

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, August 25, 2003

6 from 4:00 p.m. to 7:17 p.m.

7 * * * * *

8 BOARD MEMBERS PRESENT:

- 9 SUZANNE GREEN, Chairman
- WAYNE "BUZZ" GEORGE, Secretary-Treasurer
- 10 JOSEPH CIRIELLO
- BOB COX
- 11 JOHN "JACK" GORMAN

12 * * * * *

13 ALSO PRESENT:

- 14 DOUG BURNETT, Esquire, Rogers, Towers, Bailey,
- Jones & Gay, P.A., 170 Malaga Street, St. Augustine,
- 15 FL, 32084, Attorney for Airport Authority.
- 16 EDWARD WUELLNER, A.A.E., Executive Director.
- 17 BRYAN COOPER, Assistant Airport Director.

18 * * * * *

19

20

21 St. Augustine Court Reporters
 1510 N. Ponce de Leon Blvd., Suite A
 St. Augustine, FL 32084
 22 (904) 825-0570

23

24

25

1	I N D E X	PAGE
2		
3	2. PLEDGE OF ALLEGIANCE	3
4	3. APPROVAL OF MEETING MINUTES	3
5	4. ACCEPTANCE OF FINANCIAL REPORTS	3
6	5. APPROVAL OF MEETING AGENDA	6
7	6. REPORTS:	
8	A. Mr. Bruce Maguire - County Commissioner	7
9	B. Mr. Michael Slingluff - Aero Sport, Inc.	8
10	C. Mr. John Leslie - Grumman St. Augustine	8
	D. Mr. Jim Asselta - S.A.P.A.	8
	E. Mr. Bjorn Otteson - F.A.C.T.	8
	F. Mr. Douglas Burnett - Attorney	8
11	7. ACTION ITEMS	
12	A. Project Update	9
13	B. Authority Action Follow-Up	59
14	C. Advertising for Meetings	64
15	D. Avigation Easements/Noise Disclaimers/ Property Deeds	88
16	E. Appointment of Mediation Representative	96
17	F. Capital Budget Development	104
18	G. Taxiway "B" Bid Award and Grant Action	146
19	H. Home Demolition	166
20	I. Master Plan TAC Appointments	176
21	J. FDOT JPA Resolutions	184
22	K. TVOR	193
23	8. AUTHORITY MEMBER REPORTS:	
24	A. Ms. Green, Chairman	199
	B. Mr. Joseph Ciriello	199
	C. Mr. Wayne George, Secretary/Treasurer	200
	D. Mr. Bob Cox	201
	E. Mr. Jack Gorman	201
	9. PUBLIC COMMENT	201
	10. NEXT REGULAR BOARD AND PUBLIC MEETINGS	203

25

3

1 PROCEEDINGS

2 CHAIRMAN GREEN: Call to order the August
3 25th regular agenda meeting of the
4 St. Augustine - St. Johns County Airport
5 Authority. Stand for the pledge, please.

6 (Pledge of Allegiance.)

7 3. - APPROVAL OF MEETING MINUTES

8 CHAIRMAN GREEN: Our first item would be to
9 approve the minutes of the special meeting, which
10 was held August 11th. Are there any objections
11 or exceptions to the minutes?

12 (No objections or exceptions.)

13 CHAIRMAN GREEN: Those were the short ones,
14 I think.

15 MR. GEORGE: I'd like to know that's the
16 time -- note that that was the time that I was in
17 charge and you see how short it was.

18 CHAIRMAN GREEN: You have control with the
19 powers that be with the electrical power.

20 No exceptions or objections?

21 (No exceptions or objections.)

22 CHAIRMAN GREEN: Hearing none, the minutes
23 will be approved as distributed.

24 4. - ACCEPTANCE OF FINANCIAL REPORTS

25 CHAIRMAN GREEN: Next is the acceptance of

4

1 the financial reports. In my packet, I have the
2 financial overview year-to-date, which is your
3 compilations.

4 MR. GEORGE: Yeah, I think that that
5 year-to-date should say July, shouldn't it,
6 Donna?

7 MS. GLASSER: If you're referring to the
8 package I put together for you --

9 MR. GEORGE: Yeah.

10 MS. GLASSER: -- it should say July.

11 MR. GEORGE: This is July, sorry.

12 CHAIRMAN GREEN: Okay. All right. So if
13 there's an objection or exception to the
14 financial reports, they should be read as July
15 2003?

16 MR. GEORGE: Uh-huh. Madam Chair, I'd like
17 to make a note that this overview is really
18 supposed to be in addition to the -- and I didn't
19 get a copy of the July ones. Haven't come back
20 from the --

21 MS. GLASSER: The financials were just
22 dropped off this morning.

23 MR. GEORGE: Okay. So, we can't approve
24 them yet because they're not submitted for us to
25 look at.

5

1 CHAIRMAN GREEN: Okay. So, these financial
2 overviews for July are based upon --

3 MR. GEORGE: Exactly.

4 CHAIRMAN GREEN: So, hearing that, then, I
5 guess there'll be a correction to the financial
6 reports and we'll hold them off until the next
7 meeting so that we can weigh the compilation with
8 the actual financial reports.

9 MR. GEORGE: Yes.

10 CHAIRMAN GREEN: There's going to be --
11 we'll need a motion then to move that to the next
12 meeting.

13 MR. GEORGE: I so-move.

14 CHAIRMAN GREEN: Second?

15 MR. COX: Second.

16 CHAIRMAN GREEN: All in favor?

17 MR. CIRIELLO: Aye.

18 MR. GEORGE: Aye.

19 MR. COX: Aye.

20 CHAIRMAN GREEN: Aye.

21 MR. GORMAN: Aye.

22 CHAIRMAN GREEN: All opposed?
23 Motion carries. They will be moved to the
24 next meeting, since there's no object -- there's
25 no acceptance or rejection of the minutes, since

6

1 we can't do that.

2 5. - APPROVAL OF MEETING AGENDA

3 CHAIRMAN GREEN: Next we have approval of
4 the meeting agenda.

5 MR. WUELLNER: Madam Chairman --

6 CHAIRMAN GREEN: Are there any objections to
7 the --

8 MR. WUELLNER: I have an item to add. And
9 it's -- it's related to the TVOR.

10 CHAIRMAN GREEN: Do you want to put that
11 with the project update or --

12 MR. WUELLNER: That needs to be a
13 stand-alone agenda item.

14 CHAIRMAN GREEN: Okay.

15 MR. WUELLNER: I was proposing it'd be
16 letter "K."

17 CHAIRMAN GREEN: "K"? So, that will be a
18 modification to the agenda to add that item?

19 MR. WUELLNER: Yes, ma'am. Mr. Gorman?

20 MR. GORMAN: I had assumed before that we

21 were going to discuss the attorney contract at
22 this meeting. Maybe that was an assumption on my
23 part. But I don't --

24 CHAIRMAN GREEN: If I recall --

25 MR. GORMAN: -- see it on the agenda.

7

1 CHAIRMAN GREEN: I think it was because we
2 have to put out the bids and get information
3 back.

4 MR. WUELLNER: I think it was done
5 actually -- your discussion part of it was at
6 last meeting, and we -- we moved ahead with the
7 direction we were given in February on it. And
8 as a matter of fact, it's one of my items here to
9 bring you up to date on. But it -- the ads
10 appear for the RFQ beginning Wednesday of this
11 week, and it will culminate in something, some
12 meeting and discussion in October.

13 MR. GORMAN: That's fine. That clarifies
14 it. Thanks.

15 CHAIRMAN GREEN: Okay. Any other
16 objections?

17 (No objections.)

18 CHAIRMAN GREEN: If there's no objection,
19 then -- and there's no objection to the proposed

20 change to add the TVOR, then the agenda will be
21 approved as amended.

22 6.A. - COUNTY COMMISSIONER

23 CHAIRMAN GREEN: Reports. Mr. Maguire? He
24 promised us he'd be here by 4 o'clock.

25 MR. GEORGE: That, he did.

8

1 CHAIRMAN GREEN: Just trying to pick on him.

2 MR. WUELLNER: He actually -- he actually
3 called and said he was going to be -- if he got
4 here, it was only going to be for a few minutes,
5 also, because he has to be up in Fernandina Beach
6 by 5:00 or 5:30, which I thought was pretty
7 ambitious from here.

8 CHAIRMAN GREEN: All right. We'll defer
9 that to see if he can get here. Mr. Slingluff?

10 6.B.- AERO SPORT

11 MS. ANDERSON: Nothing at this time.

12 CHAIRMAN GREEN: Northrop Grumman?

13 6.C. - NORTHROP GRUMMAN

14 MR. LESLIE: No report.

15 CHAIRMAN GREEN: Pilots Association?

16 6.D. - PILOTS ASSOCIATION

17 MR. HOLIDAY: No report.

18 CHAIRMAN GREEN: Florida Aviation?

19 6.E. - FLORIDA AVIATION

20 CHAIRMAN GREEN: I don't see Bjorn. Okay.

21 And Mr. Burnett.

22 6.F. - AIRPORT AUTHORITY ATTORNEY

23 MR. BURNETT: Very briefly. One of the

24 agenda items on today, obviously, is the

25 mediation, so we'll obviously talk a little bit

9

1 about the litigation at that time. Other than

2 that, the media -- excuse me, the mediation is

3 still on schedule and on track.

4 I don't expect -- anticipate or expect that

5 there'll be a change on that date. That's --

6 that's about it. We -- we have given Asset,

7 Liberty Mutual, and Continental Casualty notice

8 and have not heard a response back from them.

9 CHAIRMAN GREEN: Okay. All right.

10 Mr. Wuellner? You have action items?

11 7.A. - PROJECT UPDATE

12 MR. WUELLNER: Yes, ma'am. First item I

13 have is the project update. Walk through that

14 quickly with you.

15 You'll probably notice we added an

16 additional agenda item here for what we've called

17 Authority Action Follow-Up, but it were items

18 that were kind of left hanging where we were
19 going to do something, and it's not necessarily a
20 project, but a good example of it was your
21 question related to attorney services, where
22 perhaps you need to have some idea what the
23 schedule is to resolve that issue. It's not
24 necessarily a next-meeting item, but it -- but it
25 moves on through for it. We have a number of

10

1 those kind of items.

2 The first project update included in the
3 update today is the TVOR, the north -- the
4 northeast development area, the terminal project,
5 the original terminal project, and Phase II, and
6 the airport maintenance facility, and Taxiway
7 Bravo, and the aircraft parking hardstand, some
8 of which will require action later on in the
9 meeting. Some will not.

10 I do need to add that will -- this will
11 probably be the appropriate place to get a brief
12 master plan update also from your consultant,
13 just bringing you up to speed on what their
14 initial -- initialization efforts are. And I
15 think they've got some project schedule
16 information, to give you an idea of what they see

17 the target dates for the -- for the moving
18 through the process.

19 With that TVOR relocation, to date, we've
20 received the engineering drawings from Thales,
21 and we have reviewed those in-house. What
22 permitting that needs to be done is ongoing right
23 now. Primarily that's licensing with FAA and FCC
24 and that's -- it shouldn't be as cumbersome as it
25 was with the ILS, primarily because those

11

1 frequencies already exist; you're simply changing
2 locations. With the FAA side, you've got to do
3 a -- essentially have to redevelop an approach
4 procedure for that, for the relocated runway --
5 or relocated navaid.

6 It's kind of everyday stuff with FAA, but it
7 tends to be a lot of them that show up at FAA and
8 you kind of wait your turn unless we can -- you
9 know, we get desperate. We'll -- we'll use
10 Congressman Mica's office to get it off middle of
11 the stack and back to the top, if necessary, to
12 keep our time lines going.

13 To date, the site's been cleared. That's
14 been done entirely by airport staff people.

15 It's -- survey work was done, and geotechnical

16 work, that is, the subsurface exploration done to
17 make sure the -- the site itself would support --
18 support any kind of development out there. All
19 that was done satisfactorily and was used to
20 develop the engineering documents with Thales.
21 So, that information's been included in the plan
22 development, so we -- we were comfortable that
23 that data's good.

24 Electrical work is underway. The equipment
25 showed up today, and the contractor will start

12

1 tomorrow punching the directed borings for the
2 conduit locations out to the site.

3 So, that -- that work will go on and it will
4 likely sit for a little bit as we wait delivery
5 of the field transformers that essentially
6 convert the 2400-volt primary supply lines out
7 through to that site back down to 120-volt usable
8 at the sites. But the conduit will be in place.

9 We had a number of airfield locations where
10 we needed conduits punched back under pavement
11 areas. It's the -- the most expedient and -- and
12 easiest way to do it. So, we took advantage of
13 the fact we were going to have somebody out to do
14 that, to punch it through. And it's just --

15 frankly, it's just about the same price to -- we
16 provide the material, and it's literally the same
17 kind of price to punch one through or -- or
18 however many they can grab at a time. Sometimes
19 that's as many as four, five, or six.

20 We're going to punch three of them out to
21 the VOR site. That will give us one for the
22 high-power side, which will be the -- the actual
23 power to the site. Then there's one we'll use
24 for communications, should the VOR be upgraded in
25 the future, to be able to be remote monitored,

13

1 maintenance monitored. Then a phone line can be
2 established out there at that site at that time,
3 and then we'll have one extra as a spare to the
4 site. So, if there's some other conduit or
5 electrical need out there, there's one in place;
6 we don't have to bring them back out and then try
7 to avoid the original conduit in place.

8 This also provides a way to entirely avoid
9 wetland impacts in getting electrical out there,
10 because you literally go under all of those
11 impacts or all those locations. You go in over
12 about where the runway edge is, not quite, go
13 underground from that point, and -- and literally

14 they can direct it to pop up right where you want
15 it on the other side. So, you avoid all those
16 other impacts too. And that'll -- that'll begin
17 in earnest tomorrow.

18 Equipment delivery and installation
19 schedule. I happened to run into Mr. Gorman, so
20 I kind of give him an update on the fly last
21 Friday. And you have an agenda item. That's why
22 I added it on here, and we'll talk about the
23 details of what you need to do beyond that.

24 But basically, if you agree to what we'll
25 present in the agenda item, then Thales has

14

1 guaranteed us that they can get the equipment
2 in -- that includes the shelter and the like, and
3 it be in a flight check -- a position to do
4 flight check by the end of December, which is a
5 pretty expedited time frame, from what they were
6 telling us as recently as ten days ago when they
7 were believing the shelter counterpoise system
8 delivery to be out at least six months. So,
9 this -- this is good news to us.

10 So, if you -- if you'll take advantage of
11 that, and when it comes to that item, we can meet
12 a schedule where we hopefully will be in a

13 flight-check mode in December. And if all the --
14 the dates work out perfectly, you'll be in a
15 position to get the publication date right after
16 the first of the year, whenever that is.

17 I'm not sure what that date is, so we'll --
18 we'll do our best to adjust the schedule to get
19 there to that date. Worst case is it would slip
20 to the next publication date, but it would at
21 least be used -- up and useful from that point
22 forward.

23 Next project, northeast development area,
24 you -- some of you probably drive by this
25 virtually every day, but they should pour the

15

1 slab on hangar 7 tomorrow morning. That's
2 scheduled to start, I think about 5:00 a.m.
3 Hangars 5 and 6 are already dried in, and they're
4 beginning the -- in some cases, the interior
5 drywall work.

6 In the case of hangar 5, you may or may not
7 be aware, but the whole interior of those two
8 hangar bays have to be dry-walled because that
9 building -- that series of buildings has to be
10 what's called a rated building, which has some
11 fire -- it's a -- some fire code implications

12 when you get buildings of certain sizes. So,
13 basically, the inside of that building has to be
14 dry-walled. And that effort, one of the two
15 hangar bays, the 13,000 hangar bay --
16 13,000-square-foot hangar bays has been done.
17 The other one has got a lot of the framing up for
18 it, and I think they've made some progress in it,
19 but it's -- it's not completely.

20 They've also started doing the site
21 development -- I should say the preparation to
22 pave. Lime rock started showing up today on the
23 site. Most of the initial gradings started -- or
24 was completed, and the taxi lane layouts have
25 been accomplished, so that's starting to come

16

1 away -- come together, including the part of the
2 pavement there that had to be removed to make
3 that connection. So, that -- that's -- that's
4 going -- going along pretty nicely, and we're
5 still looking at October right now to -- to get
6 it all done.

7 It's our understanding the doors may be all
8 ready -- at least part of them, ready to go,
9 because they, as I understand, contacted the
10 contractor in the last few days, wanting to come

11 down and already install hangar 5, and frankly,
12 we're not ready for them yet. So, that's a good
13 sign in being able to meet the schedule, is that
14 the door system which we thought might be the
15 delay item, if there was going to be one.

16 Any questions on the northeast area?

17 (No questions.)

18 MR. WUELLNER: Okay. Terminal project,
19 Phase I, the flight school move-in is -- I'm
20 using the term "underway," but basically the
21 short-term agreement with the FBO has been
22 executed, which lets the flight school lease be
23 executed with the FBO, allows occupancy of the
24 first floor.

25 They're doing final preparation for the

17

1 move-in, things like relocating their phone lines
2 and getting service, electric service converted
3 over to their name, those kind of things.

4 I have not gotten a detailed schedule yet as
5 to when they expect to move in, but my -- my best
6 guess is you're -- you're looking at a matter of
7 days here before the flight school is actually
8 out of the trailers.

9 We have the contracts in hand with the

10 mobile office that they've been using as the
11 flight school. So, we just need to fill in the
12 date on then to get -- the proposed date for them
13 to remove the units off the site.

14 So, as soon as we know for sure which day,
15 the flight school will be out the following day.
16 With any luck, they'll be on-site to begin
17 removal of those three units, which then frees up
18 the balance of the site work related to the phase
19 I efforts.

20 We're -- we're saying here early September,
21 within -- within the next ten days, I would hope
22 that they'll be in their -- their new digs and
23 we'll be getting rid of the old place. There's
24 not a lot left to do, but it's kind of several
25 things backed up against those dates.

18

1 MR. COX: Did we reconcile all the problems
2 with the elevator?

3 MR. WUELLNER: Elevator's virtually done.
4 They've got -- I think they've got one more trip
5 down from the elevator company for some -- for
6 some tweaking, and they've got -- which has to be
7 done right after the final adjustments on the
8 fire system.

9 There's a fairly elaborate smoke and fire
10 system that goes in elevator shafts, and that's
11 not uncommon to have a couple of trips back and
12 forth with each of those vendors to wrap up the
13 details. The electrician's done in that part.
14 The elevator itself is not critical or is even
15 required for a move-in on the first floor, but
16 it's to the point where they can do the elevator
17 inspection with the state.

18 MR. COX: Okay.

19 MR. GEORGE: When are we going to get the
20 fence back up to secure that area over there?

21 MR. WUELLNER: The fence where?

22 MR. GEORGE: Well, if you -- if you -- if
23 you drive around to the other side of the
24 terminal, you can drive back to Bjorn's place,
25 and there's no fence up. The fence is down. You

19

1 can walk right out there on the -- on the runway
2 and get in any airplane, you know, you wanted to.

