5] giving funding for airports, but it gives you an
[6] idea of how many programs are out there, where
[7] funding is available, that we really need to look
[8] beyond some of the traditional sources.

[9] In fact, several years ago, RS&H helped
[10] bring two parties together to do one of your
[11] projects out here with alternative funding
[12] sources, and that is your paver block apron.

[13] FDOT had a demonstration project that they
[14] wanted to go forward with. You had an apron that
[15] you wanted to have built but didn't have the
[16] funding for it, and we helped bring those two
[17] parties together. And the result was the paver
[18] block demonstration project, it was funded a
[19] hundred percent with FDOT money.

[20] This is the process that we go through in
[21] getting FDOT funding, or for that matter FAA
[22] funding when that's eligible.

[23] I don't want to take a whole lot of time
[24] lines with these, but the point I want to make is
[25] we do this every day and it's something that we

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[1] We hope we've shown you that we are airport
[2] development and funding experts, and we hope
[3] we've shown you through our long-term interests,
[4] staying active at the airport, that -- of the
[5] intense commitment that we would have for you.

[6] We would appreciate an opportunity to become
[7] your general consultant again, to supplement your
[8] general consultant or whatever we need to do to
[9] in order start to work for you again. Thank you
[10] for the opportunity to be here.

[11] CHAIRMAN DAVIS: Thank you. Any public
[12] comment or questions of the presenters of
[13] Reynolds, Smith and Hills?

[14] (No public comment.)

[15] CHAIRMAN DAVIS: Gentlemen, any questions or
[16] comments?

[17] MR. ROSE: Nothing.

[18] CHAIRMAN DAVIS: Mr. Taylor?

[19] MR. WATTS: Mr. Chair?

[20] CHAIRMAN DAVIS: Mr. Watts?

[21] MR. WATTS: How long were y'all the
[22] engineers here before?

[23] MR. REED: Before this last time, we were
[24] the general consultant for five years. And then
[25] Hoyle, Tanner had it for three years, and we had

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[1] really have become experts at over the years.

[2] MR. REED: In closing and in trying to stay
[3] within your ten-minute time frame is: Why the
[4] RS&H team? Well, we're a local team; we're right
[5] up the road in Jacksonville. We're knowledgeable
[6] of this airport. We're knowledgeable of how to
[7] work within the aviation industry.

[8] We're full-service architects, engineers,
[9] planners, environmentalists. We've got
[10] structural engineering, mechanical engineering,
[11] electrical engineering, plumbing. We've got
[12] every kind of discipline, financial experts,
[13] funding procurement experts, every kind of
[14] discipline you could possibly need for the
[15] airport.

[16] We're offering an exceptionally strong
[17] project manager and a strong support staff around
[18] him. We understand the airport. We know how to
[19] make it successful. And we work -- we're active
[20] in the community.

[21] We know how to work with you and your
[22] tenants and Grumman and the other governmental
[23] agencies and the Chamber, and we know how to work
[24] within this community to help you develop this
[25] airport and help realize its full potential.

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[1] it for like twelve years before that. And then
[2] we've been here on and off for 30 years.

[3] MR. WATTS: Okay. Thank you.

[4] CHAIRMAN DAVIS: Any other comment? Thank
[5] you very much for your presentation.

[6] MR. REED: Thank you.

[7] (Whereupon, there was a short pause.)

[8] WILBUR SMITH ASSOCIATES

[9] MS. STRINGER: Ready?

[10] MR. WUELLNER: Yes, ma'am.

[11] MS. STRINGER: Hello. My name is Sharon
[12] Stringer. I'm with Wilbur Smith Associates, and
[13] we want to thank you very much for asking us here
[14] today to talk to you about our firm and what we
[15] can do to benefit the future of your airport.

[16] This is Harry Downing. He's giving you a
[17] little handout. We realize that our time is
[18] brief and we're getting into the family hour, so
[19] we're going to try to be brief as well. We don't
[20] have any boards or slides that hopefully will
[21] shorten our time somewhat.

[22] We've also brought Mack Lazenby. I'll tell
[23] you a little bit more about Mack in just a
[24] minute. Sandeep Singh from Avcon, and Virginia
[25] Lane, also with Wilbur Smith.