3 MR. WUELLNER: I'll have --

4 MR. GEORGE: Also, between the new
5 terminal --

6 MR. WUELLNER: That was taken care of.

7 MR. GEORGE: Okay.

8 MR. WUELLNER: That was taken care of. I
9 think we put the fence back up. The
10 contractor's --

11 MR. GEORGE: Oh, okay.

12 MR. WUELLNER: -- had a bad habit --

13 MR. GEORGE: I was there --

14 MR. WUELLNER: -- of leaving that thing
15 down.

16 MR. GEORGE: -- I guess last Monday.

17 MR. WUELLNER: They've had a bad habit of
18 leaving the thing down. They'll get in there and
19 be working on the electrical panels there at the
20 corner and then, next thing you know, it's still
21 laying down when they --

22 MR. GEORGE: Right.

23 MR. WUELLNER: -- go home in the evening. I
24 think -- I think we've got most of those done.
25 And as you -- as we move on to Phase II, we kind

20

1 of expect them to kick off the Phase II
2 construction part. I'm sure they're anticipating
3 the actual permits in hand within the next week
4 or two. I can't imagine it taking longer than
5 that.

6 It's been -- the County takes their usual

7 time issuing those, and you can't begin till
8 then. So, I think you're just talking a week or
9 two till --

10 MR. GEORGE: Okay.

11 MR. WUELLNER: -- construction starts and
12 that all becomes --

13 MR. GEORGE: If you wouldn't mind talking to
14 the phase II construction group to tell them that
15 we expect them to maintain the integrity of the
16 security over there as far as --

17 MR. WUELLNER: Yeah. Well, they know that.

18 MR. GEORGE: -- putting the gate up and
19 closing it and all that sort of stuff.

20 MR. WUELLNER: Yeah. We had absolutely --
21 the same company that did the tower --

22 MR. GEORGE: Okay.

23 MR. WUELLNER: -- we had absolutely no
24 security issues with them. They do a fantastic
25 job of that. And eventually that becomes a wall

21

1 of some form or fashion all the way down there.

2 MR. GEORGE: Yeah.

3 MR. WUELLNER: And the fence idea
4 disappears, anyway.

5 And that looks -- that is a six-month, if my

6 memory's correct, a six-month duration on the
7 contract from issuance of the building permit.
8 So, as soon as that -- they can get started here,
9 you'll be -- you'll be looking at probably
10 February. I don't think it's going to take them
11 the six months. And I know he doesn't intend to
12 be here that long. But that's the contract
13 duration.

14 Airport maintenance facility design's
15 been -- was completed, obviously. We executed
16 the contract with design/build. They're
17 concurrently doing permitting on that with our
18 rezoning efforts on that lot. So, it's --
19 it'll -- it'll pop out again.

20 It's got, I think, a five- or six-month
21 construction duration from permit issuance again.
22 So, you're probably looking at March, maybe April
23 till occupancy at the rate things are going over
24 there. And we're going to be at the mercy of the
25 zoning department, getting the rezoning, because

22

1 you're not going to be able to -- even if you get
2 the building permit ready to go, you're not going
3 to be able to do it till the zoning's in place.

4 MR. CIRIELLO: Ed?

5 MR. WUELLNER: Yes, sir.

6 MR. CIRIELLO: Madam Chair. What's this
7 airport maintenance facility going to look like
8 and how is it going to work? And I -- I know you
9 people think you're going to end up owning
10 everything in there and tear everything done.
11 But if that happens to take a little while and
12 this thing is up, how is it going to fit in with
13 the existing houses and that around it?

14 MR. WUELLNER: Well, it's -- it's on the
15 exist -- the site that the existing facility was
16 located. All we did was remove some months ago
17 the --

18 MR. CIRIELLO: Yeah, but they were houses,
19 weren't they, or --

20 MR. WUELLNER: No, sir.

21 MR. COX: -- mobile homes?

22 MR. WUELLNER: It was a mobile that the --
23 that the Authority owned.

24 MR. CIRIELLO: But this is going to be a big
25 steel structure like a corporate hangar, isn't

23

1 it?

2 MR. WUELLNER: Not as tall, but --

3 MR. CIRIELLO: Not as tall?

4 MR. WUELLNER: -- of the size. It's about
5 5,000 square foot. It's on the small side of a
6 corporate.

7 MR. CIRIELLO: There'll be no problems with
8 access to and from it that would interfere with
9 anybody around it.

10 MR. WUELLNER: No, sir.

11 MR. CIRIELLO: Okay.

12 MR. WUELLNER: It's using the same entrances
13 and exits that -- that the old one was. So,
14 that's -- that's on track first quarter at this
15 point.

16 Taxiway Bravo, the bids were completed. I
17 think you've got some information, and we'll
18 be -- we'll be talking about the contracting
19 grant as a part of another agenda item.

20 Grant documents are anticipated from FAA
21 probably Tuesday of next week, I expect, which
22 will be ready for execution. And once those are
23 back in FAA's hands, we're really now at the
24 point of scheduling what's called preconstruction
25 conference, which will be done kind of

24

1 concurrently with getting the contract documents
2 formally signed by the contractor and getting the

3 bid documents in our hands before notice to
4 proceed's issued.

5 I think that's a five- -- four- or
6 five-month construction period that's identified
7 for that project, also. And we kind of hope to
8 be underway by the end of September at this
9 point, by the time all the -- all the contracts
10 are executed and we're ready to go.

11 And hopefully early next year, we'll be
12 wrapped up on Taxiway Bravo. And that -- that
13 project now includes, those of you who have
14 trouble following the bouncing ball on some of
15 this, but it did wrap in what is being called,
16 when you look at your bid schedules, a connector
17 taxiway. That is the hardstand development.

18 FAA was looking for -- they don't have a
19 term in their vast matrix of projects called a
20 hardstand. So, it became described as a -- a
21 taxiway, connector taxiway, even though its whole
22 purpose will be to park an aircraft versus
23 typical taxiway use.

24 It won't be open, other than for parking.
25 And it's not going to be lighted, and it won't

25

1 be -- you know, that little piece of connection

2 is about 200 feet there, 200 linear feet, I think
3 it is. Did you -- looked like you had a
4 question.

5 MR. GORMAN: Well, I do. Is any of this
6 paving going to tie in with the -- the necessary
7 paving we need for the apron, as far as --

8 MR. WUELLNER: Two different -- well, it
9 will be two different vendors. There's a small
10 section right at the intersection of Bravo 2 and
11 Bravo at that -- I'm sorry -- Bravo 2 and Runway
12 220, which is Bravo 3 in that area. That has to
13 be rebuilt.

14 MR. GORMAN: I just say this because I know
15 there's a recent incident where a corporate jet
16 actually pierced through a -- what am I trying to
17 say -- a storm sewer drain, actually broke
18 through the drain cover --

19 MR. WUELLNER: On the apron. Yeah.

20 MR. GORMAN: -- as I understand it and --
21 which draws my attention at least to the fact
22 that that whole apron needs, you know, firming,
23 studying, and fixing.

24 MR. WUELLNER: You've got a larger-scale
25 apron project that's a part of your budget

1 consideration --

2 MR. GORMAN: Right.

3 MR. WUELLNER: -- for capital projects

4 moving into October.

5 MR. GORMAN: But that's not --

6 MR. WUELLNER: They are different projects,

7 yes.

8 MR. GORMAN: They're completely different.

9 That's what -- probably answered my question.

10 MR. WUELLNER: Yes. I think that's all I

11 had. I wanted to invite Doug DiCarlo, if you

12 don't mind, up to give you a real quickie on the

13 master plan here.

14 MR. DiCARLO: Thank you. Good afternoon,

15 again. What's being passed around is the master

16 plan schedule that we put together. This is

17 actually the same schedule that was in the scope

18 of work you had about a month ago.

19 And as you can see, we -- we started this

20 about the beginning of the month and -- as part

21 of the project initiation that was really kind of

22 hinged upon the notice to proceed, which we did

23 receive I think about the 7th or 8th of August.

24 But nonetheless, we've gotten the project

25 underway. We were actually out a couple of weeks

1 ago meeting with Staff.

2 Today and tomorrow, we'll be meeting with
3 some of the FBO -- some of the tenants. And next
4 week, you'll start to see some of the aerial
5 targets go down, so a lot of things are going to
6 start happening real quick to get this project
7 underway, which, as you see in the -- the
8 schedule, puts us at completing this about
9 November 15th, 2004.

10 Now, I know we had talked about that there
11 had been desire to do this within 12-month.

12 Well, we will try to fast-track as many of these
13 elements as we can. Unfortunately, I'd like to
14 bring your attention to notes 1 and 2, and that's
15 simply that there's some unknowns, and that's
16 basically the FAA and FDOT review, primarily to
17 pick on them, the FAA review.

18 So, what we're hoping to do is get the
19 forecast submitted to the FAA a lot -- as soon as
20 possible, because that could be one of the
21 biggest holes when it comes to not knowing where
22 the schedule's going to compress or -- or expand.

23 And then, of course later on with the ALP set,
24 we'll have the same sort of issue.

25 But we worked a lot with Richard Owen and --

1 and Roland in the district for the state, so at
2 this point don't -- certainly don't propose any
3 problems, but just want to make you aware that
4 those are the two unknowns on the agency review.

5 But that's about it. We've got the thing I
6 think already a little bit ahead of schedule and
7 hopefully that will be the case throughout. Any
8 questions?

9 MR. GEORGE: Yeah. How do you increase the
10 schedule to get it done by June of next year?

11 MR. DiCARLO: That would be rather
12 difficult, given the fact that we --

13 MR. GEORGE: That's why we hired you, the
14 difficult --

15 MR. DiCARLO: Well, if we eliminate all the
16 review processes, we can certainly have it done
17 by then. But I don't think that would give you
18 the product you're looking for.

19 MR. GEORGE: There are a couple of key
20 things that I'd like to pin down. One is when do
21 you start having meetings with some of the other
22 people on the -- on the airport, you know, having
23 meetings with them?

24 You said you've already met with some of the
25 tenants. Isn't there supposed to be a big

1 general meeting where you sit down and talk to
2 everybody?

3 MR. DiCARLO: Well, no. What we like to do
4 is tomorrow, we have a full day of meeting with
5 the flight school, the FBO, Grumman, and other
6 corporate tenants, et cetera. And we like to do
7 that one on one, with just between the consultant
8 and -- and those tenants, to get their input,
9 what they see the airport is needing or not
10 needing, where it's going, et cetera.

11 But also another agenda item that Ed's going
12 to talk about a little later is the Technical
13 Advisory Committee, which incorporates some of
14 those, as well as people, leaders in the
15 community, public --

16 MR. GEORGE: Okay. I guess --

17 MR. DiCARLO: -- private sector, those sort
18 of things. That's what Ed's going to present a
19 little later. And then, of course, there will be
20 every work phase or every element of the project
21 will be presented also to -- to you, the
22 Authority.

23 So, it's a very formalized process involving
24 all those different people and different steps

25 and different forums.

30

1 MR. GEORGE: Okay. Item 5 is where the
2 alternatives will be presented here before we
3 finalize them. So, really, it -- it is several
4 months before the -- the final approval of the
5 master plan through FAA and everything.

6 MR. DiCARLO: Exactly.

7 MR. GEORGE: Okay.

8 MR. DiCARLO: Unfortunately, these are not a
9 quick study. They do entail a lot of detail.

10 But having said that, as soon as we get the
11 photogrammetry done, it's been noted that we want
12 to look ahead to some of the hangar issues that
13 we've talked about. And, again, those targets
14 will be going down next week, so hopefully we'll
15 get the updated data or digital files, if you
16 will, of the topography and the runway pavements
17 and all that --

18 MR. GEORGE: Okay.

19 MR. DiCARLO: -- that's associated with the
20 airfield.

21 CHAIRMAN GREEN: Mr. Gorman?

22 MR. GORMAN: I was just -- I was just going
23 to ask when you were going to allow for board

24 input and other input as far as the actual design
25 of the construction of the new hangars.

31

1 MR. DiCARLO: At any point. That thing --
2 that particular element, I would like to think
3 that we could start a little bit outside of this
4 formal process, starting to say here's some of
5 the things we're thinking about. And whether we
6 do that through an agenda item or if you would
7 just like to look at them informally, however you
8 prefer to pursue that.

9 MR. GORMAN: In other words, you would
10 entertain actual board member contact, discussing
11 that at this point?

12 MR. DiCARLO: Yes, absolutely.

13 MR. GORMAN: All right.

14 MR. DiCARLO: I mean, because I know that's
15 an issue that you guys are concerned about.

16 CHAIRMAN GREEN: Mr. Ciriello?

17 MR. DiCARLO: Long before the element 5, as
18 Wayne pointed out.

19 MR. CIRIELLO: Yeah. I -- I guess I'm under
20 a misunderstanding here. I can remember when the
21 last master plan was being done, I attended one
22 or two meetings with the board. And the public,

23 like out here, all had input, saying we -- why
24 can't we do this and all that?
25 This is something what Mr. Gorman was

32

1 saying. Where are the open meetings in the
2 sunshine with the board and the public all giving
3 input? It sounds like this is all on your part,
4 and the tenants and everything, and everybody
5 else is left out of the loop until you decide
6 everything that you want to do.

7 MR. DiCARLO: No, sir.

8 MR. CIRIELLO: And I -- and I'm not happy
9 with that.

10 MR. WUELLNER: That's -- that's not the
11 case.

12 MR. DiCARLO: No, I -- yeah, I would agree.
13 If -- if you want to walk through the -- where
14 the public will have input, we can certainly do
15 that real quickly.

16 MR. CIRIELLO: Well, I thought they would be
17 in on it right from the very get-go, not just --

18 MR. WUELLNER: They are, but it's not a
19 daily input, which, you know, none -- a process
20 like this can't -- can't support a daily input
21 from the public or -- or even Staff, for that

22 matter.

23 What you've got, you've got some -- you've

24 got two levels of -- actually three levels of

25 input that will occur into the master plan

33

1 itself, one of which is through the Technical

2 Advisory Committee, which is primarily users and

3 does entail at least a few open -- you know, more

4 public kind of positions.

5 Their -- their purpose is to kind of act as

6 a sounding board in general relative to the

7 development of the plan. You have also at every

8 monthly meeting from this point forward through

9 the conclusion of the project, you will have an

10 update and an opportunity for input from the

11 public, as well as the board, into the process

12 formally in a meeting scenario.

13 Then there are at least two inputs that are

14 mandated through the FAA process that require

15 specific public hearings be done, where the only

16 agenda item on those days, if you will, is not

17 even a convening of this board as such, but an

18 advertised meeting specifically for a consultant

19 presentation of master plan results at that

20 point, and the solicitation of public input at

21 those times. So, you have three places where
22 input will be done.
23 Plus, all of the information will be posted
24 on our web site and will be available as the
25 working papers are produced and brought forward.

34

1 They'll be available for public inspection, as
2 well as public comment. They're always available
3 for you to do those same things through this
4 office. And I think we've made them available
5 at -- I thought we had one other location. Was
6 it the library or --

7 MR. DiCARLO: Well, the public information
8 brochure kind of summarizes exactly what you said
9 so people will be made aware of --

10 MR. WUELLNER: Plus, we're at --

11 MR. DiCARLO: -- when these opportunities
12 will arise.

13 MR. WUELLNER: Is it Econotrends that's
14 coming up in the next couple of days? And
15 there's a -- a small brochure that will be
16 available and handed out at that location talking
17 about the master plan, the process, and how they
18 get input into the -- into the process itself.

19 And that will be handed out. And I would suspect

20 we'll hand out close to 3- or 400 of those over
21 that couple of days, is typically what --
22 MR. CIRIELLO: Well, the way you're
23 describing this, I feel that whenever we have our
24 meetings once a month, and if anybody from the
25 public happens to be sitting out there, and even

35

1 these -- the board members, and you're given a
2 thumbnail sketch of what's going on, that you
3 don't have enough time to digest it, the public,
4 or to even get in on anything, then it's almost
5 like a done deal and it's just going to be a
6 rubber-stamp effort.

7 I thought that the meetings would be -- not
8 every one, understand, but there'd be a number of
9 them to where the public would be -- it would
10 be -- you know, publicized, and the public could
11 come if they wanted and everybody sit here like
12 in a workshop, giving their input. But the way
13 you're describing it, it's --

14 MR. WUELLNER: Well, those are the -- those
15 are the public hearing opportunities for what
16 you're describing.

17 MR. CIRIELLO: Yeah, but I don't see
18 anything here that says how many of those there

19 are going to be or when.

20 MR. WUELLNER: Well, there are a minimum of
21 two mandated.

22 MR. CIRIELLO: That's what I'm concerned
23 about.

24 MR. GEORGE: It would be very beneficial to
25 the board if you'd give us the dates on when the

36

1 board's going to get involved and when other
2 people are going to get involved, and then we can
3 decide if we want to have it done here as an open
4 meeting.

5 MR. WUELLNER: Well, they're -- I was going
6 to say they're always open meetings. If you're
7 doing it collect -- collectively as a board, you
8 can solicit input at any time -- any of those
9 monthly meetings as well.

10 MR. GEORGE: I'd like to solicit input every
11 month.

12 MR. WUELLNER: Okay.

13 MR. GEORGE: Yeah.

14 MR. WUELLNER: That's -- that's why we're
15 using that forum, rather than interject --

16 MR. GEORGE: Yeah.

17 MR. WUELLNER: -- another meeting for that

18 purpose.

19 CHAIRMAN GREEN: Mr. Cox?

20 MR. COX: The -- on element number 3, you're
21 doing your aviation activity forecast. Are you
22 developing the forecast from October 16th through
23 December 31st, and you're doing traffic analysis
24 at that point, or how are you developing the
25 forecast there? And -- and secondly, what

37

1 typically do you find as a window of time for the
2 FAA to review for -- with your analysis? What's
3 it usually take --

4 MR. DiCARLO: Actually, at this point, we
5 are starting to collect the data.

6 MR. COX: Right now. Now?

7 MR. DiCARLO: The historical, if you will,
8 right --

9 MR. COX: Okay. Right.

10 MR. DiCARLO: -- for the activity forecast,
11 as well as there was an air service study
12 element --

13 MR. COX: Right.

14 MR. DiCARLO: -- that we'll need to look at.
15 We've started collecting that, and that will
16 continue over the next month.

17 Once we gather that by October 1 at the --
18 or within a month, we should be able to start
19 compiling that data, doing the different
20 analyses, whether it be regression analysis,
21 market-share analysis, or what have you,
22 different methods that are used in the industry.

23 And we'll formulate some of our -- basically
24 our forecasts, our projections for the activity,
25 whether it be the number of based aircraft here,

38

1 potential charter flights, you name it, military
2 operations, the total operations in general,
3 instrument approach-type operations. And once
4 those are all formalized, I don't believe -- and
5 in fact, the way this is written, there's a
6 footnote down here for number 1, like I said, it
7 says 45 days, that little black bar, if you
8 will --

9 MR. COX: Yeah.

10 MR. DiCARLO: -- are the FAA's review. So,
11 we would have these submitted about mid-November,
12 I'd like to think --

13 MR. COX: Okay.

14 MR. DiCARLO: -- before the holidays start.

15 MR. COX: So, your feeling is that the FAA

16 will review it pretty quickly and --

17 MR. DiCARLO: That's a hard -- that's a hard
18 question to answer. Basically, they have -- and
19 I'll try to simplify this. There's the terminal
20 area forecast that the FAA put out. If you're
21 within 10 percent of that, they can turn them
22 around in two weeks' time.

23 MR. COX: Right.

24 MR. DiCARLO: If you're 11 percent of the
25 terminal area forecast, to 20 percent, over -- or

39

1 under, then they want to -- they want to make
2 sure that they agree with your justification and
3 your methodology. So, it could take, who knows
4 how long at that point. Because it goes to NASA
5 headquarters --

6 MR. COX: That's my point. I'm trying to
7 see -- so, we -- the possibility exists that it
8 could really be drawn out --

9 MR. DiCARLO: Exactly.

10 MR. COX: -- by the FAA.

11 MR. DiCARLO: Depending on what we --

12 MR. COX: Right.

13 MR. DiCARLO: -- what we come up with on the
14 projections.

15 MR. COX: Thank you.

16 CHAIRMAN GREEN: Mr. Ciriello?

17 MR. CIRIELLO: If you have a plan, when you
18 finally come before the board, you know,
19 periodically, and -- and somebody comes up with
20 an idea, like I've already talked to Mr. Wuellner
21 about a particular item that I have in mind, and
22 the area that I want to do this, you've already
23 got all mapped out and whatever, how much trouble
24 would that be, if I come in and gave you an idea
25 that I wanted to do and a need to do it where

40

1 you've already committed something? How much
2 time and effort would that be for you to make a
3 change, if you thought that?

4 MR. DiCARLO: Well, it would depend on the
5 level, but I'd hope that if you had any ideas, or
6 the public, for that matter, had any sort of
7 ideas, whether it be a particular facility and a
8 particular place or what, that we could get that
9 well before the alternatives are looked at,
10 because up to the facility requirements, to some
11 degree, it's an open -- it's an open field as to
12 where things go.

13 As we move through the alternatives, then

14 yes, we're going to have to start nailing these
15 things down. And then once we get to the airport
16 layout plan set, which is right after the
17 alternatives, it's -- it really becomes difficult
18 to move things around at that point because
19 there's a number of drawing sheets, whether they
20 be the entire airport or just parts of the
21 airport in greater detail, that we start
22 finalizing for FAA review and based on FAA
23 criteria. And at that point, it'd be very
24 difficult to change something. But prior to
25 that, it's --

41

1 MR. CIRIELLO: That's why I thought maybe --

2 MR. DiCARLO: -- it's very open.

3 MR. CIRIELLO: -- that the public and the
4 board would be in on some of these meetings or
5 whatever to put these ideas out so that you would
6 have them before you committed something and then
7 be hard to change, you know. Well, I'll just
8 tell you what it is, just in case. This little
9 area right over here, this gas station that we
10 thought about buying one time -- not the gas
11 station. This junky --

12 MR. DiCARLO: Right off the corner of the

13 parking lot.

14 MR. CIRIELLO: Yeah. Yeah. I thought in
15 that area, without destroying any people's homes
16 and that, to put in a motel, because we have a
17 number of corporate planes that come here, and
18 sometimes they don't just come and leave; they
19 stay two or three days. The pilots run down the
20 road to a motel or something like that, you know,
21 and stay. Or, there's some property right north
22 of the airport that Mr. Wuellner, I think, told
23 me would be available to put in a motel unit.

24 And maybe we would contact some companies
25 and see if they'd be interested in building it,

42

1 and we'd just have the land for them rather than
2 us build it ourselves, because I think in the
3 future, that if this traffic and whatnot comes to
4 this airport, we could make some use of an agenda
5 like that.

6 And so, if you go and commit these areas to
7 something else, and then I come to a meeting and
8 I suggest it, that's why I asked how hard would
9 it be for you, "Oh, well, we can take that out
10 and put your idea in."

11 MR. DiCARLO: Again, as -- as all the way up

12 through we start really getting heavy into the
13 alternatives analysis, it's a great time for
14 those sort of suggestions.

15 CHAIRMAN GREEN: Mr. Wuellner, the question,
16 is this published on our web site or can it be so
17 that the public can see what the dates are --

18 MR. WUELLNER: It can be; it is not yet.

19 CHAIRMAN GREEN: -- and what can be
20 submitted?

21 MR. WUELLNER: Sure. Sure.

22 CHAIRMAN GREEN: And is it possible that the
23 public or the board could handwrite down, like
24 Mr. Ciriello and his idea, and get it to --

25 MR. WUELLNER: Well, I need to make you

43

1 aware that that's -- that's really not a good way
2 of going about planning in anything of this
3 scope.

4 You're going through -- you're going to go
5 through this first several sections of the -- of
6 the master plan. And the -- and the idea here is
7 to develop the factual database relative to the
8 airport and to develop a forecast of what the
9 airport's activity model might look like moving
10 into the future.

11 Once that's adopted in that, meaning the
12 Authority's agreed to it, the State of Florida's
13 agreed to it, and FAA's in general agreement with
14 that data, is when you finally begin the effort
15 of -- of divvying up, if you will, the land
16 resources of the airport and looking toward
17 expanding the airport's current limits or
18 boundaries to accommodate what has been
19 identified as future needs.

20 Be careful that you don't start thinking,
21 use a term, "in the box," about specific
22 locations for specific activities until you have
23 the factual data, because your master plan should
24 be able to address whatever needs come out of it.

25 And you'll have very specific data items

44

1 that come out, such as the forecasts indicate a
2 need for a hundred T-hangar units over the
3 10-year -- a 10-year period, or something, you
4 know, data pieces that -- that help you identify
5 how to approach your capital development program
6 moving forward.

7 And you just simply don't want to, you know,
8 decide that -- from the beginning, direct your
9 planners where buildings ought to be and where

10 this ought to be and where that ought to be
11 and -- and tie your hands from getting a plan
12 that otherwise might actually be better if -- if
13 you're open to it.

14 It's -- it's really -- I mean, one of the
15 first conversations I've had with these guys was,
16 we're not going to be telling them where things
17 go. It's -- it's not -- you know, in order to do
18 true planning for the airport, it has to come
19 from outside of this organization; otherwise, it
20 becomes my plan or your individual plans versus
21 what's best for the airport and what's best for
22 the community.

23 It's a lot -- makes more sense to implement
24 something like that that's had the benefit of
25 everybody's input than to direct the outcome of

45

1 it.

2 It's easy to say, "Today we want to be
3 commercial service," and figure out a plan how to
4 get there. But that's not planning. That's not
5 look to the factual data that supports where the
6 airport ought to go. It may indeed support
7 commercial service at some point, or many of the
8 other things we're going to be looking at. But

9 you -- but you don't want to predetermine the
10 outcome of the -- of the planning effort. That's
11 just a word of caution in -- in moving through
12 it.

13 CHAIRMAN GREEN: So --

14 MR. WUELLNER: Your input's needed, but --

15 CHAIRMAN GREEN: You suggest maybe to the
16 board members, we can make our own notes for
17 ideas we have --

18 MR. WUELLNER: Absolutely.

19 CHAIRMAN GREEN: -- and then when it comes
20 back to these are the factors and this is the
21 direction --

22 MR. WUELLNER: And -- and ultimately, y'all
23 can change that around. I'm not trying to say
24 you can't do that. What I'm saying is let
25 them -- let them tell you what those things are.

46

1 They've -- they've had the experience of
2 many, many airports and how those lay out to --
3 to the benefit. And -- and use that in -- in
4 your thinking. Just -- I'm saying just don't
5 come in with a predetermined "This is where this
6 building ought to go." It's not a way to do it.

7 MR. GEORGE: At what point on this schedule

8 will that data be available for us to look at?

9 MR. WUELLNER: Well, it -- essentially it's
10 at the forecast point here, which is just a few
11 months down the road here.

12 MR. GEORGE: Okay.

13 MR. WUELLNER: That's -- that's the nuts and
14 bolts of where everything -- everything else
15 beyond that becomes the better choices, you know,
16 what makes more sense.

17 MR. COX: Right.

18 CHAIRMAN GREEN: Mr. Gorman?

19 MR. GORMAN: Again, I just think that
20 everyone wants to be very clear about when the
21 input can be in, when the -- when the board's
22 input and when the public's input, because the
23 board is the public, in other words, to be very
24 clear that we're not -- we don't get cast out of
25 the loop. I think that's Joe's, that's probably

47

1 yours. I mean, it looks like --

2 MR. WUELLNER: And certainly some elements
3 of the master plan lend itself to -- to the level
4 of input y'all are talking about versus others.
5 The first couple of months in developing is
6 literally forecast-related stuff. There's not a

7 lot of input in it.

8 It's looking at factual data and saying --
9 and analyzing where does that data suggest the
10 airport's operating parameters, if you will, the
11 number of takeoffs and landings and based
12 aircraft and all those -- and instrument
13 approaches and -- and the like; where are those
14 numbers likely to be in the five-, ten-, and
15 twenty-year planning forecast?

16 With those numbers in hand, now you can go,
17 all right; let's -- that goes into a model and
18 says, all right, well, with twice the number of
19 operations expected in 10 years, we're going to
20 need this many more T-hangars, this much more
21 runway and taxiway capacity, maybe none.

22 All of those things get plugged in there and
23 they can make decisions on. Well, they literally
24 generate a laundry list of things that the
25 forecast suggests need to be done. And it's

48

1 basically called the requirements section. And
2 it's -- it's going to tell you, you need a
3 hundred T-hangar units, you know, 25 of which in
4 the first five years, or whatever those numbers
5 are; 20 more corporate units, based on the -- the

6 history of the airport. You may need another
7 navaid or another runway or more taxiways or --
8 it's amazing the stuff that actually -- but it's
9 hard data. It's not located on the airport at
10 that point.

11 That's when the input points are really for
12 the Authority, because you now -- we know what
13 the data's going to suggest, but where do we put
14 the facilities to meet that? And can all of
15 those objectives be met on the airport? It may
16 be that you decide we simply can't support any
17 more corporate activity. We have no property, we
18 have no interest in it, or whatever. You can --
19 and you can make those determinations as you go.
20 But find out what the raw data says is going to
21 happen before you make the determinations of
22 where things go.

23 It's easy to reserve property at that point,
24 but it's real hard to change your mind when
25 you've decided the T-hangars go in this block of

49

1 property. And -- and plan around it. It -- it
2 makes it really -- really a difficult job on the
3 planning side.

4 CHAIRMAN GREEN: Mr. Ciriello?

5 MR. GEORGE: A date's all we want.

6 MR. WUELLNER: Yeah. And I'm sure he's
7 going to give it to you here, you know, in the
8 next -- by the --

9 MR. GEORGE: Good.

10 MR. WUELLNER: -- September meeting, he
11 should have that hammered out.

12 MR. CIRIELLO: I have one more --

13 MR. WUELLNER: We'll put --

14 MR. CIRIELLO: -- probably a dumb thought or
15 a silly thought. I can see in the future where
16 this airport's going to be really locked in and
17 not be able to do much of anything. And it could
18 be getting congested. Is there anything in your
19 consulting and everything that you could possibly
20 look for another site for a second airport in the
21 county?

22 I have ideas of below, south of 206. When I
23 go down driving to Flagler or Daytona, you go
24 down there and there's wooded areas all over the
25 place, a lot of wide-open spaces. This is not

50

1 the only county in the world that only has one
2 airport. There's a lot of counties that have
3 more than one airport.

4 So, if we had a smaller airport that was
5 part of our, you know, our airport -- under our
6 control and everything, but in another location
7 to take all of the smaller airplanes, a lot of
8 them, and help alleviate congestion here for the
9 bigger corporate planes that we're anticipating,
10 could your consulting firm even look into a
11 possibility such as that while you're doing all
12 of this consulting?

13 MR. DiCARLO: Well, that's certainly
14 something we're capable of. Whether it's
15 applicable here, it's -- that's really premature
16 to say at this time. There's going to be a lot
17 of other alternatives to consider, I would think.

18 CHAIRMAN GREEN: I think that comes with our
19 forecast. If we see --

20 MR. DiCARLO: Yeah.

21 CHAIRMAN GREEN: -- that there's a multitude
22 of corporate planes coming, we need to have an
23 additional plan or not.

24 MR. DiCARLO: But, yeah, we are capable of
25 doing that, if that's where it's going, if that's

51

1 the direction we find the forecasts are pointing
2 us, and --

3 MR. WUELLNER: And it's direction --

4 MR. DiCARLO: -- capacity assessment.

5 MR. WUELLNER: It's actually direction you
6 can provide to them when you -- when you look at
7 your forecast information and you go, all right,
8 we're going to need all of these things. Can
9 they be reasonably or rationally accommodated on
10 this facility? And if the determination is no,
11 then you look at it and go, all right, let's
12 include development of a new facility of some
13 sort as an alternative. Let's explore it as a
14 part of alternatives development, which is the
15 next section after requirements.

16 But you start looking at different scenarios
17 to address those requirements. And it may be
18 that developing -- continuing to develop this
19 property, even across U.S. 1 or other scenarios,
20 may still make the most sense, but at least then
21 you've looked at alternatives, such as splitting
22 out elements of general aviation that perhaps
23 become less compatible as congestion comes in.

24 And -- and it's a very viable alternative.

25 But determining where the site is and -- and

1 things of that nature, is its own even

2 larger-scale master plan, believe it or not, when
3 you start dealing with FAA.

4 MR. CIRIELLO: Putting another runway across
5 U.S. 1 doesn't --

6 MR. WUELLNER: I'm not --

7 MR. CIRIELLO: -- alleviate congestion. I
8 know you're not saying that's what we're going to
9 do. I know it's been thought of. Because all of
10 the airplanes, whether you're using a runway over
11 there or over here, are congested in the traffic
12 area.

13 But if you had another smaller airport, say
14 with only a 5,000-foot runway down along 206,
15 south of 206, between there and Flagler, that
16 would take -- I mean, that's not that bad of a
17 drive for anybody around here that has a Piper or
18 a Cessna or something, to go down there and keep
19 their airplane instead of mixing up here with all
20 of these bigger boys. And you would separate the
21 two and -- and alleviate the congestion. That's
22 my idea.

23 MR. WUELLNER: It's -- it's not a bad
24 alternative to -- to actually look at. But
25 it's -- it's --

1 MR. CIRIELLO: Well, I just want to know if
2 they're capable in their master plan --

3 MR. DiCARLO: Absolutely. We've done that
4 before. It's just the first thing we'll have to
5 do is identify what the demand is, what the
6 triggers may be for that, and then of course,
7 cost will come into play. But that will all
8 be --

9 MR. CIRIELLO: It was just a thought.

10 MR. DiCARLO: -- elements that will --

11 CHAIRMAN GREEN: The bottom line for now is,
12 though, you'll give us that date so we can get --

13 MR. DiCARLO: Absolutely.

14 MR. WUELLNER: You need to develop your
15 public hearing dates, your tentative dates, and
16 where board input comes from.

17 MR. DiCARLO: The only thing I'm concerned
18 about with the public hearing dates is typically,
19 they're not till after the forecast process --

20 MR. WUELLNER: Right.

21 MR. DiCARLO: -- and as we've been saying,
22 that's kind of a moving target --

23 CHAIRMAN GREEN: That's fine.

24 MR. DiCARLO: -- at this point.

25 CHAIRMAN GREEN: As long as you can give us

1 some guesstimation, that would be a start.

2 MR. DiCARLO: Absolutely. We can do that.

3 CHAIRMAN GREEN: Okay. Thank you.

4 MR. DiCARLO: Any other questions?

5 (No questions.)

6 MR. DiCARLO: Thank you for your time.

7 CHAIRMAN GREEN: Thank you. Is that all for

8 the project updates, Mr. Wuellner?

9 MR. WUELLNER: Yes, ma'am.

10 CHAIRMAN GREEN: Entertain brief public

11 comment on the project updates. But I notice

12 Mr. Maguire is here, and I think the board had

13 made a comment -- and correct me if I'm wrong --

14 at our last meeting, that there was one agenda

15 item we wanted Mr. Maguire to be here for.

16 MR. GORMAN: That was avigation easements.

17 CHAIRMAN GREEN: Right. And I was going to

18 entertain the public comment. But then if you

19 want -- if the board would like to move that up,

20 because I understand Mr. Maguire has to run.

21 Yes, sir?

22 COMMISSIONER MAGUIRE: Well, I'm late

23 because we did a telephone conference, and now I

24 can stay as late as I want to.

25 CHAIRMAN GREEN: Well, okay. Never mind.

1 MR. COX: Shouldn't have said that.

2 CHAIRMAN GREEN: Okay. Then it's public
3 comment on the project updates. Mr. Martinelli?

4 MR. MARTINELLI: Two -- two -- is this thing
5 working? Yeah. Two questions. One, you had
6 mentioned getting together with tenants on the
7 airport. You mentioned Aero Sport and you
8 mentioned Grumman and so on. Do you also plan to
9 get together with some representation of the
10 pilots, like the Pilots Association?

11 MR. DiCARLO: Yes, we do. In fact, one of
12 the Technical Advisory Committee members we're
13 suggesting for approval was a member of your
14 association. We have not said any names yet
15 because there's been no contact made with them
16 until such time as the Authority says this.

17 MR. MARTINELLI: Okay. That's on the
18 technical committee. But I'm talking about the
19 meeting that you say you had scheduled for a full
20 day, meeting with Aero Sport, meeting with -- did
21 I hear incorrectly or what?

22 MR. DiCARLO: Yes, we're meeting with a
23 number of the tenants, yes.

24 MR. MARTINELLI: Okay.

25 MR. DiCARLO: But not -- we can't physically

1 meet with every tenant.

2 MR. MARTINELLI: No, I understand. But you
3 can meet with the Pilots Association.

4 MR. DiCARLO: That's correct.

5 MR. MARTINELLI: Okay. And do you plan to
6 do that on this same day or on a different day,
7 or is it scheduled? That's my question.

8 MR. DiCARLO: I'm not sure if they're on a
9 schedule or not, there's been so many set up. I
10 apologize if it wasn't set up. But a number of
11 calls were made in the last couple of weeks,
12 and --

13 MR. MARTINELLI: Yeah, I would suggest that
14 that be set up.

15 MR. DiCARLO: -- we do the ones that
16 responded to us.

17 MR. MARTINELLI: I'd suggest that that be
18 set up.

19 MR. DiCARLO: Oh, absolutely. I just --

20 MR. MARTINELLI: Okay.

21 MR. DiCARLO: I can't say at this time
22 whether or not we got a call back.

23 MR. COX: Is your meeting with the other two
24 tenants that we mentioned, is that at the same

25 day at the same time, or what -- is it --

57

1 MR. DiCARLO: Yeah, they're all -- they're
2 all individual meetings.

3 MR. COX: -- all different, singular
4 meetings?

5 MR. DiCARLO: Prefer to do them one on
6 one --

7 CHAIRMAN GREEN: Right.

8 MR. DiCARLO: -- where's there no --

9 MR. COX: All right.

10 MR. DiCARLO: -- outside influences, if you
11 will.

12 MR. MARTINELLI: Okay. Well, I appreciate
13 knowing what they did, okay?

14 MR. DiCARLO: Okay. Well, we didn't get a
15 call back, but I'll -- I'll see that we get
16 something set up; there's no doubt about that.