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[1] As you can see on the handout there we have
[2] an organizational chart, and if you don't mind,
[3] I'll take just a minute and go through that.

[4] I would be your project director, and we
[5] have organized this structure to maximize the
[6] talents and the potential of our people. And
[7] I'll explain a little bit more about that in just
[8] a second.

[9] I have about five years' experience with
[10] Wilbur Smith, about fifteen years of aviation
[11] experience. I have worked on the Florida
[12] Statewide System Plan as well as the master plan
[13] for the Flagler County Airport and Florida
[14] airports. I've designed construction projects
[15] and worked on different types of projects within
[16] the State of Florida.

[17] Virginia Lane is our project manager. She
[18] will provide the day-to-day contact with the
[19] Authority. The way that the relationship with
[20] Virginia and I will work is that I will provide
[21] the overall direction and quality assurance and
[22] the team direction.

[23] Virginia will be the day-to-day contact to
[24] coordinate with the task managers and assign
[25] duties as they are needed by the specific jobs.

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[1] spent a number of years with FDOT and has worked
[2] with system plan, with the Statewide System Plan,
[3] and airport master plans as well.

[4] Jerry Brinton was formerly the executive
[5] director of the Seminole County Expressway
[6] Authority, and he is right now the project
[7] manager for the District 5 freight study and will
[8] serve as the project coordinator for intermodal
[9] planning as that is needed.

[10] Dick Taylor, our rail -- will lead any rail
[11] planning efforts, and Dick is our rail planning
[12] guru. He has worked for over 30 years on rail
[13] planning and has personally been involved or
[14] managed every single statewide rail study for the
[15] Florida Department of Transportation.

[16] He's doing the update right now. There have
[17] been five previous studies, four of which he did,
[18] and the other one they did in-house. So, he's
[19] also worked on the Statewide Intermodal Study
[20] which has an aviation rail and a highway
[21] component.

[22] Pam Keidel would lead any air service
[23] studies or any analysis if those are needed. We
[24] also have June Witty, who is a very talented
[25] business park/commercial development manager.

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[1] Virginia's background is that she is right
[2] now the project manager for the Florida Aviation
[3] System Plan. We work very closely on that
[4] project with FDOT. She has worked on
[5] environmental jobs in Miami and Naples and other
[6] projects as well.

[7] Our task managers -- and I'll just go
[8] through these very briefly. Mack Lazenby, who is
[9] our engineering and design task manager. Mack
[10] has many, many years of diverse aviation -- did I
[11] say many years of diverse engineering aviation
[12] experience.

[13] He's been an airport manager. He is a pilot
[14] with the -- and certified flight instructor. He
[15] has designed projects all the way from a ramp
[16] reconstruction at Orlando International to
[17] T-hangars and corporate hangars at GA airports.
[18] So, he has run the gamut.

[19] Mike Sturm is our design engineering and
[20] Mark -- excuse me -- Mike has numerous years'
[21] experience in permitting and drainage design,
[22] particularly with the St. Johns River Water
[23] Management District.

[24] Harry has just to come to us from FDOT, and
[25] he will lead in any planning efforts. He has

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[1] She has worked on business parks of the Flagler
[2] County Airport, the DeLand as well as others
[3] throughout the southeast.

[4] We have the subconsultant firms. Avcon,
[5] with Sandy Peer (phonetic), they will support us
[6] on planning/engineering tasks. And we also have
[7] Ellis & Associates and Dyer, Riddle. All of
[8] these firms, we have a working relationship with
[9] and have worked with in the past. Dyer, Riddle
[10] on numerous projects, and Avcon has also assisted
[11] us with the state licensing as well as other
[12] projects.

[13] Economics and finance, that's one of the
[14] areas that we're also very strong. Eric
[15] McClellan is our senior economist. He has worked
[16] on hundreds of airport economic studies, doing
[17] benefit cost analysis, doing financial
[18] feasibility, and is very familiar with the
[19] economics and the way that airports interact with
[20] the community.

[21] I've mentioned some of the projects where we
[22] have relevant experience to some of the things
[23] that -- that we see happening here. Orlando
[24] International, Flagler, Lake City we've done
[25] engineering and design.