17 MR. MARTINELLI: Okay. And the second point
18 that I want to make is further to what Ed has
19 said.

20 I've lived through two master plan
21 iterations, and a big word of caution: You
22 can -- if you interfere with the planning process
23 too soon, you can steer it and influence it to be

24 a pie in the sky.

25 I mean, we have had runways on the other

58

1 side of U.S. 1; we've had bridges over U.S. 1;
2 we've had all kinds of -- I'll call them
3 fantasies -- that have been incorporated in
4 master plans in the past. And that has come from
5 pressure, not from the consultants, but from
6 outside pressure prematurely.

7 So, I would suggest you let them do their
8 job. And then after you get all of the facts,
9 then you sit down and weigh out alternatives.
10 But don't steer the plan.

11 MR. GORMAN: Was the pressure from
12 individuals in the public or the pressure from
13 developers?

14 MR. MARTINELLI: I'll say the pressure was
15 from factions; I'll put it that way. Factions on
16 or off the airport having interest in the airport
17 in the past. And I -- I think that you have to
18 avoid that if you're going to get an
19 honest-to-goodness good master plan.

20 By the way, these plans are updated every
21 five years; is that correct?

22 MR. WUELLNER: Usually no sooner than five.

23 MR. MARTINELLI: No sooner than five? But
24 certainly not more than ten. And so, the
25 planning horizon, even though the planners have

59

1 to look way beyond in terms of what may happen to
2 this airport and whether or not we need another
3 airport in another part of the county, I think
4 that the planning horizon after these facts are
5 generated, that really -- you really have to look
6 at is between five and ten years out and no more
7 than that, because otherwise, you get lost in a
8 la-la land. Thank you.

9 MR. WUELLNER: Yeah. It's real --

10 CHAIRMAN GREEN: Thank you.

11 MR. WUELLNER: -- easy to focus on the 20
12 and beyond instead of the nuts and bolts you
13 actually implement.

14 CHAIRMAN GREEN: Any further public comment?

15 (No further public comment.)

16 CHAIRMAN GREEN: Thank you. We'll close
17 public comment.

18 7.B. - AUTHORITY ACTION FOLLOW-UP

19 CHAIRMAN GREEN: Then item B., the
20 follow-up. I don't think there was any action to
21 take on any of that.

22 MR. WUELLNER: No, ma'am. No. You've got a
23 couple of agenda items that will follow up with
24 the specifics.

25 I just wanted to make mention of a couple of

60

1 follow-up items. One was Rogers, Towers
2 generated letters, both to Asset in accordance
3 with your directions relative to completion of
4 the terminal. I think we've provided you a copy
5 of that. If not, we will certainly do that. And
6 also, relative to addressing comments of
7 Mr. George has written inquiry to us relative to
8 the FBO. The attorneys -- I think we provided
9 you with a letter on the -- which one -- which
10 one was in your packet? I'm sorry. The delay
11 damages letter?

12 CHAIRMAN GREEN: Liquidated damages.

13 MR. GEORGE: Liquidated damages, new
14 terminal building.

15 MR. WUELLNER: Right. And then the one we
16 also -- or was also generated was the response to
17 the inquiry on the -- the hundred-day schedule.

18 CHAIRMAN GREEN: Uh-huh.

19 MR. WUELLNER: There's also a letter --
20 letter related to that, too, that --

21 MR. GEORGE: Yeah.

22 MR. WUELLNER: -- attempts to explain the
23 allegations of disparity in the comments relative
24 to the hundred-day period and whether damages
25 were, you know, appended to which contract.

61

1 It -- it was real easy to get befuddled as to
2 which contract. I frequently do, too, as to
3 whether it's the follow-on agreement between the
4 contractor and the surety or our contract with
5 the surety, which are entirely separate.

6 And that attempts -- I think you did a great
7 job of trying to distinguish between the two
8 periods and to distinguish the nature of the
9 response that was given in the media.

10 MR. GEORGE: Yeah. Thanks, Doug. I -- your
11 comment about trying to put it in lay terms, I
12 think I much better understand what the -- what
13 the problems were.

14 MR. WUELLNER: I've determined that there's
15 no way I want to be an attorney based on just
16 responses to some of these.

17 Next item I wanted to talk was the RFQ for
18 the attorney services, and those -- those ads
19 appear beginning Wednesday of this week in

20 both -- they're different days, but each is
21 advertised twice in the St. Augustine Record, as
22 well as the Florida Times-Union, which would be
23 our expected sphere of responses from attorneys.

24 And they'll -- that'll -- I think they have
25 till the first week of October. There's a date

62

1 certain to respond to our RFQ, which gives you
2 time, depending on the number of responses
3 received. Last time, we had just a few. Gives
4 you an opportunity to form a committee to shorten
5 that list, if you wish, or just simply schedule
6 them into the 20th meeting for brief interviews
7 and selection of whatever you intend to do.

8 Next item is zoning. We have a meeting.
9 I'm not sure of the date, but I know it's coming
10 up here probably this week with the county zoning
11 department with -- with Mr. McClure to see if
12 there's a way to get the maintenance facility
13 built under the current zoning without going
14 through that exercise, allowing us then to do
15 what acquisition y'all decide to do in advance --
16 and get that done before going through zoning and
17 having to do that multiple times over the next
18 couple of years.

19 So, we'll know more in the next hopefully
20 week as to whether they're going to buy some of
21 our arguments on to doing it in the existing
22 location without zoning changes.

23 The other was there was a -- we left
24 hanging -- we were going to -- I'm not sure how I
25 agreed to this, but I did, that we were going to

63

1 look at lots -- purchasing Lots 5 and 7 and have
2 that information back to you by today. But,
3 frankly, with preparing this agenda and the like,
4 there was no way we were going to get to that as
5 a focus item by today. So, we'll give you some
6 information, some feedback on availability of
7 property monetarily in the target area, hopefully
8 in the September meeting.

9 CHAIRMAN GREEN: We have a few meetings
10 coming --

11 MR. WUELLNER: That gives us a few weeks to
12 get -- generate some -- some answers and
13 responses to that. So -- and that's kind of
14 where I had it laid out on follow-ups. If there
15 are any others we missed or I may just not have
16 answers to yet, if you can think of any.

17 CHAIRMAN GREEN: Any others from the board?

18 (No further comment.)

19 CHAIRMAN GREEN: Any public comment on
20 follow-up stuff from the public?

21 (No public comment.)

22 CHAIRMAN GREEN: Hearing none, all right.
23 Thank you for that, Mr. Wuellner. I think that
24 keeps us all informed, from our memories not
25 keeping everything together sometimes.

64

1 MR. WUELLNER: And I do think it was -- you
2 know, it was a good idea -- it was actually Mr.
3 George's, that relative to follow-up of the
4 actions at the beginning, it kind of helps set
5 the stage for what the balance of actual action
6 items are. So, it's a good idea there.

7 7.C. - ADVERTISING FOR MEETINGS

8 CHAIRMAN GREEN: The one that we had set
9 over from the last special meeting, the
10 advertising for meetings. Mr. Gorman?

11 MR. GORMAN: Since -- yeah, since I brought
12 that up, it's just short and sweet.

13 I just -- I really feel strongly that the
14 public needs to know any agenda to be discussed
15 and that the public needs to know that through
16 the media available to it, which is the

17 newspaper, and a short line published on items, I
18 think, on -- whether it's regular or special. I
19 just -- I feel strongly about that.

20 To allow only special meetings that have to
21 be published as far as the agenda items,
22 invites -- it could philosophically invite
23 manipulation of pushing less contentious issues
24 to special meetings and the more contentious ones
25 to the regular meetings where they don't have to

65

1 be published. You get less of a crowd.

2 I can remember a few instances already
3 that -- I'll save those for a rainy day, though.

4 But I would like -- it's no more expense. It
5 doesn't cost us any more.

6 CHAIRMAN GREEN: No.

7 MR. GORMAN: And -- and to level the playing
8 field to just publish all agendas.

9 MR. WUELLNER: The only concern we have with
10 that -- and generally I agree with you -- is that
11 you have items -- an example is even like the
12 TVOR that we're going to talk about later -- is
13 that when you advertise by item, you've -- you've
14 essentially tied your hands to any late-breaking
15 items that you'd like to get accomplished or have

16 been waiting on and just simply don't have the
17 information when you put it, unless you create an
18 all-inclusive agenda and simply then, you know,
19 pare it all back at the beginning of the meeting,
20 because you can delete the items, but you can't
21 add items if you've advertised specifically for
22 them.

23 That's why your board elected to keep the
24 regular meeting advertisement generic, was to
25 allow flexibility of adding -- you know, adding

66

1 items to the list. I don't object fundamentally.

2 I understand what you're saying.

3 MR. GORMAN: During the beginning of the
4 meeting, you can always -- you can always, as
5 director, elect so to delete meetings (sic) on
6 agenda because you don't have the information
7 necessary.

8 MR. WUELLNER: That's what I'm saying, is --

9 MR. GORMAN: That's fine.

10 MR. WUELLNER: -- unless you advertised --
11 and then you have people -- the other side is
12 you're -- you're balancing that same public. If
13 you advertise that more generic list of things
14 you'll be talking about, then you have people

15 that show up for those items and, you know, there
16 really was nothing there for it, but you're just
17 kind of covering the agenda, if you will, so that
18 you can talk about it.

19 CHAIRMAN GREEN: What if we had someone that
20 was --

21 MR. WUELLNER: It's really a fine line. And
22 I don't disagree with what you're trying to
23 accomplish. I'm just not sure that --

24 MR. GORMAN: It's just -- it's -- to me, the
25 public needs to know, and -- and rather than be

67

1 on a need-to-know basis. And so, I would like to
2 see that -- with a simple motion, I would like to
3 see that cleaned up so you just advertise them.

4 MR. GEORGE: Can we compromise and have them
5 publish the agenda on the web site, and then in
6 the advertising, say, "Go to the web site to see
7 what the agenda is"? Sometimes the agenda's not
8 sets for two days before the meeting and the
9 advertising's been gone a week.

10 MR. WUELLNER: The other alternative is they
11 can also call the office --

12 CHAIRMAN GREEN: That was my --

13 MR. WUELLNER: -- to see what the agenda is.

14 That's -- that's perfectly acceptable, too.

15 CHAIRMAN GREEN: -- suggestion, "Updated
16 agenda; please call."

17 MR. WUELLNER: We fax out lots of copies,
18 and people do also come by and get them. That
19 works fine. You -- you -- I think you've seen,
20 but you do have a meeting policy document that
21 kind of guides what collectively the Authority's
22 directed in the past. I don't -- again, I
23 don't -- you know, we'll do whatever you ask us
24 to do.

25 MR. COX: On the web site, Ed, couldn't we

68

1 put something like "Meeting agenda -- probable
2 meeting agenda items will be..." and we don't
3 have to advertise that it's absolutely going to
4 have to be certain things because it's on the web
5 site. If you advertise in the newspaper, then
6 you put it down, the agenda items, then it's
7 written in stone; is that correct?

8 MR. WUELLNER: Can you -- can you do that
9 generic?

10 MR. GEORGE: You can also put a bullet that
11 says "other to be determined."

12 MR. COX: Well, I understand what he's

13 trying to say, is we get the information to the
14 public that certain agenda items are going to be
15 covered, but if -- and in keeping with what Ed's
16 saying, we don't want to tie our hands to say
17 we -- we have to do this -- certain things and
18 not be able to do --

19 MR. GORMAN: There's been a certain number
20 of things that we've voted on that have not even
21 been on an agenda, that have not been advertised,
22 and so that --

23 MR. COX: That's the way meetings go.

24 MR. GORMAN: -- that would clear up that
25 issue, those types of issues.

69

1 MR. BURNETT: I'll just -- if I could jump
2 in real quick, and that is you could have, for
3 example, the agenda on the web site and then
4 cover items that aren't on this agenda.

5 MR. COX: Okay.

6 MR. BURNETT: Your advertising the specific
7 items is just more encompassing than what you're
8 required to do. You'd still need to have some --
9 you'd still want to have some caveat in there
10 that says that "Items not on this agenda may be
11 discussed and raised --"

12 MR. COX: There you go. Right.

13 MR. GEORGE: Exactly. Yeah. It's called

14 "other."

15 MR. COX: We don't want to tie our hands on

16 having to do or not having -- not doing

17 something.

18 MR. WUELLNER: Well, if he gets comfortable

19 with the language there so we don't end up

20 crosswise on the --

21 MR. COX: Absolutely.

22 MR. WUELLNER: -- public notice side of

23 it --

24 MR. COX: Would that gratify what you're

25 trying to -- to do, is to get -- if we -- if we

70

1 were to say in the advertisement in the

2 newspaper, "For updates, you can go to our web

3 site"?

4 MR. BURNETT: Or you could have the --

5 MR. GEORGE: Oh, come on, Mr. Gorman.

6 MR. GORMAN: I would prefer you just

7 published it and then deleted it if you had to,

8 you didn't have the information, only because

9 it's --

10 MR. COX: I don't think we can do that.

11 CHAIRMAN GREEN: And then we can't add.

12 MR. GORMAN: What? I'm discouraged.

13 CHAIRMAN GREEN: What if I'm interested in
14 the TVOR, an added action item today? It wasn't
15 on the agenda; I had no idea; and now you're
16 voting on something?

17 MR. GORMAN: That's happened before.

18 CHAIRMAN GREEN: But what we're saying is to
19 put notice out to the public that, "If you want
20 to see an agenda item," or, "What's agendaed
21 there, proposed, or updated, go to our web site."
22 That way, it could be current. If you publish in
23 the paper, it's set in black and white, you can't
24 change it.

25 MR. GORMAN: So, you're saying then every

71

1 week, tell people to go to the web site for a
2 complete agenda item --

3 CHAIRMAN GREEN: Complete updated agenda.

4 MR. GORMAN: It's better than what we have
5 now.

6 CHAIRMAN GREEN: Right. That's what Mr. Cox
7 was asking, if that would suffice to what you
8 were looking for.

9 MR. GORMAN: That's not what I wanted, but

10 it sounds like I'm going to get outvoted if I

11 make a motion.

12 CHAIRMAN GREEN: Well, we'll entertain a

13 motion. And if we --

14 MR. COX: I'm just saying --

15 CHAIRMAN GREEN: I mean, we actually have to

16 entertain a motion, so --

17 MR. COX: I'm just trying to make it a

18 compromise where -- where both the public can be

19 satisfied -- and I agree with you. I totally

20 agree. And it's one of the -- you know, I want

21 to see the public be aware of what's going on at

22 the airport and have input when they are

23 concerned about an issue. But if we -- if -- I

24 don't want to have our hands tied to, you know --

25 MR. GORMAN: You don't want it tied by the

72

1 advertising.

2 MR. COX: Exactly.

3 MR. GORMAN: Right.

4 MR. COX: We need to -- we need to remain

5 versatile and be able to add or take away from

6 the agenda at, you know, the Chairman's

7 discretion.

8 MR. WUELLNER: You always -- yeah. You

9 always have the ability to. I mean, if there's
10 an item that's -- you know, we're asking at a
11 meeting to be added, and -- and you consider it
12 controversial, or any one of you consider it, you
13 can either elect not to add it to the agenda at
14 that point and -- and deal with it as a special
15 meeting or, you know, a next-month's meeting or
16 whatever you -- you choose to do.

17 You can also, when the item is presented,
18 simply say, "Look, you know, we've had not enough
19 time to deal with it or digest the information."

20 Because, you know, you're up against the same
21 wall that everybody else is in terms of time to
22 deal with the specifics of what we might be
23 asking.

24 But at the same time, you've got -- an
25 example, I mean, it just happens to be here this

73

1 week, is the TVOR one. If we don't get some
2 positive response back to the -- to the vendor
3 this week, that schedule will slip.

4 I mean, if you deferred it as an add-on
5 because it wasn't advertised, meaning you're not
6 going to talk about it till September, you know,
7 we guarantee you're going to be into January.

8 And -- and now you've got -- you know, now --
9 which may or may not be important in the scheme
10 of things. But, you know you're losing a month,
11 or upwards of a month.

12 MR. GORMAN: So, an amended motion.

13 MR. GEORGE: Clarification.

14 MR. GORMAN: Yes.

15 MR. GEORGE: Clarification.

16 MR. GORMAN: Right.

17 MR. GEORGE: Can't -- when we have a -- like
18 the next regular meeting, we know five days
19 prior, you know some -- some of the items that
20 are going to be on there. It would seem to me
21 that -- that Doug could give you the catchall
22 legal verbiage to say "Other agenda items may be
23 added. Please check the web site for those
24 details." So, you're giving the major bullets
25 first --

74

1 MR. WUELLNER: We can do that.

2 MR. GEORGE: -- and then all the rest of
3 them --

4 MR. WUELLNER: Or call the office for --
5 they can also call.

6 MR. GEORGE: And also, they may be added at

7 the meeting.

8 MR. WUELLNER: Yeah.

9 CHAIRMAN GREEN: Is there an additional cost
10 for additional lines for advertising?

11 MR. WUELLNER: I'm sure there is, but it --
12 it can't be that much to do it.

13 MR. GEORGE: Well, for the good it'll do, I
14 think it, you know, is worth it. So -- so, what
15 was that motion you said then?

16 CHAIRMAN GREEN: We can't entertain a
17 motion. I need to open it for public comment
18 first.

19 MR. GEORGE: Oh.

20 CHAIRMAN GREEN: We kind of jumped through
21 that. Yes, sir?

22 MR. COX: Do you qualify as public?

23 MR. HOLIDAY: I just -- I just don't get it.

24 You know that, Ed. One of the things that's

25 interesting is -- is the manipulation. And I

75

1 know that's what John's talking about. It's kind
2 of a manipulation in all government bodies of
3 trying to get their agendas through. It's very
4 simple. It's something we all accept. It's a
5 game.

6 Could there be a time limit, let's say 24
7 hours or 48 hours, where it's -- that's it? So
8 if -- if -- let's say the Pilots Association,
9 something came up, and we had -- we'd have to
10 have time to collect our -- our wits and -- and
11 go forward with -- with either for something or
12 against something. You can add -- the mop that
13 goes both ways.

14 But in my mind, something -- point being put
15 on the agenda at the last minute doesn't give
16 really much chance for there to be any honest
17 comment, pro or con. And maybe 24 hours or 48
18 hours would be just something that -- that I
19 would appreciate if we're going to get somebody
20 up here to support you maybe.

21 MR. GEORGE: Yeah, right.

22 MR. HOLIDAY: Who knows? We may support you
23 some day, Ed. Thank you.

24 CHAIRMAN GREEN: Thank you. Any further
25 public comment? Yes.

76

1 Just remind everybody, I know we know a lot
2 of you. Just repeat your name and address for
3 the record.

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

5 I have, as some of you know, some background in
6 this that might be of help to you.

7 I'm sure Mr. Maguire could attest to this
8 fact, that in radio and of course in the
9 St. Augustine Record, there has been a history of
10 going over items appearing before them on their
11 agenda. I'm not going to tell you it was always
12 every item. In our case, for example, we used to
13 get County Commission agendas and also the
14 agendas for the School Board several days before
15 the actual meeting. We would run them down in
16 some detail, and where we had information, ran
17 down details of what that would mean to the
18 public.

19 I never saw anytime where it restricted them
20 from adding something to their agenda and making
21 it possible for that particular board to discuss
22 it, that it could be brought up by a member under
23 whatever procedure your charter allows.

24 I will say that at least one of your
25 members, I have told in the past, we would

77

1 receive notification of your meeting but no copy
2 of an airport agenda. As a member of the media
3 who covered the Airport Authority for a number of

4 years, extensively, we always hoped for that.

5 I understood why it wasn't done, but the
6 fact of the matter is, it was always available to
7 you. I would suggest that maybe the board should
8 contact the available media in town and find out
9 if they will help you at a no-cast basis in their
10 news operations.

11 MR. GEORGE: Good idea.

12 CHAIRMAN GREEN: Thank you, Mr. Hickox. Any
13 further comment?

14 (No further public comment.)

15 CHAIRMAN GREEN: Close public comment.
16 Mr. Gorman, did you want to make your motion?

17 MR. GORMAN: I'm going to hold to my motion
18 to publish agenda items and -- with the caveat
19 that they can be stricken by Mr. Wuellner as not
20 being complete enough to discuss at any time.

21 And I'd like to make that so that the agenda
22 items, both special meeting and regular meetings,
23 are very short, one line, advertised in the
24 paper.

25 CHAIRMAN GREEN: I'm sorry. I misunderstood

78

1 you. You said you want to hold the motion?

2 There is no motion then?

3 MR. GORMAN: No. That would be a motion,
4 to -- I would like to hold to my original idea of
5 publishing them, allowing Mr. Wuellner to use the
6 common-sense idea, well, we don't have enough
7 information to do that. And, of course, he can
8 strike them from discussion if he needs to.

9 It's the opposite. In other words, we're
10 publishing more and discussing less if we have
11 to, only because we may not have that -- enough
12 information, so -- but I would -- I don't know if
13 the web site is inclusive enough -- of enough of
14 the public.

15 CHAIRMAN GREEN: Okay. Well, I need a
16 specific wording.

17 MR. GORMAN: I make a motion to -- to
18 publish in the newspaper, very short, all agenda
19 items.

20 MR. COX: Question. What --

21 CHAIRMAN GREEN: No. There's a motion on
22 the floor. Is there a second?

23 MR. CIRIELLO: I'll second so he can make a
24 question.

25 CHAIRMAN GREEN: There's a second. Now we

1 can have discussion.

2 MR. COX: What's different than that, than
3 what we do now?

4 MR. GORMAN: Right now, we just publish the
5 fact that we have regular meetings and there are
6 no agenda items that are -- that are actually
7 punch-listed down, none at all. So, it doesn't
8 really attract public discussion.

9 CHAIRMAN GREEN: Any further discussion?

10 MR. WUELLNER: We have another --

11 MR. GEORGE: I'd like to modify it or
12 clarify it. I guess we have to deal with this
13 one first, right? We -- I was just going to give
14 a little bit more specific direction that -- you
15 know, that at the time that the advertisements
16 are placed, any known agenda items should be
17 published, and by 24 hours prior to the meeting,
18 the web site will be updated with a complete
19 agenda.

20 MR. GORMAN: In other words, publish what
21 you have and then update on the web site.

22 MR. GEORGE: And --

23 MR. WUELLNER: Which all would be great if
24 we did our own web updates. But we don't do that
25 in-house.

1 Let me offer another suggestion. You can
2 take your action. But what we were thinking was
3 if you left the legal -- the legal advertisement,
4 the one we're absolutely required to publish,
5 left that generic. Associated with it is publish
6 the agenda as a separate advertisement designed,
7 you know, with the language -- it would have all
8 items expected to be on there, and the caveat
9 that, you know, other items --

10 MR. GEORGE: Others may be added.

11 MR. WUELLNER: -- may be added, you know,
12 and it's -- you know, with the disclaimer that
13 it's not intended to represent the entirety -- or
14 it's the -- it is the intent to be the -- the
15 agenda where possible but, you know, you've
16 got -- but we'll come up with some language that
17 gives you the ability to adjust it.

18 But leave the -- the legal advertisement
19 part, because that's where you're going to get --
20 in my opinion, is where you're going to get in
21 trouble with adding and subtracting agenda items
22 from it.

23 If you kept the other, it -- it's -- it's,
24 lack of better terms, it's a commercial ad at
25 that point, instead of a legal advertisement.

1 MR. CIRIELLO: So, you're saying we'd have
2 two advertisements in the newspaper instead of
3 one.

4 MR. WUELLNER: And they can appear in the
5 same issue. They can -- you know, we can -- you
6 can assure that with The Record.

7 MR. CIRIELLO: Is his motion allow --

8 MR. WUELLNER: You guys have to --

9 CHAIRMAN GREEN: Yeah, we have a --

10 MR. CIRIELLO: Or do we have to amend that
11 or --

12 MR. BURNETT: If I could -- if I could have
13 one part insight into that, is that many cities
14 and counties advertise their meeting.

15 For example, the County Commission's going
16 to have a meeting to discuss matters of business
17 on X day. And then they have separate ads for
18 the zoning issues that are required by statute to
19 come before them. And every now and then, they
20 will advertise something additionally that's of
21 particular public interest.

22 But they keep the nuts and bolts of their
23 meeting to allow them the flexibility to add
24 things. For example, if you cut -- make the
25 24-hour, 48-hour cutoff, there may be something

1 that comes in the morning of your meeting that
2 you actually feel is important to discuss that
3 you're not going to have the opportunity to
4 because you have a 24-hour cutoff. You may not
5 want to tie your hands in that regard, and I
6 don't think you're going there, Mr. Gorman. I
7 think you're -- you're trying to accomplish
8 getting --

9 MR. GEORGE: Come on, Mr. Burnett. Let's be
10 a pioneer. Let's go forward. Put it in one ad
11 and get it over with. You can put all the
12 legalese to it to protect us. Why have two? Why
13 have to go look in two different parts of the
14 thing?

15 MR. GORMAN: I agree with you, Buzz. I'm
16 trying to simplify.

17 MR. BURNETT: And that's fine, so long as
18 you leave the flexibility in there to make sure
19 that we get the language correct.

20 MR. GEORGE: Absolutely. Right. Can I
21 restate your motion just to make sure --

22 CHAIRMAN GREEN: Well, we have a first and
23 second. So, let's take a vote on the motion as
24 seconded. And if that -- if that dies, we can --

25 MR. GEORGE: All right. Repeat it.

1 CHAIRMAN GREEN: I think the motion from
2 Mr. Gorman was to publish a complete agenda in
3 the paper and the web site, every item. That was
4 it.

5 MR. GORMAN: Correct.

6 CHAIRMAN GREEN: It's been first and
7 seconded.

8 No further discussion? All in favor of the
9 motion?

10 (Mr. Gorman indicates.)

11 CHAIRMAN GREEN: All opposed?

12 MR. GEORGE: Aye.

13 MR. COX: Aye.

14 CHAIRMAN GREEN: Aye.

15 Motion will fail. Mr. Ciriello, I didn't
16 hear you vote. I think --

17 MR. CIRIELLO: I'm starting to think of
18 which way I want to go with it.

19 CHAIRMAN GREEN: Well, we need a vote.

20 MR. CIRIELLO: I'll go aye.

21 CHAIRMAN GREEN: Is that for opposition or
22 for favor?

23 MR. CIRIELLO: Aye is for.

24 CHAIRMAN GREEN: Okay.

25 MR. GORMAN: That's two for.

84

1 CHAIRMAN GREEN: Two for, three against.

2 Then the motion will fail. Entertain -- the

3 board will entertain an additional motion.

4 MR. GEORGE: I'd like to make a motion that

5 we give Staff direction on the advertisement for

6 meetings that appears in the paper, that they

7 also include a list of the known agenda items,

8 along with a disclaimer that other agenda items

9 may be added, and check our web site for the

10 final agenda 24 hours prior to the meeting.

11 That's my -- that's my motion.

12 MR. GORMAN: Make sure it says "all known

13 agenda items."

14 MR. GEORGE: Yeah, all -- right.

15 MR. GORMAN: That's fine.

16 MR. COX: I'll second that.

17 CHAIRMAN GREEN: Discussion? I would not

18 like that 24-hour. I would say they could check

19 it two hours before. No time frame. Just,

20 "Check our web site for updated agenda items."

21 MR. WUELLNER: Yeah. The reality is --

22 MR. GEORGE: I meant it to be that --

23 MR. WUELLNER: -- it's not going to change

24 for a Monday meeting --

25 MR. GEORGE: I meant it that he had 24 hours

85

1 prior to the -- to the meeting to --

2 MR. COX: Yeah. I understand what you're
3 saying.

4 MR. GEORGE: A clarification on what you
5 said about the web site, that we have somebody
6 that does it. The web site can put a bridge to a
7 document, and all you have to do is create a
8 document and rename it that, and every week it
9 goes to that. So...

10 MR. WUELLNER: Yeah.

11 CHAIRMAN GREEN: Mr. Cox, did you have
12 further comment?

13 MR. WUELLNER: Twenty-four hours doesn't
14 work with a Monday meeting. Just -- I mean --

15 CHAIRMAN GREEN: Yeah.

16 MR. WUELLNER: -- the reality is --

17 MR. GEORGE: Okay.

18 MR. WUELLNER: -- they'll see whatever it is
19 or whatever.

20 MR. GEORGE: Okay. I'll -- I'll change the
21 motion then to drop --

22 MR. WUELLNER: I understand what your intent

23 is, but --

24 MR. GEORGE: -- the time -- the time limit

25 on the --

86

1 CHAIRMAN GREEN: Amend it to delete the time

2 frame?

3 MR. GEORGE: Yes. Amend it to delete the

4 time limit on getting it into the web site all

5 together.

6 CHAIRMAN GREEN: Any further discussion on

7 that? Is there a second on the amendment?

8 MR. COX: Second.

9 CHAIRMAN GREEN: Any further discussion?

10 (No further discussion.)

11 CHAIRMAN GREEN: Okay. Would you like to

12 make sure to clarify your motion as amended,

13 Mr. George?

14 MR. GEORGE: Yes, I would. That Staff be

15 given the direction to include in the

16 advertisement for all meetings of the airport

17 board the -- all known agenda items at the time

18 the advertisement is placed, appropriate words to

19 be placed in the ad indicating that the agenda

20 may have additional items added to, and to check

21 the web site for the final agenda prior to the

22 meeting.

23 CHAIRMAN GREEN: Or call.

24 MR. COX: Or call.

25 MR. GEORGE: Huh?

87

1 MR. COX: Or call.

2 MR. GEORGE: Or call, yes. Check the web
3 site or call.

4 MR. BURNETT: May I make one comment? For
5 the -- for the most updated agenda --

6 CHAIRMAN GREEN: Right.

7 MR. BURNETT: -- the final agenda.

8 MR. GEORGE: Okay. Fine.

9 CHAIRMAN GREEN: Not just additions.

10 MR. BURNETT: Good.

11 MR. GEORGE: I was going to give the -- our
12 legal counsel and the staff some leeway in the
13 actual choice of words, but the spirit of the
14 motion was what I was trying to get across.

15 CHAIRMAN GREEN: Okay. The motion's been
16 restated. All in favor?

17 MR. CIRIELLO: Aye.

18 CHAIRMAN GREEN: Aye.

19 MR. GEORGE: Aye.

20 MR. COX: Aye.

21 MR. GORMAN: Aye.

22 CHAIRMAN GREEN: All opposed?

23 (No opposition.)

24 CHAIRMAN GREEN: The motion will carry.

25 7.D. - AVIGATION EASEMENTS/NOISE DISCLAIMERS

88

1 PROPERTY DEEDS

2 CHAIRMAN GREEN: Next agenda item is

3 avigation easements - property deeds.

4 Mr. Gorman, was that an item from you or --

5 MR. GORMAN: That was originally generated

6 from me --

7 CHAIRMAN GREEN: Okay.

8 MR. GORMAN: -- and -- but at this point, I

9 will actually stop talking and leave that in the

10 hands of the lawyers, because I do not know

11 anything about an avigation easement except that

12 we need one.

13 CHAIRMAN GREEN: Okay. So basically we put

14 this on the calendar just to let Staff know we're

15 concerned about the developments around the area.

16 MR. GORMAN: I also think that we need to be

17 discussing that directly with the County

18 Commissioners and the fact that they're going to

19 be approving this, for instance, large

20 development right next to us, and that they need
21 to be possibly well-informed as to the possible
22 necessity of -- of having those on the deeds to
23 the property so we're not sued.

24 CHAIRMAN GREEN: Okay. So, I understand
25 that you're saying the board's best direction is

89

1 just discuss that with our legal counsel.

2 MR. GORMAN: But I'd like to see some actual
3 action -- interaction directed with the County
4 Commissioners. That's why I wanted --

5 MR. WUELLNER: Well --

6 MR. GORMAN: City Commissioners. I'm sorry.
7 Oops.

8 MR. WUELLNER: We -- we had requested, which
9 was direction we had gotten in the meeting before
10 last, to generate the letter to the County and
11 the City, requesting that we get together and
12 hammer it out.

13 We haven't to date gotten a response from
14 either place, but the letter was indeed
15 generated, requesting that that meeting be set up
16 at a -- at the Staff level and get that
17 interaction going and hopefully hammer out some
18 direction to -- to get those kind of things in

19 place with both the City and the County.
20 We were in pretty good shape with the
21 County, frankly. We had worked very, very hard
22 with them when they redid the LDRs, the Land
23 Development Regulations, a few -- few years back.
24 But the City kind of took everyone by surprise
25 with the annexation of the -- of what became the

90

1 Ponce property and ultimately pulled it out of
2 what we were expecting to be county jurisdiction
3 originally. I don't think anyone ever expected
4 that to go -- become what was proposed.

5 MR. GORMAN: The point being to make sure
6 that we're well represented, that that -- that
7 idea is well represented before it passes
8 through.

9 MR. WUELLNER: You're probably more familiar
10 with that final language because you attended
11 those.

12 MR. BURNETT: Right.

13 MR. WUELLNER: I guess I think both of you
14 did. But there was some -- some final language
15 in the development order, was there not?

16 MR. GEORGE: Yes, there was, but exactly
17 what the language was, I'm not sure.

18 CHAIRMAN GREEN: Mr. George?
19 MR. GEORGE: I would like to make a motion
20 that we ask our attorney to look into the
21 definition of aviation versus whatever else you
22 came up with, as far as what action would you
23 recommend we take to protect us as much as
24 possible with new developments coming in and with
25 the fact that there is an airport here, and

91

1 report back to us next month.

2 MR. GORMAN: And --

3 MR. GEORGE: With Mr. Gorman's additions.

4 MR. GORMAN: And I would have them
5 correspond with, for instance, someone, the
6 Aircraft Owners and Pilots Association, which
7 seems to have a huge file on these issues. Huge
8 file.

9 MR. GEORGE: Of what?

10 CHAIRMAN GREEN: Okay. Wait a minute.

11 MR. GORMAN: Of litigation.

12 CHAIRMAN GREEN: We have a motion made on
13 the floor. Is there a second for that motion?

14 MR. COX: I'll second.

15 CHAIRMAN GREEN: Now we can have the
16 discussion. And the discussion is you would like

17 some interaction with our attorney to the airport

18 Pilots Association?

19 MR. GORMAN: They seem to have the biggest

20 database. And they seem to have kept track.

21 They are advocates of airports throughout the

22 country and they seem to have the -- the most

23 expertise in that area.

24 CHAIRMAN GREEN: Well --

25 MR. WUELLNER: It's a different Pilots

92

1 Association than what you're thinking. It's not

2 this Pilots Association.

3 CHAIRMAN GREEN: Yeah, because I don't want

4 to mix apples and oranges. We have counsel, and

5 I want a legal opinion, not some, no offense,

6 pilots' opinion. I need legal opinion as to what

7 can be done.

8 MR. WUELLNER: Is the goal to place an

9 aviation easement over some or all of that

10 property?

11 MR. GORMAN: The goal would be to make

12 sure -- and I don't think this hurts Mr. Stokes,

13 I really don't. I think it's, you know, one of

14 these -- to use one of these silly buzz words,

15 win-win.

16 I think that it keeps anybody from suing
17 anybody, to actually -- however it's done, to
18 advise and describe and make in legal terms the
19 fact that anybody that buys a piece of property
20 over there understands noise, understands it may
21 increase, understands the airport's already
22 there, and understands that they won't sue. I
23 don't know. That's laymen's terms.

24 MR. WUELLNER: Yeah, that's definitely an
25 avigation easement.

93

1 MR. GORMAN: And the reason between Aircraft
2 Owners and Pilots Association, I might clarify
3 that, is because they have a large legal staff
4 that works on these issues all the time. That's
5 why, to use them as a resource. Not because
6 Mr. Burnett doesn't have any resources, but I
7 would just -- I just know that's a large
8 resource.

9 MR. BURNETT: We -- we can do that. Part
10 of -- part of what you're asking for, though,
11 also is -- is sort of a lobbying issue and a
12 public relations issue or an intergovernmental
13 issue between --

14 MR. GORMAN: That's true.

15 MR. BURNETT: -- the Airport and the City.
16 For example, the City has -- any -- any zoning
17 authority has issues where they cannot do
18 contractual or conditional zoning. However,
19 oftentimes, they get developers to agree to
20 certain conditions as approved -- as part of the
21 approval of a PUD or a rezoning. And those
22 different conditions can vary from all -- all
23 sorts of things related to the number of units
24 that will be permitted and -- and the like.

25 But, I think that the issue that you may be

94

1 interested in is -- is looking at things such as
2 having the developer disclose in its sales
3 materials to future buyers that noise impacts
4 that they could suffer as a part of the airport
5 being its neighbor, which creates something
6 called an estoppel argument later when that
7 person buys, although it wouldn't be an avigation
8 easement, as per -- as -- as what you're
9 thinking. It could create an estoppel argument
10 that they are prevented from arguing because they
11 bought knowing that -- and with full disclosure
12 that they were going to be subject to noise.

13 MR. GORMAN: I have had some previous legal

14 advice. Now, whether avigation is an actual

15 word, it seems to be now --

16 MR. WUELLNER: It is.

17 MR. GORMAN: -- that that was the -- the

18 most binding of -- of agreements, and then that

19 could be -- if that was added, it would be the

20 most -- the best stopgap against having the

21 airport sued for noise. That's the only reason I

22 keep mentioning it.

23 MR. WUELLNER: Right.

24 MR. GORMAN: That's all.

25 MR. WUELLNER: It is. It's the excellent

95

1 vehicle for it. But the thing you just need to

2 be aware of is that easements are almost always

3 purchased, and you -- you very likely will have

4 to negotiate that, but it -- that would be the

5 most permanent solution, if you can -- if you can

6 get that.

7 MR. GEORGE: But this motion is just to get

8 our legal to come back and give us the legal

9 direction that he recommends that we should be

10 taking.