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[1] The intermodal planning, and one of the
 [2] areas that we feel that we are different from
 [3] perhaps some of our competition, most of the
 [4] firms that you have talked to have done airport
 [5] planning and engineering design.
 [6] I don't think most of the firms that you
 [7] have talked to have the kind of economic
 [8] background that we have, had the rail experience,
 [9] had the intermodal capabilities that we have, as
 [10] well as working, having the statewide knowledge
 [11] and experience of the Statewide Aviation System
 [12] Plan.
 [13] I'll let Virginia tell you a little bit
 [14] more, and I'll be back.
 [15] MS. LANE: Thank you, Sharon. As Sharon
 [16] said, I'm Virginia Lane, and I'll be the project
 [17] manager for you and will serve as the direct
 [18] day-to-day contact for the Authority and for the
 [19] Authority's staff.
 [20] I have about 20 years' experience, about 10
 [21] of which are in aviation. The rest are in
 [22] intermodal and other types of transportation
 [23] planning. I just want to thank you today for
 [24] allowing us to give this presentation.
 [25] If you flip to the other side, you'll see

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[1] work with y'all in achieving the goals for your
 [2] airport and meshing them with the Florida system,
 [3] Statewide System Plan.
 [4] Our -- another issue I'd like to point out,
 [5] I know that y'all are interested in industrial
 [6] and commercial development. We have extensive
 [7] experience in developing industrial parks and
 [8] commercial facilities at airports. We know the
 [9] types of clients that are attracted to -- that
 [10] want to locate next to airports and space
 [11] requirements and what makes those industrial
 [12] parks work.
 [13] Multimodal facility, there's been some talk
 [14] about a multimodal transportation facility
 [15] located adjacent to the airport. We are
 [16] currently doing a multimodal transpark in
 [17] Kentucky, which Mack is the project manager for
 [18] that.
 [19] We're working with the FAA, the railroad
 [20] CSX, and we have a lot of experience in the
 [21] development of multimodal facilities, not only in
 [22] other states, but also in Florida. We've been
 [23] involved in a lot of intermodal activities in
 [24] Florida, and particularly the Statewide
 [25] Intermodal 2020 Plan.

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[1] where we have an aerial of the airport, and we've
 [2] also outlined some -- some items that we just
 [3] wanted to talk about a little bit. I know that
 [4] most of the other firms have also talked about
 [5] this.
 [6] Some of the issues that we have had
 [7] identified to us, not only by your staff, but
 [8] also by conversations with the DOT, are airport
 [9] capacity and the demand for facilities at the
 [10] airport.
 [11] Like to point out, our -- our work on the
 [12] Florida Aviation System Plan. There's a demand
 [13] capacity element. There's also a facility needs
 [14] that we will be looking at, not only on a
 [15] statewide basis, but a regional basis. And this
 [16] region has been identified as needing, not only
 [17] aviation facilities, but other types of
 [18] facilities to meet the tremendous population
 [19] growth that's going to occur over the next, you
 [20] know, 10 to 15 years.
 [21] We feel that our work on the Florida
 [22] Aviation System Plan and the other FDOT studies
 [23] will directly benefit your airport in that we --
 [24] we know what's going on in the State of Florida,
 [25] the goals and objectives of the DOT, and we can

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[1] Challenges and opportunities. The Airport
 [2] Authority has provided excellent opportunities
 [3] through your CIP and also your ad valorem tax
 [4] increases over the past several years, and we
 [5] think y'all are really poised to move this
 [6] airport into the 21st century.
 [7] Just -- just to highlight a couple of items
 [8] that we would see as opportunities would be your
 [9] airfield facility standards. We're accustomed to
 [10] working with airports that operate within
 [11] constraint, size, weather. They'd be constrained
 [12] for, you know, land reasons or environmental
 [13] reasons or operational reasons, but we're very
 [14] experienced in working with airports in terms of
 [15] those items.
 [16] We're also very familiar with FAA and FDOT
 [17] design standards, and quite often those standards
 [18] are flexible, depending on the situation.
 [19] We noted some -- a vertiport development.
 [20] We feel like the development of maybe a vertiport
 [21] or a helicopter in conjunction with your
 [22] industrial and commercial business park would
 [23] provide an additional mode of transportation for
 [24] business customers that would want to locate over
 [25] there, and that's probably a very, you know, a

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[1] good idea, good potential.
 [2] We would also look at, you know, not
 [3] preclude commercial service opportunities at some
 [4] point in the future. The aviation industry is
 [5] going to be changing over the next 20 years.
 [6] They're -- there are going to be changes in terms
 [7] of regional jets, and there may be some
 [8] commercial service opportunities. We would not
 [9] want to preclude that.
 [10] Finally, we -- we took the liberty to maybe
 [11] set some goals and a vision for the future. And
 [12] basically, we would work with the Authority in
 [13] developing responsible development for the
 [14] airport and providing seamless business,
 [15] commuter, and tourist transportation services and
 [16] setting the stage to take advantage of the
 [17] economic potential of the region.
 [18] And with that, I'd like to turn it back over
 [19] the Sharon.
 [20] MS. STRINGER: Thank you. I'll just take a
 [21] minute to tell you why we think you should choose
 [22] Wilbur Smith.
 [23] First of all, I love coming to this airport.
 [24] When we would go around and do the Statewide
 [25] System Planning meetings, it was always a

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[1] questions or -- on the presentation? Mr. Watts?
 [2] MR. WATTS: No.
 [3] CHAIRMAN DAVIS: Thank you very much.
 [4] MS. STRINGER: Thank you very much. We
 [5] appreciate it.
 [6] (Whereupon, there was a short pause.)
 [7] CHAIRMAN DAVIS: Ladies and gentlemen,
 [8] before I give the summary of the vote of the --
 [9] the Board on their ranking, I want to take this
 [10] opportunity to thank all of the presenters, all
 [11] four firms.
 [12] I know this is not an easy thing to -- to do
 [13] these presentations; it takes a lot of effort,
 [14] and it's expensive. But from the Board and from
 [15] myself and from the staff of this airport, I want
 [16] to thank all of you for your presentations.
 [17] I have the ranking. I have added all of the
 [18] board members. From the score of the summary
 [19] that I have, first place goes to Kaiser. The
 [20] second ranking goes to LPA. And the RS&H and
 [21] Wilbur Smith are tied for third place.
 [22] Gentlemen, it is your privilege to either
 [23] accept your own vote, and I will entertain a
 [24] motion to accept the votes as they are, with the
 [25] new firm being Kaiser. Do I hear a motion?

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[1] pleasure to come up here. The staff was always
 [2] very friendly, you have great food, and it's just
 [3] an exciting place to work.
 [4] There's a lot of exciting things happening
 [5] here. And quite honestly, we would like to be a
 [6] part of that and help you achieve your goals. We
 [7] think that we provide the best qualifications and
 [8] experience to help you meet those goals.
 [9] Virginia talked a little bit about what some
 [10] of your challenges and opportunities are. And
 [11] again, we would like to be a part of that and
 [12] help you in achieving those things.
 [13] We're nationally recognized experts in
 [14] planning and rail and aviation design and
 [15] economics and in intermodal facilities. And we
 [16] have ongoing relationships with the FAA, with
 [17] FDOT. Take advantage of some of the studies that
 [18] we're working on with those groups to help
 [19] possibly benefit your airport. And with that,
 [20] I'd be happy to take any questions that you've
 [21] got.
 [22] CHAIRMAN DAVIS: Any public comments or
 [23] questions of the presentation?
 [24] (No public comment.)
 [25] CHAIRMAN DAVIS: Gentlemen, up here? Any

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[1] MR. ROSE: Mr. Chairman, I so-move.
 [2] CHAIRMAN DAVIS: Thank you, Mr. Rose. And a
 [3] second, please?
 [4] MR. WATTS: I second.
 [5] CHAIRMAN DAVIS: Thank you, Mr. Watts. All
 [6] in favor of accepting the summary of Kaiser being
 [7] your new consultant for the St. Augustine-St.
 [8] Johns --
 [9] MR. TAYLOR: Can I ask a question, then?
 [10] CHAIRMAN DAVIS: Question. Go ahead.
 [11] MR. TAYLOR: If I understand it, if Ed can't
 [12] beat them down to a good price, we go on to LPA.
 [13] CHAIRMAN DAVIS: Then we go to the second
 [14] pick.
 [15] MR. TAYLOR: Okay.
 [16] CHAIRMAN DAVIS: That is correct. And if
 [17] LPA can't do it, we'll go to Reynolds, Smith and
 [18] Hill and Wilbur Smith.
 [19] MR. TAYLOR: I'm ready to vote.
 [20] CHAIRMAN DAVIS: All in favor of accepting
 [21] Kaiser as the new consultant, signify by aye.
 [22] MR. ROSE: Aye.
 [23] MR. TAYLOR: Aye.
 [24] MR. WATTS: Aye.
 [25] CHAIRMAN DAVIS: Aye. And opposed?