11 MR. WUELLNER: I'm just trying to make you

12 aware there are possible financial circumstances

13 up front that prevents a long-term problem.

14 CHAIRMAN GREEN: Okay. There's been a
15 motion, and it's been seconded. Not hearing any
16 further discussion, all in favor of the motion to
17 have counsel look into avigation easements or --

18 MR. GEORGE: Right.

19 CHAIRMAN GREEN: -- whatever, marketing
20 ideas with regards to giving notice that people
21 are coming to the nuisance or by an airport, near
22 the airport.

23 MR. GEORGE: Right.

24 CHAIRMAN GREEN: All in favor?

25 MR. CIRIELLO: Aye.

96

1 CHAIRMAN GREEN: Aye.

2 MR. GEORGE: Aye.

3 MR. COX: Aye.

4 MR. GORMAN: Aye.

5 CHAIRMAN GREEN: All opposed?

6 (No opposition.)

7 CHAIRMAN GREEN: Motion will carry.

8 7.E. - APPOINTMENT OF MEDIATION REPRESENTATIVE

9 CHAIRMAN GREEN: Agenda item E.

10 Mr. Burnett?

11 MR. WUELLNER: Actually, we're -- as

12 discussed over the last several meetings, you
13 need to appoint a board member to serve as a
14 mediation representative in the matter with Earth
15 Tech. And the date has been set; it's October
16 1st. It will be here at the local Rogers,
17 Towers' office here -- here in St. Augustine.
18 I'm not sure of the time. You might know that.
19 But it -- plan on a full day. Whoever -- whoever
20 gets hooked into this, plan on a full day.

21 CHAIRMAN GREEN: Any public comment?

22 (No public comment.)

23 CHAIRMAN GREEN: Hearing no public comment,
24 any board discussion?

25 MR. COX: What day was it again, Ed?

97

1 MR. GEORGE: October the 1st, a Thursday, I
2 think, isn't it? Or Wednesday? It's --

3 MR. BURNETT: It's October the 1st. I don't
4 know which day of the week it is.

5 MR. GEORGE: Whatever it is. Madam
6 Chairman, I think that -- some of my thoughts.
7 We've already got a legal staff at this meeting,
8 and to have someone else -- someone else with a
9 legal mind, I'm thinking of yourself --

10 CHAIRMAN GREEN: That's why I'm hiding. No,

11 I'm just kidding.

12 MR. GEORGE: That's why you're hiding.

13 Might be overkill, so to speak. I would like to

14 recommend that Mr. Gorman consider it. And

15 this -- not -- I'm not throwing things your way

16 again, but --

17 MR. WUELLNER: That's why --

18 MR. GEORGE: Mr. Gorman is very tenacious,

19 you know, and to get his point across, he will

20 keep going and going until he beats down the

21 traffic, if you will. So, I would like to

22 recommend that Mr. Gorman, you know, be our

23 representative.

24 And prior to this meeting, I would also like

25 to have an executive session where we discuss our

98

1 strategy for that and -- so he has a better feel

2 for what the other members of the board are

3 expecting out of this negotiation -- this

4 mediation.

5 CHAIRMAN GREEN: I have a comment to that,

6 also. Having attended many, many, many

7 mediations and being a mediator myself, Mr.

8 Gorman is very good at getting his point across

9 and has done a lot of work bringing things up to

10 this board, but tenacity is not something you may
11 want at a mediation.

12 MR. GEORGE: Okay.

13 CHAIRMAN GREEN: It is not a place where you
14 try and prove your case. A lot of times, that's
15 destructive, rather than constructive in a
16 mediation. And I would suggest somebody who --
17 and my recommendation would be Mr. Cox, somebody
18 that has the understanding of where we're looking
19 at -- they have discussed with the board and I
20 think the executive committee's a good idea.

21 But mediation is really a matter of people's
22 personalities, trying to get across what you
23 want, but suddenly, and get the deal you want.
24 So, it's really quite deal-making or business
25 decisions that have to be made.

99

1 And I've just seen so many that, when people
2 are really involved in an issue -- and I do a lot
3 of divorce mediations -- that it just doesn't
4 work that way. You have to be able to step back
5 and look at it objectively. So, that would be my
6 recommendation.

7 MR. GORMAN: That's good, because I'll be in
8 San Francisco, thank gosh. I already have the

9 tickets. Sorry, Buzz. It was a -- it was a good
10 thought and I appreciate your -- your confidence
11 in me.

12 MR. GEORGE: Yeah.

13 MR. GORMAN: Okay.

14 MR. BURNETT: May I offer one comment?

15 And -- and that is, the person we select,
16 typically when it's a governmental entity
17 selecting someone to attend the mediation -- and
18 I'm sure -- I believe Mr. McClure mentioned this
19 previously. The person selected is not there to
20 be the end-all be-all there. They are there
21 because they're representing the entity to
22 negotiate and get -- reach the best deal that
23 they possibly can to settle the case.

24 And they bring that back in a subsequent,
25 often a shade meeting, for the -- or -- or an

100

1 executive meeting, if you will, to discuss that
2 with the full Authority so that then the -- the
3 government entity, as the body, can make a
4 determination whether or not it thinks that's the
5 settlement agreement that it wants to enter or
6 not.

7 MR. CIRIELLO: Are you saying that the

8 appointee is more of an observer than a
9 participant?

10 MR. BURNETT: An observer and a negotiator.

11 MR. CIRIELLO: Rather than a participant.

12 MR. GEORGE: No, he said negotiator and
13 participant.

14 MR. BURNETT: Yeah, they part --

15 CHAIRMAN GREEN: Yeah. You're all
16 participating, but --

17 MR. WUELLNER: You just don't have
18 settlement authority. Because it's governmental,
19 it requires the board make that.

20 CHAIRMAN GREEN: I mean, ostensibly, you all
21 start out together in a room -- and I'm not
22 saying this is what Mr. White's going to do, but
23 that's kind of how Terry's operated. You all
24 start out together, put all the issues on.
25 Sometimes it's a little heated, sometimes it's

101

1 not.

2 Then you break up. And the Airport
3 Authority will be with their counsels in one
4 room, engineers in another. People that may not
5 even be a suit -- a party to the suit can pertain
6 to if there's liability there or if it's agreed

7 upon between the parties. I don't think we have
8 that. I think these are named parties in this
9 suit.

10 But you'll be in different rooms so you can
11 have private discussions with your counsel. The
12 mediator will go from room to room to try to
13 facilitate an agreement. So, you're really not
14 in the same room pointing fingers or trying to
15 present points.

16 Any other discussion?

17 MR. WUELLNER: You still need a person.

18 CHAIRMAN GREEN: Any other recommendations?
19 Pardon?

20 MR. WUELLNER: I said you still need a
21 person.

22 CHAIRMAN GREEN: I know. I said any other
23 recommendations? Entertain a motion?

24 MR. BURNETT: Public comment?

25 CHAIRMAN GREEN: No comment? Sure. Okay.

102

1 Are we opening this to public comment? Well, I
2 did. There was no comment. Yes.

3 MR. BURNETT: Okay. Apologize.

4 MR. GEORGE: Yeah. I make a motion that we
5 ask Mr. Cox to represent us, but let's have an

6 executive session prior to the October the 1st

7 meeting.

8 CHAIRMAN GREEN: Second?

9 MR. GORMAN: Second.

10 CHAIRMAN GREEN: Any further discussion?

11 (No further discussion.)

12 CHAIRMAN GREEN: All in favor?

13 MR. CIRIELLO: Aye.

14 CHAIRMAN GREEN: Aye.

15 MR. GEORGE: Aye.

16 MR. COX: Aye.

17 MR. GORMAN: Aye.

18 CHAIRMAN GREEN: All opposed?

19 (No opposition.)

20 CHAIRMAN GREEN: Mr. Cox will be our

21 representative.

22 MR. WUELLNER: In scheduling that, you want

23 to try and do that before -- on the 15th, do that

24 right before the regular Authority meeting? Is

25 everyone going to be here?

103

1 MR. COX: What day is the next meeting?

2 MR. WUELLNER: Well, the next regular

3 meeting is the 15th.

4 CHAIRMAN GREEN: That's at 4:00.

5 MR. WUELLNER: You have a meeting before
6 that, but it's a public hearing. You could do
7 that --

8 MR. GEORGE: Sounds good to me, yeah.

9 MR. WUELLNER: Yeah. We -- the other thing
10 is you want to make -- we want to make sure Greg
11 is available, Mr. Lunny is available, the person
12 handling the actual litigation.

13 MR. GEORGE: Yeah. Well, would -- why don't
14 we just set it for then pending, and if not, then
15 Christine will get in touch with us and tell it
16 didn't work.

17 MR. WUELLNER: Is there -- would there be a
18 problem either before the 8th, also? I mean, if
19 we try to keep it on one of the two meeting dates
20 and then did it right before, would either one of
21 them work?

22 MR. GEORGE: I didn't have a meeting date
23 for the 8th.

24 MR. WUELLNER: Yes, you do. Public hearing.

25 CHAIRMAN GREEN: It's a public hearing on

104

1 our budget.

2 MR. GEORGE: Oh.

3 CHAIRMAN GREEN: That's fine, too. Doesn't

4 matter.

5 MR. WUELLNER: So, we'll get it one of the
6 two --

7 CHAIRMAN GREEN: Okay.

8 MR. WUELLNER: -- and get it right before.

9 7.F. - CAPITAL BUDGET DEVELOPMENT

10 CHAIRMAN GREEN: Okay. Next agenda item,
11 capital budget development.

12 MR. WUELLNER: All right. When we made the
13 staff budget presentation, I don't know, 45 days
14 ago, 30 days ago, one of the things that got
15 glossed over by everyone was a discussion -- or a
16 meaningful discussion relative to capital
17 projects on the airport. And since that is the
18 lion's share of the capital budget, or is the
19 budget for the most part, we are basically back
20 here looking for input and direction.

21 Now, we have made adjustments and have
22 provided you with two versions of the capital
23 budget and a few other worksheets of the budget
24 that allow you to accomplish either goal, or you
25 can go yet in any other direction you want.

105

1 One is -- assumes holding the ad valorem
2 rate, in other words, not taking the rollback

3 rate. There's one version like that. Then you
4 have another version in there that lets you do
5 the same capital program, however, takes it --
6 takes the ad valorem, the rollback rate, so
7 would -- would facilitate either goal.

8 Now, the difference in the two is 100
9 percent in the reserve at -- at this point,
10 keeping the capital program the same in both
11 cases, but how much is held in reserve funds.

12 Now, something you also need to -- to know
13 about, that any settlement you might get to with
14 Earth Tech is not included in this budget. So,
15 in the event you were to settle with them for any
16 amount of money, that would be money that would
17 be not -- would be outside of the budget and
18 would just simply go into reserve until
19 appropriated by this board.

20 So, that's not -- that's an item perhaps if
21 you're successful in that mediation, or
22 litigation at a future date, could go to bolster
23 reserves in -- in support of taking a rollback
24 rate, if that's the desire of the board later on.
25 But just -- just trying to get that clarified and

1 on the table to you. The -- the difference right

2 now, as you -- these two updated versions were
3 given, is in the actual amount held in reserves.

4 Now, we did -- we made some suggestions
5 relative to the capital program that are the same
6 in both versions. And I'll go over those in just
7 a second.

8 The big one -- the big change is also in the
9 area of debt service, where we made adjustments
10 in this budget to accommodate a debt service, if
11 you will, a borrow, to expedite land acquisition
12 or any other -- anything else you wanted to use
13 it for, for that matter. But it's -- it was kind
14 of earmarked in this as -- as land acquisition
15 money.

16 Now, another piece of the puzzle, if you
17 need -- you know, if you need another thing to
18 think about, is that you have an additional
19 \$475,000 that was projects that -- from Florida
20 DOT that can be matched -- can be matched 50/50,
21 could in some cases be matched up to 80/20,
22 although that may not be the biggest bang for the
23 buck, that can be appropriated to capital
24 projects in this current year.

25 Now, this is money that came from expired

1 JPAs, and they were able to hold the money for us
2 and are waiting for us to tell them where to put
3 this money. They -- they've agreed not to just
4 roll it into their general fund and it all
5 disappears and goes to somebody else's airport.
6 But they're holding it and allow -- going to
7 allow us to tell them where we want this \$475,000
8 of state portion allocated to our capital
9 projects. So, we've dealt with that in this,
10 too, and I'll talk in a minute -- keep that \$475-
11 in your head, and I'll explain where it went or
12 where we're suggesting you might want to make
13 those adjustments.

14 Now, the expenditure budget reflects -- or
15 let me walk through the sheets of it -- of one of
16 them here. Let's go with the -- taking the
17 rolled-back rate version. And it will be that 99
18 percent of these changes are identical for both
19 versions, okay? So, I won't go through both of
20 them in this same detail.

21 Walking through the summary sheet, it's just
22 there to tell you what the ad valorem rate would
23 be, which is the rolled-back rate, which would be
24 .2144 mills, if you took the ad valorem, the
25 rolled-back rate at ad valorem time.

1 Now, looking over here, following through to
2 the -- the pie chart for just the quick and --
3 quick and dirty summary, loan proceeds, you could
4 see is a category that's added over the
5 preliminary budget, represents about a \$5 million
6 income item, which is loan proceeds. All right?
7 You can see that ad valorem still remains at the
8 \$2,688,000 number, but the percentage is
9 different, obviously, because you have a whole
10 new piece of revenue in the mix.

11 Running through the revenue details here,
12 you'll see that there is a specific line item
13 called "Loan Proceeds" wherein \$5 million shows
14 up. Okay?

15 Moving back to expenditure summary, you see
16 that prior, you had debt service and reserves
17 that amounted to \$1.6 -- or it was actually a
18 \$1.4 million prior to that. The difference now
19 is that your reserve number is slightly smaller,
20 but you've added a debt service component to
21 that.

22 The debt service on a \$5 million borrow,
23 constructed over a 10-year period, at what we
24 believe to be an interest rate that will be very
25 close to what would come in, based on soliciting

1 some input from some -- some lending
2 institutions, would indicate you've got a monthly
3 payment, if you will, for that money over 10
4 years, if you were -- at \$51,000 a month, which
5 doesn't take you too hard to find out that's
6 about \$300,000 a year.

7 You've got a detail here. I can read it off
8 to you. You've got \$420,000 in principal and
9 \$183,000 in -- in interest for the first
10 period -- first year.

11 All right. That's the -- that's the extent
12 of the changes in the expenditure budget. It's
13 just simply to deal with debt reserve and a
14 reduction of reserves to make it all work back to
15 that -- that number.

16 Now, you notice that reserve number drops
17 down to right at a million dollars from its
18 current of \$1.4 million. So, just keep that --

19 MR. GEORGE: I'm not with you.

20 MR. WUELLNER: All right. It's page 2.
21 Well, it's labeled page 2. It's not really going
22 to follow.

23 MR. GEORGE: Okay. Page 2 of the
24 expenditure budget. Okay.

25 MR. WUELLNER: Yeah. And there's a line

1 there says, "Cash Reserves." And it's shown at
2 \$1,042,975.

3 MR. GEORGE: Okay.

4 MR. WUELLNER: That's if you take the
5 rollback rate. That's the number that will
6 change when you go to the other versions.
7 Because the difference between the rollback rate
8 and the nonrollback rate is in the \$260-,
9 \$280,000 variable. So, you'll see that number go
10 up if you don't take the rollback rate. You'll
11 have a reserve of \$1.2 something instead of \$1-.

12 All right. Now, walk through the capital
13 budget line -- or sheet, because this is where
14 kind of the rubber hits the road with the total
15 dollars. This is the lion's share of your
16 budget, and it -- it attempts to show you where
17 these things are going.

18 The -- the magenta-colored items, which is a
19 change in colors from the previous version,
20 indicates projects that we're trying to
21 accomplish or suggesting that you try to
22 accomplish with both either/or the additional --
23 the \$475,000 match that you need to -- to kind of
24 divvy up here. Plus, we're -- we're trying to

25 insert -- well, the -- the ramp-related project,

111

1 which would be primarily F -- FAA money. So,
2 it's 90 -- it would be paid for 95 percent by
3 others.

4 This is a project that's been submitted
5 years ago and is -- and is in this year's budget
6 with Florida DOT, but as yet has not been
7 identified as funded by FAA. But keep in mind
8 FAA's funding decisions for its fiscal year have
9 yet to be made. And likely, this is where you'd
10 use the Congressman's assistance in leaning on
11 FAA to fund our project over perhaps something
12 else within southern region. That's the
13 advantage of having the congressman we do in this
14 area.

15 MR. GEORGE: We could tie the loan of 5 --
16 \$5 million to the FAA involvement of the, you
17 know, apron project.

18 MR. WUELLNER: In -- in this respect, you
19 could. You could -- if you own -- if you own
20 the -- you need to own the property in order to
21 do this project as you're envisioning it --

22 MR. GEORGE: Okay. I got you.

23 MR. WUELLNER: -- in Araquay Park.

24 MR. GEORGE: All right.

25 MR. WUELLNER: Now, the -- the upside to

112

1 this apron is it provides also the paving link,
2 if you will, to connecting Araquay Park to future
3 T-hangar development --

4 MR. GEORGE: Right.

5 MR. WUELLNER: -- which short of just
6 building a standard taxi lane or taxiway, you use
7 the apron as the link to future T-hangar
8 development. It's a -- it would be a very good
9 way of doing that, in fact.

10 The blue projects and the like are the same
11 projects that were in last time. The next
12 magenta project is a -- we've identified a
13 potential project. And it's something to be
14 discussed at future date, all we're trying to do
15 is kind of a placeholder here, is looking at the
16 potential of self-fuel jet.

17 Another project is the relocation of the
18 TVOR. We believe we could use some of the DOT
19 money that's been allocated or is in this
20 \$475,000, match 50/50 with the Authority, cutting
21 the Authority's investment in the balance of the
22 project, basically splitting it with FDOT.

23 So, both of us would have just, if you
24 approve what's going on today, slightly more than
25 a hundred thousand dollars each in that. And we

113

1 would make the numbers -- I think we've -- we've
2 shown \$250,000 here. That's round numbers where
3 it would all fall out. But it would be 50/50
4 funded instead of a hundred percent funded by the
5 Authority. And we -- we can get there if you
6 want to allocate the money to DOT -- from DOT
7 that way.

8 The other -- and the lion's share of all
9 this is Araquay Park. This would put the \$5
10 million proceeds essentially in the bank for the
11 purchase of property in Araquay Park. You would
12 use \$250,000 of the \$475,000, put it in there.
13 It would help offset debt service for that year
14 or part of the borrow, but still leave you
15 roughly a \$5 million nut -- or I should say "nest
16 egg" to which -- to acquire property in Araquay
17 Park.

18 MR. GEORGE: But the \$5 million could be
19 done in draws as we need it, so we could get
20 around to -- to the end --

21 MR. WUELLNER: You could actually --

22 MR. GEORGE: -- of the fiscal year and still

23 have --

24 MR. WUELLNER: True.

25 MR. GEORGE: -- a lot of money we haven't

114

1 even drawn on, so we wouldn't have the debt

2 service.

3 MR. WUELLNER: True. You could either do it

4 that -- I mean, there are multiple ways of

5 approaching the same animal here. And one is you

6 could also simply not do it all in one year.