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[1] (No opposition.)
 [2] CHAIRMAN DAVIS: By your vote, gentlemen,
 [3] Kaiser & Associates is our new consultant.
 [4] MR. RAMDASS: Excuse me. On behalf of
 [5] Kaiser Engineers, we thank you for this
 [6] opportunity and look forward to working with you
 [7] in the upcoming five years. Again, thank you
 [8] from our crew, our team, and our members with us
 [9] today.
 [10] CHAIRMAN DAVIS: Thank you.
 [11] MR. WATTS: Thank you.
 [12] CHAIRMAN DAVIS: Mr. Wuellner, is there any
 [13] other action item that you have?
 [14] MR. WUELLNER: No, sir. I have none.
 [15] CHAIRMAN DAVIS: Mr. Rose, any comment or
 [16] action item?
 [17] 6.B. - MR. ROSE
 [18] MR. ROSE: I have nothing. Thank you.
 [19] CHAIRMAN DAVIS: Mr. Taylor?
 [20] 6.C. - MR. TAYLOR
 [21] MR. TAYLOR: Mr. Chairman, I'd just like to
 [22] echo what you said about the tremendous amount of
 [23] work and the very professional presentations that
 [24] were made.
 [25] It is a lot of time and money to do that for

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[1] CHAIRMAN DAVIS: Is there any public comment
 [2] on any other subject? Mr. Ciriello?
 [3] MR. CIRIELLO: You don't have the mike set
 [4] up, but you'll hear me. This workshop you have
 [5] down here, is the public invited to the tour and
 [6] the lunch and everything, or -- you didn't
 [7] mention whether we could take part in that.
 [8] MR. WUELLNER: Yeah, I don't see a
 [9] problem --
 [10] CHAIRMAN DAVIS: Was that discussed? I
 [11] don't see any reason why not.
 [12] MR. WUELLNER: I don't see any problem with
 [13] it. It's -- any time they're together, it's
 [14] going to be a public meeting, so --
 [15] MR. CIRIELLO: You'll meet here at 10:30 --
 [16] MR. WUELLNER: Correct.
 [17] MR. CIRIELLO: -- on the 19th.
 [18] MR. WUELLNER: Correct.
 [19] MR. CIRIELLO: Thank you.
 [20] CHAIRMAN DAVIS: Any other comment?
 [21] Ladies and gentlemen, we sort of overshot
 [22] our record this time, but I think we got a lot
 [23] accomplished. We need these consultants to -- to
 [24] steer us in the right place to build your
 [25] airport. I want to thank you for hanging in here

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[1] us, and it's not any fun being in a four-person
 [2] race, because there can't be but one win, but we
 [3] certainly appreciate all that's been done for us.
 [4] And we thank you for that.
 [5] CHAIRMAN DAVIS: Thank you, Mr. Taylor.
 [6] Mr. Watts?
 [7] 6.E. - MR. WATTS
 [8] MR. WATTS: I'd just like to thank Mr. Rose
 [9] for -- for doing the work on the committee and
 [10] the other people that were involved, and that was
 [11] an excellent job. I think you made it -- made it
 [12] a whole lot easier for -- for everybody.
 [13] MR. ROSE: Thank you. I think most of the
 [14] people on the committee are here.
 [15] MR. TAYLOR: Recognize them. I see Pat over
 [16] there.
 [17] CHAIRMAN DAVIS: Will the members of the
 [18] short-list committee please stand?
 [19] (Whereupon, the members stand.)
 [20] CHAIRMAN DAVIS: That are here?
 [21] MR. ROSE: There you go.
 [22] CHAIRMAN DAVIS: Gentlemen, I know that was
 [23] a big job, but thank you very much for making our
 [24] job easier.
 [25] MR. LESLIE: Thank you.