7 You can take the schedule that DOT's been

8 able to match with funding over the next four or

9 five years and -- and take that kind of a

10 response to it, but you're then four or five

11 years out from being able to do -- be responsive

12 to T-hangers and the apron project and -- and

13 things of that nature.

14 The reality is, you're going to -- while

15 we've structured the debt service for budget

16 purposes as a straight line, 10-year loan --

17 MR. GEORGE: Right.

18 MR. WUELLNER: -- at -- at X interest and --

19 and this is what it works out to, the reality is

20 that's not how it's going to play out. You would

21 structure your request, when you went out to
22 solicit banks to -- for purposes of borrowing the
23 money -- and we'll go over that process if you
24 want to. But you would -- you would structure it
25 such that there's no penalty for making these

115

1 kind of balloon payments, if you will, as DOT --
2 their budget year supports whatever they've got
3 in there.

4 So, you know, in one year, you might make a
5 lump sum in addition to your monthly payments of
6 another half million dollars against debt
7 service. You might do that in another -- a
8 million dollars the following year against the --
9 the nut. So, the reality is, you -- you'd still
10 make, for the most part, \$50,000-a-month
11 payments, but instead of it being a 10-year nut,
12 you'd pay it off in five. And you'd determine --

13 MR. GEORGE: What is your best guess, Ed,
14 on -- on the amount of FDOT money that we do have
15 allocated over the next three or four years, what
16 is your best guess as far as when we can pay this
17 off?

18 MR. WUELLNER: If you -- if you allocate
19 \$250,000 here --

20 MR. GEORGE: Uh-huh.
21 MR. WUELLNER: -- your total program funds
22 over the next five years, I think the number is,
23 is you would have a total purchasing power of
24 \$4.5 million. So, half of that. So, \$2.25
25 million --

116

1 MR. GEORGE: \$2.25?
2 MR. WUELLNER: -- is what's allocated by
3 FDOT over the next five years.
4 MR. GEORGE: Over the next five years.
5 MR. WUELLNER: Right.
6 MR. GEORGE: So, if we took --
7 MR. WUELLNER: And that's not to say we
8 can't, in -- in year five or six continually work
9 with DOT to -- to augment that funding level.
10 But that's currently what's identified and
11 programmed and in their adopted work program.
12 MR. GEORGE: I understand. But if we
13 took -- there's other funds out there, other than
14 just property acquisition, correct?
15 MR. WUELLNER: Other FDOT funds?
16 MR. GEORGE: Yes. Over the next five years.
17 MR. WUELLNER: Certainly.
18 MR. GEORGE: Yeah. But my -- my line of

19 thinking is that if we can get out of this debt

20 service in five years --

21 MR. WUELLNER: Uh-huh.

22 MR. GEORGE: -- and if the -- if the

23 facility for Grumman comes back to us in 2007 and

24 we can start renting, and if you take a look at

25 \$300,000 that we get every year for renting

117

1 T-hangars alone, not including corporate hangars,

2 then we should be able to get off the tax rolls

3 in seven or eight years.

4 MR. WUELLNER: Exactly. And you've got --

5 you've got a number -- just by putting the apron

6 in alone, you've opened the door to the ability

7 to develop more revenue-producing projects

8 that -- that center the activity on that apron.

9 You know, we haven't even begun. That's

10 part of what the master plan is going to try and

11 get its -- its hands around, is what -- what

12 types of commercial development and hangar

13 development and corporate hangar development,

14 and -- and just what are those needs and how

15 quickly can we get them in there.

16 MR. GEORGE: Yeah.

17 MR. WUELLNER: We've made projections on

18 need just based on history here, the time we've
19 been here from the staff side, and have begun
20 programming things like hangars and -- and the
21 like, are -- are showing up in FDOT's budget.
22 So, you've got -- I know we have at least four,
23 12 -- 12-unit T-hangars programmed over the next
24 two to three years with FDOT.

25 MR. GEORGE: Right.

118

1 MR. WUELLNER: So, those -- those are in
2 addition to what you --

3 MR. GEORGE: So, that's in addition to
4 the -- to the two and a half million.

5 MR. WUELLNER: Exactly. Plus, you've got
6 other infrastructure money programmed. You've
7 still got the possibility of FAA money in there.
8 There's a great chance that you're going to end
9 up being able to do more with both FAA and FDOT
10 over the next few years, too, and get some
11 newer -- new projects in there, too.

12 MR. GEORGE: Do you remember off the top of
13 your head what the other last 48 T-hangars cost
14 us?

15 MR. WUELLNER: I knew you'd do that to me.

16 MR. GEORGE: I'm sorry.

17 MR. WUELLNER: I want to tell you that they
18 were right at a million dollars. They were --

19 MR. GEORGE: A million?

20 MR. WUELLNER: For the -- for the 36 units.

21 MR. GEORGE: Okay. I would have thought
22 they'd have been much more than that.

23 MR. WUELLNER: I want to say --

24 MR. GEORGE: I guess what I -- my line of
25 thinking is, is --

119

1 MR. WUELLNER: -- about \$300- --

2 MR. GEORGE: -- if we're getting \$2.6, you
3 know, every year from ad valorem taxes, and we've
4 got --

5 MR. WUELLNER: Yeah, it's got to be a little
6 more than that.

7 MR. GEORGE: Right. We've got -- in five
8 years, we've got FDOT that's paying us another
9 two and a half million to put in -- you know,
10 into this project.

11 MR. WUELLNER: I think absent the
12 infrastructure, you were looking at about \$3- --
13 between \$350- and \$375- per 12 units.

14 MR. GEORGE: Per building? Okay.

15 MR. WUELLNER: On-site. And that was absent

16 some of the infrastructure stuff. I don't have
17 that. I could do that for you, but --

18 MR. GEORGE: My concern was I didn't want to
19 take all of the ad valorem tax to be, you know,
20 locked into crunching this \$51,000-a-month
21 nugget.

22 MR. WUELLNER: Well, that's the other thing
23 we need to -- I need to make perfectly clear. A
24 borrow of this size is not what you would
25 consider a project where you'd go bond the work.

120

1 It's not enough money to normally go out and
2 issue debt service kind of bonds on.

3 As a result, your -- what you would be
4 pledging relative to the loan repayment is
5 your -- is revenue of the airport; that is, lease
6 payments that are being made by others on the
7 property.

8 MR. GEORGE: Yeah.

9 MR. WUELLNER: So, you're using true
10 revenues, not ad valorem proceeds to pledge
11 against.

12 And there's an important distinction there,
13 not only in full faith and credit of the Airport
14 Authority, but also implications as to whether --

15 I mean, there are certain types of borrows
16 related to bonding and pledging your full faith
17 and credit, and your ad valorem ability requires
18 referendum. It requires the voters of the county
19 to endorse this.

20 MR. GEORGE: Yeah, but you don't see that
21 with this.

22 MR. WUELLNER: But if you do it entirely
23 within your revenue structure, you -- you have
24 that latitude as -- as the body.

25 CHAIRMAN GREEN: I want to get back to Mr.

121

1 Wuellner's presentation. And I need to open it
2 up for public comment. We're kind of getting out
3 of hand here with board discussion.

4 MR. GEORGE: Sorry.

5 CHAIRMAN GREEN: So, let Mr. Wuellner
6 finish.

7 MR. WUELLNER: But you get -- bottom line
8 here is if you look at the total capital budget,
9 it jumped dramatically. It's now up to about a
10 \$14 million capital improvement program over the
11 previous.

12 So, there's a lot -- I mean, it's fairly
13 ambitious, but a lion -- the lion's share of it

14 is squarely centered around acquisition of
15 property and -- and then doing something with
16 what we acquired. And -- and I assume that would
17 be -- land acquisition would be focused in
18 Araquay Park. And literally, as a governmental
19 entity, I mean, you can -- you can make those
20 ovements and attempt to do as much of this
21 voluntarily as possible.

22 At some point, you're going to need to make
23 a decision as to what development schedule you
24 want to proceed on. Is it -- you know, is it
25 something you want to have apron in place by

122

1 Super Bowl, as an example, I mean, just leading
2 out there in 18 months?

3 Is it something you don't really care about,
4 the Super -- the Super Bowl schedule and being in
5 place by then and you want to take a course
6 that's maybe two or three years out, to where a
7 lot of that comes into play in pursuing grant
8 funds with -- particularly with FAA. They
9 don't -- they want you to be ready to build the
10 project when you get money from them, and DOT is
11 much more flexible.

12 We can -- we can move through the

13 voluntaries, you know, relatively quick. We'll
14 know whether they're interested or not. Then you
15 make the decisions relative to whether you pursue
16 eminent domain. And I don't know how many of you
17 were on the board when we had that briefing --
18 maybe two of you. But, you know, there are two
19 different and distinct methodologies of doing
20 that. One allows you to have the property in as
21 little as 30 days from the time of making that,
22 but you don't know how much it's going to cost
23 till it all settles out.

24 The other is, you go through a more
25 traditional eminent domain procedure, which takes

123

1 more time, but you have control of many of the
2 variables all the way up to the point of
3 finishing your -- your hearing.

4 So -- and we can talk about those methods
5 later, but I'm just trying to say you've got to
6 be thinking about how you want to pursue these
7 things.

8 Back out -- assuming the date were Super
9 Bowl, as an example, for a ramp, whether that's
10 the date you want to do it or not, but you back
11 out, you know, six to nine months, and you need

12 to be in a position to begin the capital project
13 related to apron at that point, which puts you
14 this of time year or earlier, next year. Which
15 means you need to be aggressively moving through
16 property stuff this fall and winter in order to
17 get there.

18 Plus, you've got permitting and all of these
19 other issues, some of which can be done
20 concurrently. But you -- it's not -- we've --
21 we've dealt with the number part of it, if you
22 will, but not the schedule of it, in -- in doing
23 this.

24 CHAIRMAN GREEN: Okay. I'll open it for
25 public comment. I want to make sure the public

124

1 understands. This is discussion on the capital
2 budget development. We're not discussing how
3 property is going to be purchased or for what the
4 capital money's going to be used. So, I just
5 want to keep us focused. We've got the budget
6 hearings to go through, a lot of that.

7 Mr. Martinelli?

8 MR. MARTINELLI: Thank you. A couple of
9 questions. This is monumental work, let me tell
10 you. And I haven't seen it, but just knowing

11 what's involved behind all of it, there's an
12 awful lot there.
13 Some questions. This is just the capital
14 budget, the assumption being that the operating
15 budget is kind of a self-sustaining kind of a
16 thing, and that the impact on ad valorem of
17 the -- of the operating budget is relatively
18 small, if any; is that correct?

19 MR. WUELLNER: Right.

20 MR. MARTINELLI: Okay. So -- and the reason
21 I'm saying that is that I have heard comments
22 that a way to meet this rollback rate is to
23 reduce the operating budget. And I want to
24 dispel that -- that notion, because I don't think
25 it's valid. And -- and I think Ed has just borne

125

1 that out. I don't know whether you, as the
2 treasurer, would bear that out as well. So,
3 that's put to bed.

4 Second item is that old adage, "You pays me
5 now or you pays me later" kind of thing. Is it
6 wise to do the rollback rate when in fact it's
7 going to cost the taxpayers ultimately who have
8 to foot the bill for the debt service more money
9 in the long run?

10 As a taxpayer in the county, and knowing
11 that if you don't go with the rollback rate, I --
12 I see really no change in my assessment, my tax
13 assessment, I would prefer that I don't pay a
14 bank or some lending institution \$50,000 a month
15 for debt service.

16 I'd rather see that money stay here. I'd
17 rather see the projects go forward and have the
18 development of the revenue -- ultimate
19 revenue-producing projects, which as the
20 treasurer has said in maybe eight years gets you
21 off the tax rolls -- if that is an objective.

22 So, I guess what I'm saying is, I'm not in
23 favor of a rollback rate. And number two, I
24 wholeheartedly support the budget program as it's
25 put forth.

126

1 CHAIRMAN GREEN: Thank you. Any further
2 public comment?

3 (No further public comment.)

4 CHAIRMAN GREEN: Seeing none, board
5 discussion? I just want to make sure this was
6 just to present information. There's no action
7 needed on this, correct, Mr. Wuellner?

8 MR. WUELLNER: There's no action, but I do

9 need -- I need some input on this, because you're
10 expecting and I'm expecting to give you some sort
11 of budget that you're going to consider formally
12 at the first public hearing here in three -- two
13 or three weeks.

14 This is, as I said earlier, is the lion's
15 share of that. You know, if this is not the
16 direction collectively you want to go, you want
17 to go back toward what the original Staff budget
18 was or somewhere in between, then we need to get
19 the numbers to work so that you have an adoptable
20 budget.

21 CHAIRMAN GREEN: Okay.

22 MR. WUELLNER: So, I -- I -- yeah, I need
23 some input, even -- even if it's still play with
24 it a little more, but tell me what -- tell me
25 what you want -- want me to do here.

127

1 CHAIRMAN GREEN: Okay. Mr. Ciriello?

2 MR. CIRIELLO: Madam Chair, I think you've
3 got me muzzled, because I've got a lot to say on
4 two issues on this thing. And you're saying
5 we're not to discuss or bring up points on these
6 issues. So, I don't know what it is I'm allowed
7 to say or for what I'm wanting to say, but...

8 CHAIRMAN GREEN: I think the direction was
9 this was a discussion of the capital budget and
10 what direction we want to give Staff to have us
11 discuss at our budget meeting, which way we're
12 going to go.

13 MR. CIRIELLO: Well, I -- I could tell what
14 I -- you know, say what I want direction to
15 Staff. It's up to you guys.

16 CHAIRMAN GREEN: No, I think you can speak.

17 MR. CIRIELLO: You know, but still, I've got
18 some things to say. And -- and I'm really upset
19 with this thing. And if I can't just say what it
20 is that's upsetting me and I just say, oh, I'll
21 accept this or I don't accept it, without any
22 explanation, doesn't make sense.

23 CHAIRMAN GREEN: No, I think he's looking
24 for direction. So if you want to tell Mr.
25 Wuellner what direction --

128

1 MR. CIRIELLO: Okay. Well, let me start
2 off, and then if you -- jump on me if you want.
3 I've got a big speech I've been going over for a
4 week on this, but something that -- I wasn't
5 expecting, I'll get out of the way real quick.

6 This self-fuel jet facility, I have on here

7 a question. Who came up with this? When did the

8 board discuss this in --

9 MR. WUELLNER: We haven't.

10 MR. CIRIELLO: -- detail and give Staff

11 approval for it?

12 MR. WUELLNER: You haven't. All we're doing

13 is using it as a placeholder item.

14 MR. CIRIELLO: Well, let me -- let me put it

15 this way to you, Mr. Wuellner. I don't think

16 that this board's job is to be competitive with

17 anybody on this airport to make things cheaper

18 for the users.

19 Now, if we had no self -- not no self -- no

20 jet fuel to be sold on this airport with jets

21 coming in here, I could understand it. But we

22 have a provider, and if people coming in here

23 don't like their prices, it's too high, that's

24 tough. It's not up to us to say, "Well, we're

25 going to make a way so you can get it cheaper."

129

1 That's not our job. And I -- I'm definitely

2 upset from seeing this --

3 MR. WUELLNER: And that would be an

4 entirely --

5 MR. CIRIELLO: -- \$200,000 unit in here. I

6 don't think it should be there. We never even
7 discussed it. Now out of the clear blue sky,
8 it's there.

9 MR. WUELLNER: Okay.

10 MR. CIRIELLO: And how am I going to
11 convince anybody here that we ought to take that
12 out of there? It's -- like I say, it's not this
13 board's job to get in competition with any of our
14 tenants whenever the provisions are there.

15 Like I say, if there was no jet fuel on the
16 field, I could understand it. But there is. And
17 if people don't like the prices, then they have
18 to go somewhere else. I've done that with my
19 little airplane, and -- but that -- that --
20 that's one thing.

21 Now, this Araquay Park apron project. Now
22 before I get into this and you start throwing
23 your brickbats -- I know you will -- let me tell
24 you that I am not anti-airport. I've loved
25 aviation all my life. I've owned three

130

1 airplanes. I know what it's all about.

2 But to me, for this Authority, for anybody,
3 if they're the FBO or whatever, for the staff,
4 for the pilots out there who are so conceited and

5 selfish to say we're going to disrupt all of
6 these people's lives in Araquay Park; we're going
7 to buy their homes if they want to sell it; if
8 they don't, we're going to take it off of you
9 because we want to put in a hardstand for the
10 Super Bowl.

11 I never heard that word mentioned about
12 putting that hardstand in specifically for the
13 Super Bowl two years down the road until I saw
14 the lady on TV interviewing Mr. Ed. And that
15 upset me highly, because this board never even
16 talked about that.

17 And now you want to spend \$1,500,000 because
18 you might have a couple hundred dozen jets coming
19 in here for two or three days at the most to see
20 a football game. And that's -- oh, I know how I
21 was going to say that.

22 The very first thing, when it comes to
23 objects and stuff and love of, aviation is number
24 one with me. And the second is the sport of
25 football. So, I'm not against football. I'm not

131

1 against the airport. But I'm damn sure against
2 disrupting all of these people's lives, buying
3 their homes and threatening them to take it with

4 eminent domain just so we pilots can have a
5 selfish ego to satisfy.

6 And I know a lot of guys out there is going
7 to get mad at me, and that's just tough. I'm a
8 pilot -- or was a pilot. I've owned airplanes.
9 I know where you're coming from. But it's
10 selfish.

11 Now, these two attorneys will probably set
12 me right if I'm wrong, but where is there a law
13 anywhere in this country that says when an
14 airport, say such as ours, is surrounded by
15 everybody, is under a mandate that when it gets
16 to capacity and cannot go anywhere and it has to
17 grow, that you're obligated to make it grow by
18 taking whatever?

19 In my opinion, if an airport gets to a
20 stagnate point -- not stagnate, but a point to
21 where it's at capacity and can go no further,
22 that's just tough. You live with it. You do the
23 best you can. You don't go and force people to
24 do things against their will to satisfy your own
25 needs.

132

1 I think that the eminent domain laws, I hate
2 them. I think they're wrong. And I think that

3 whenever there's a law like that, that you can
4 force somebody who owns something which is theirs
5 and you can take it off of them, is wrong. And I
6 would like to see this board get some backbone.

7 I'm not pointing any fingers at anybody on
8 this board yet. As a matter of fact, I asked
9 Mr. Ed if he could find out when the very first
10 property was bought in Araquay Park, the very --
11 you know, way back.

12 And I'd like to know who was on the board at
13 the time, not to accuse them of anything. I'd
14 just like to talk to them to find out why. And I
15 can imagine the answer is going to be vision. We
16 envisioned down the road to some day this airport
17 was going to have to grow and getting this
18 property was the way to go.

19 Well, I don't look at it that way. I think
20 disrupting peoples' lives is wrong, and somebody
21 should have had the backbone back then to say no,
22 we're not going to do it. So, I -- that's some
23 of the things I'd like to know.

24 But I'm really disturbed with this
25 \$1,500,000 to put in a apron because you're

2 Bowl. The Steelers aren't even going to be in

3 it.