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[1] with us. And if there's no more comment --
 [2] Mr. Bryant, do you have anything?
 [3] MR. BRYANT: No, sir.
 [4] CHAIRMAN DAVIS: Cindy?
 [5] MS. BARTIN: Nothing.
 [6] CHAIRMAN DAVIS: If not, thank you, and this
 [7] meeting is adjourned.
 [8] (Whereupon, the meeting adjourned at 5:40 p.m.)
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REPORTER'S COURT CERTIFICATE

[1]

[2]

[3] STATE OF FLORIDA)

[4] COUNTY OF ST. JOHNS)

[5]

[6] I, JANET M. BEASON, RPR-CP, RMR, CRR, certify that I

[7] was authorized to and did stenographically report the

[8] foregoing proceedings and that the transcript is a true

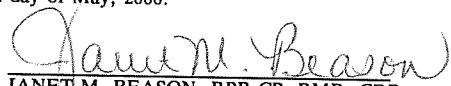
[9] record of my stenographic notes.

[10]

[11] Dated this 25th day of May, 2000.

[12]

[13]



[14]

JANET M. BEASON, RPR-CP, RMR, CRR

Notary Public - State of Florida

[15]

My Commission No.: CC 705710

Expires: April 30, 2002

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<p>T-hangar 20/25, 48/23 T-hangars 58/17 T21 23/17, 24/14, 25/25, 26/1 table 8/15, 38/6 talented 59/24 talents 57/6 talk 17/1, 49/22, 56/14, 62/3, 63/13 talked 37/9, 61/4, 61/7, 62/4, 66/9 Tallahassee 31/25, 32/22 Tampa 42/19 Tanner 15/16, 55/25 task 57/24, 58/7, 58/9 tasks 60/6 tax 64/3 taxiway 5/15, 5/16, 17/2, 21/3, 21/6, 21/19, 28/6, 28/7, 48/22 taxiways 38/17, 38/18 TAYLOR 1/9, 2/16, 59/10 team 15/13, 15/17, 16/5, 29/10, 30/1, 31/15, 42/11, 45/16, 54/4, 57/22, 69/8 ten 33/9, 41/15 ten-minute 54/3 tenant 24/22 tenants 49/5, 49/12, 51/8, 54/22 tentative 7/7 tentatively 8/22, 10/1 terminal 16/3, 21/7, 23/11, 24/9, 39/6, 39/9, 39/13, 48/14 terminals 39/24 terms 64/14, 65/6 Terry 19/6 test 26/25 testing 27/1 Thank 3/13, 4/14, 4/19, 5/1, 5/5, 5/22, 6/7, 6/10, 11/12, 11/15, 14/23, 14/24, 15/2, 15/9, 20/16, 28/24, 30/8, 30/12, 30/14, 30/15, 31/4, 31/11, 31/16, 32/16, 41/24, 45/1, 45/7, 45/14, 55/9, 55/11, 56/3, 56/4, 56/6, 56/13, 61/15, 61/23, 65/20, 67/3, 67/4, 67/10, 67/16, 68/2, 68/5, 69/5, 69/7, 69/10, 69/11, 69/18, 70/4, 70/5, 70/8, 70/13, 70/23, 70/25, 71/19, 71/25, 72/6 Thanks 27/24 third 67/21 Thirty 10/12 Thompson 50/12 thousands 34/25, 35/16 thread 32/6 three 14/25, 16/11, 16/22, 17/3, 30/3, 55/25 threshold 21/4 thresholds 49/15 thrust 26/11 tied 23/15, 24/2, 67/21 time 8/6, 10/1, 10/3, 14/3, 14/18, 20/20, 27/22, 28/10, 36/4, 37/8, 37/17, 43/18, 50/10, 50/20, 50/21, 50/23, 51/22, 53/23, 54/3, 55/23, 56/17, 56/21, 69/25, 71/13, 71/22 timely 19/17, 50/17</p>	<p>zoned 18/19 zoning 9/4, 18/5, 18/6, 18/10, 18/14</p>	Z
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