4 CHAIRMAN GREEN: Mr --

5 MR. CIRIELLO: That's a joke, but...

6 CHAIRMAN GREEN: Mr. Ciriello, I just want

7 to make sure what we're trying -- we're trying to

8 find out -- now, what I'm surmising is that you

9 do not -- you would rather do the rollback rate

10 and cut some of these --

11 MR. CIRIELLO: Yes, that's it. I want to

12 see that Araquay Park apron taken out of here and

13 I want to see the self-fuel facility taken out of

14 here.

15 CHAIRMAN GREEN: And I think that's the

16 direction Mr. Wuellner's looking for from each of

17 us, and I think he's made that --

18 MR. WUELLNER: Well, looking for collective

19 direction.

20 CHAIRMAN GREEN: Right.

21 MR. CIRIELLO: Yeah, absolutely, you want

22 direction collectively.

23 MR. WUELLNER: I don't want to develop five

24 separate budgets and y'all pick.

25 CHAIRMAN GREEN: Right. But they want to

1 speak right now, so I think that we've gotten the
2 point that's what you would like.

3 MR. CIRIELLO: I damn near demand it.

4 CHAIRMAN GREEN: Mr. Gorman, do you have any
5 direction?

6 MR. GORMAN: I think Mr. Wuellner's had some
7 direction from the board before. I don't think
8 the rest of the board agrees with Joe in the fact
9 that I've already voted in the Araquay Park
10 project.

11 I think that there's a very -- a very vocal,
12 but somewhat of a minority of people that are
13 actually -- the -- I know that out of the five
14 homes, just for discussion, there's only two that
15 are really having any dispute at all, correct?

16 MR. WUELLNER: Most likely.

17 MR. GORMAN: Right. Most likely is probably
18 the right answer. So, but just -- and I'll move
19 on from there. So, what besides the two homes do
20 you envision as being any problems with this
21 budget where you'll need the direction?

22 MR. WUELLNER: The two, when I had responded
23 to your question earlier on how many, is in the
24 original five that the Authority was -- was
25 looking at two or three years ago. Now, your --

1 you've broadened the scope of the area you're
2 trying to cover now.

3 So, I mean, there may be additional, you
4 know, families or parties that, you know, have --
5 obviously have a problem with it and, you know,
6 are not going to willingly -- willingly sell and
7 move on, and frankly, don't have any way of
8 knowing because we've not tested that water with
9 some of those -- some of those people, other than
10 their observations that we've been -- you know,
11 relative to how much we've acquired in the
12 neighborhood.

13 So, no way to totally tell what that number
14 of people are going to be, you know. Obviously,
15 they're going to be upset with us.

16 MR. GORMAN: To keep with the budget
17 discussion, does that require some direction from
18 us as far as budgetwise --

19 MR. WUELLNER: Well, I think it's more --

20 MR. GORMAN: -- trying to get this
21 accomplished, this budget?

22 MR. WUELLNER: I was going to say one of the
23 things -- I think that's one of the reasons that
24 we were -- we were giving you a number that --
25 that obviously reflects twice what the tax

1 value -- tax rate value is of the property, is
2 that frankly, these matters get settled with
3 money, and -- in or out of eminent domain, but
4 that's how -- how they ultimately settle out.

5 And that's why we picked the number that
6 essentially started with the doubling of -- of
7 that.

8 And you can further impact the -- the bang
9 for the buck in the scenario also by beginning
10 with some -- some target areas, which I think you
11 guys gave me generic direction last week relative
12 to east of Casa Cola being, you know, perhaps a
13 more primary focus, and you -- and you go through
14 those. Once those are wrapped up, you look at
15 what remaining assets are there and -- and look
16 to the balance of the neighborhood and the last
17 block, the 100 block, and -- and see what's
18 available there.

19 MR. GORMAN: We aren't trying to acquire
20 anything east -- anything west of Casa Cola.

21 MR. WUELLNER: Well, the -- yeah, we would.
22 West would be whatever's left. You know, in
23 order to facilitate the first few rounds of
24 T-hangars, apron, and open the area for
25 generalized development, you need to get at least

1 to Casa Cola, Casa Cola outward, which is also,
2 coincidentally, where the least amount of property
3 is owned by the Authority, which is that 100
4 block, if you will, of Indian Bend, Araquay, and
5 Estrella, is -- is where most of the money is
6 going to -- is going to go long term.

7 But it's also the least critical. You have
8 some time to react to that, that last -- the
9 westernmost block of the neighborhood. You do
10 what you can with what you're -- what you're
11 structuring here. And it may accomplish it all.
12 I have no way of knowing, but...

13 MR. GORMAN: Because the truth is we own
14 most of that now, that whole area.

15 MR. WUELLNER: We own -- the majority of our
16 interests are -- I mean, we own some in the
17 hundred block, yes. But the majority of the
18 property, big pieces, cumulative pieces, is -- is
19 east of Casa Cola. So -- and that's the logical
20 place to start, anyway.

21 MR. GORMAN: So, what do you need to help
22 with your budget as far as direction? I keep
23 going there.

24 MR. WUELLNER: Actually, all -- if \$5

25 million is the number y'all want to start with

138

1 here, and -- and I think that's a reasonable
2 start. I say "start," in that it would probably
3 take you 90-plus percent into this, including the
4 hundred block.

5 That's my best guess, but it -- but it may
6 not be all that's necessary. But it's also, if
7 we focused east, make sure that's all wrapped up,
8 east of Casa Cola. That way, that -- that opens
9 the development for you.

10 MR. CIRIELLO: Ed, you've been here, you
11 say, approximately seven years.

12 MR. WUELLNER: Seven and a half.

13 MR. CIRIELLO: Has there been any years that
14 you didn't, in your budget, have something full
15 like this with capital improvements?

16 MR. WUELLNER: Any year? No.

17 MR. CIRIELLO: Yeah. Okay. I've told
18 people many a times, publicly, privately, that
19 this airport will never be self-sustaining, get
20 off the tax rolls, unless we eliminate a lot of
21 capital projects and such. It's prove -- it's a
22 fact.

23 And every year we come up with all of these

24 capital projects, and I keep hearing from
25 everybody we're going to get off the tax rolls.

139

1 I've heard that for 15 years, and we haven't even
2 done it yet. And I hear now next eight years.

3 And I hear Mr. Martinelli saying, "I don't
4 mind paying taxes if we're going to get off the
5 tax rolls," but you come in with two, three,
6 four, five million-dollar projects on capital
7 projects, you're never going to get off the tax
8 rolls. You've got to get rid of some of this
9 stuff, something that's not really necessary.

10 This self-fuel jet, that's not necessary.

11 CHAIRMAN GREEN: Okay. Mr. Ciriello, I just
12 want to keep this direction and --

13 MR. CIRIELLO: Well, okay. I'll sit here
14 and shut up. I won't --

15 CHAIRMAN GREEN: I want Mr. Cox --

16 MR. CIRIELLO: -- say anything more.

17 CHAIRMAN GREEN: -- Mr. Cox to have his
18 input and Mr. George to have his input so that we
19 give some direction. The board has actually, as
20 Mr. Gorman rightly said, already given direction
21 to Staff, and this is just a confirmation or make
22 sure Staff has where we're going.

23 So, Mr. Cox, do you have any comment?

24 MR. COX: My direction to Staff would be to
25 go with the -- take the \$5 million number as a

140

1 target and start with that. I agree with
2 Mr. Martinelli's synopsis of the situation with
3 the rollback rate at this point. So...

4 MR. WUELLNER: Your preference would be to
5 hold the millage rate steady.

6 MR. COX: At this point --

7 MR. WUELLNER: Not take the ad --

8 MR. COX: -- yeah, right.

9 MR. WUELLNER: -- the rollback rate at this
10 point.

11 MR. COX: Right.

12 MR. CIRIELLO: Does that mean that later on
13 than the 8th and the 15th, we can't go to the
14 rollback rate?

15 MR. WUELLNER: You can do whatever you want
16 on the 8th and 15th.

17 MR. CIRIELLO: I mean, but -- but what
18 they're saying now is to stay with the present
19 rate.

20 MR. WUELLNER: Correct.

21 MR. CIRIELLO: Does that mean we can't in

22 the next two meetings go to the rollback?

23 MR. WUELLNER: You can go down, yes, you
24 can. You can take the rollback rate.

25 MR. CIRIELLO: Well, let me ask you one

141

1 question.

2 MR. WUELLNER: In fact, you can do that all
3 the way to the last meeting.

4 MR. CIRIELLO: If we stay with the current
5 rate and don't go with the rollback rate, is it
6 or is it not a law, a rule or something that you
7 have to have two additional public hearings over
8 and above the two we have?

9 MR. WUELLNER: No, sir.

10 MR. CIRIELLO: No?

11 MR. WUELLNER: The two public hearings
12 you're having suffice for that purpose.

13 MR. CIRIELLO: If we don't -- if we don't go
14 to the rollback rate.

15 MR. WUELLNER: Correct. It's -- it's simply
16 noticed as a tax rate -- proposed tax rate
17 increase. Because not taking the rollback rate
18 is the same as a tax increase for purposes of --
19 of advertising.

20 CHAIRMAN GREEN: Mr. George, do you have --

21 MR. GEORGE: Yes. I disagree with
22 Mr. Ciriello that -- that we can get off the
23 tax -- that we can't get off the tax rolls. But
24 I think as any businessman says, you've got to
25 invest a dime to make a nickel, and if we don't

142

1 invest in other assets that will bring in the
2 revenue, then we'll be on the tax rolls for the
3 next 20, 25 years.

4 A rough assessment of mine is if you look at
5 the financial overview for July on a cash basis,
6 it says we're \$446,000 a year short of paying our
7 own way in day-to-day.

8 In the year 2007, the Grumman facility comes
9 off of their present lease, and I think that we
10 have the option there to -- they have the option
11 to -- to maintain it, to keep it, but at what is
12 a reasonable rate.

13 And if you consider that at around, you
14 know, \$500,000 -- and I'm not saying that that's
15 reasonable -- if you consider another \$300,000
16 just from T-hangars, it could be -- we have a
17 waiting list of people ready, willing, and able
18 to spend that money.

19 And you throw another \$200,000 in for

20 corporate and commercial, you know, hangars,
21 you're looking at a million dollars more of cash
22 annual revenue, you know, to offset the
23 day-to-day operations of this facility and give
24 us something for future capital projects. And I
25 think that -- that we need that.

143

1 I will say, Mr. Ciriello, I agree with you
2 on the new airport south of 206. That's a great
3 idea.

4 As far as the Araquay project goes, I think
5 that we need to be very aware of what we're
6 disrupting people, you know, from their lives and
7 their homesteads and this, that, and the other.
8 And we need to -- to -- to definitely take that
9 into consideration, even in consideration of
10 going to Casa Cola and stopping.

11 The -- we don't know what our master plan is
12 going to say as far as the needs are, but Casa
13 Cola gives us the -- the option of putting in I'm
14 sure the same number of T-hangars we've already
15 put in, plus a lot more corporate and everything.

16 So, I would be in favor of continuing
17 forward with the \$5 million as you have presented
18 it, with the idea that we go east of Casa Cola

19 first, and then we see what the temperature of

20 the water is to the west of Casa Cola.

21 And if we have two individuals or three

22 individuals that don't want to be moved right

23 now, fine; then go ahead and buy the rest of the

24 property, and sometime over the next five to

25 seven years, if we need to do an -- an extension,

144

1 then we can look at them and not disrupt them

2 from their homes right now.

3 CHAIRMAN GREEN: I agree, too. I would like

4 the staff to take our recommendations previously

5 given with regards to keeping those budget items,

6 and they're purely budget items for right now,

7 which we may or may not allocate at some point in

8 time; not have the debt service for the community

9 of \$51,000. Take it as we -- we see fit.

10 MR. GEORGE: Exactly.

11 CHAIRMAN GREEN: And the -- the purpose of

12 this is to have the funds available in the least

13 obtrusive and expensive way for the county, for

14 the people.

15 And I think the way to keep the rate that we

16 had recommended with those line items is the way

17 for us to have manipulation. I don't want to say

18 "manipulation" as the use of --

19 MR. COX: No.

20 CHAIRMAN GREEN: -- but wiggle room to keep

21 our budget down and to do the projects we need

22 with the least amount of outlay. So, that would

23 be my recommendation for our future budget

24 discussions coming up. Do you have enough?

25 MR. WUELLNER: So, if I understand what I'm

145

1 being told, is you're looking at holding the ad

2 valorem rate, keeping the \$5 million in there,

3 and you'll make your -- consider budget

4 discussions based around that as the starting

5 point. I just want to make sure I'm getting you

6 the right information beginning -- to start out

7 the discussions on the 8th.

8 CHAIRMAN GREEN: Correct. That's -- as a

9 beginning point.

10 MR. WUELLNER: Okay.

11 CHAIRMAN GREEN: And then we'll have

12 additional, obviously, and have their public

13 input --

14 MR. WUELLNER: Okay.

15 CHAIRMAN GREEN: -- and further panel

16 discussion.

17 MR. GEORGE: And in the event we don't spend
18 all the \$5 million, we won't borrow it.

19 MR. WUELLNER: Well, obviously, yeah.

20 MR. GEORGE: Okay.

21 CHAIRMAN GREEN: That's the wiggle room I
22 was talking about. Control.

23 MR. GEORGE: Okay.

24 MR. WUELLNER: There's a direct expenditure
25 item related to the loan proceeds when you look

146

1 at it.

2 MR. GEORGE: Okay.

3 CHAIRMAN GREEN: Because we are going long
4 again and we have several items left, we need to
5 take a five-minute break for our staff. So,
6 we'll start back at 6:22. It's now 6:18.

7 (Whereupon, a recess was had.)

8 7.G. - TAXIWAY "B" BID AWARD AND GRANT ACTION

9 CHAIRMAN GREEN: Okay. Our next item is
10 Taxiway "B" bid. Bid, b-i-d, sorry.

11 MR. WUELLNER: Which explains why
12 everybody's looking at me.

13 MR. COX: You're up, Ed. You're on stage.

14 MR. WUELLNER: Stage fright. This is -- you
15 have the letter. We got -- got out in the agenda

16 package the information from our engineers
17 relative to the results of the bidding for
18 Taxiway Bravo.

19 The apparent low bidder was Cragg's
20 Construction. And there were a few, what I would
21 characterize as relatively minor discrepancies
22 within the bid as it was returned to us. They're
23 items that are terribly not unusual to have
24 occur, little math errors, some documentation
25 errors, things like that.

147

1 It's entirely within your purview as to
2 whether you accept that -- those -- those
3 anomalies, if you will, or don't, most of which,
4 if I'm not mistaken, have been followed up with
5 the engineering firm and the contractor, and the
6 additional documentation's been put in place.

7 Now, the difference here is how much money
8 is ultimately at stake in doing the work. Total
9 low bid or low bid was 2.116 -- let me -- let me
10 read it. \$2,116,231.14. This would be offset by
11 90 percent funding by Florida -- or by the
12 Federal Aviation Administration, and another 5
13 percent offset by Florida DOT.

14 It is a project that is current -- is

15 currently budgeted, and would be a carry-forward
16 project within the next year's budget, too. It's
17 also identified in your proposed budget for next
18 year. And the reality is, most of the
19 expenditures would be a next-year item anyway.
20 You're not going to get into construction till
21 late September, and you're not going to get
22 billed till October. So, it's a -- an October
23 bid item in terms of -- an October fiscal-year
24 item.

25 Brian, do you -- do you need to address any

148

1 of the specific irregularities on the -- in the
2 bid?

3 MR. THOMPSON: Not directly. There was only
4 one possible licensing issue that can be resolved
5 prior to actually signing the contract.

6 MR. BURNETT: If I could address that
7 licensing issue very briefly. Part of Staff's --
8 the staff report on your cover sheet says that
9 the approval is contingent -- or the contract
10 would not be signed if they do not resolve the
11 licensing issue, which is a very important issue.

12 It mostly deals with them having, from what
13 I've seen from the documents in the report of

14 Earth Tech, it deals with them having changed
15 their corporate name. So, it shouldn't be
16 something that's too difficult for them to
17 overcome. The application, from Earth Tech's
18 information, appears is -- is pending.

19 So -- but that issue is a significant one.
20 If it's not corrected at the time of executing
21 the contract, what Mr. Wuellner has requested is
22 that you not execute the contract if that's not
23 corrected. Am I -- am I correct?

24 MR. WUELLNER: Correct. That is correct.

25 CHAIRMAN GREEN: Any public discussion?

149

1 (No public discussion.)

2 CHAIRMAN GREEN: Hearing no public comment,
3 board discussion.

4 MR. BURNETT: If -- if I could add one more
5 thing, and I apologize. The only thing that I
6 didn't see in the staff report is if that -- if
7 that licensing issue is not resolved, you may
8 want to contemplate authorizing Mr. Wuellner to
9 enter a contract with the second low-place
10 bidder, rather than have the issue come back to
11 you. That's just one for the board to discuss.

12 CHAIRMAN GREEN: Okay. Mr. Gorman? Start

13 at the end.

14 MR. GORMAN: Go ahead, Joe.

15 MR. CIRIELLO: Yes. When I first went over

16 this stuff, the first thing I did, you know, when

17 I -- after I read the letter and everything, the

18 first thing that came to my mind is that Cragg

19 initially didn't report doing any aircraft -- any

20 airport work, and then later on, they did. And

21 they haven't been in business that long.

22 And the first thing that -- I got the gut

23 feeling that we could step into another

24 contracting company that we ended up with that

25 terminal deal and get in some trouble. So,

150

1 personally I'm not too happy with this low

2 bidder. And that's just a gut feeling I have,

3 and some -- some of the reasons.

4 But I would think that if they were a

5 company used to doing things, that since they

6 were bidding on airport work, they wouldn't have

7 failed to mention they've done that on other

8 airports. So, I think that was a big admission

9 and a mark against them in my estimation. I'm

10 not happy with the low bidder.

11 MR. WUELLNER: I can add that under their

12 original company name, Asphalt Paving, that they
13 were a frequent bidder on projects when I managed
14 Hernando County Airport. They -- that was a very
15 close-in -- I mean, the company was relatively
16 close to Hernando County and Brooksville at the
17 time.

18 MR. COX: Frequent bidder on airport
19 projects?

20 MR. WUELLNER: Airport projects.

21 MR. COX: And they did airport projects.

22 MR. WUELLNER: They -- you know, I -- I
23 can't -- I don't recall them doing a project for
24 us, but they were always in the bid mix. They
25 always responded to these projects.

151

1 But we were in a kind of a unique situation
2 in that the -- one of the primary contractors of
3 this type was located about a mile from the
4 airport, including their asphalt plant and the
5 like and were just simply not going to be outbid,
6 being that close.

7 So, they were more routinely the low-bid
8 award. But these people were in the mix all the
9 time. And that goes back, you know, as long as
10 15 years ago. So, the company's not a startup in

11 itself, other than the name issue.

12 Again, I don't know anything about the work
13 itself, but I do know the company was a frequent
14 bidder on any paving kind of work that was going
15 on.

16 CHAIRMAN GREEN: Mr. Gorman?

17 MR. GORMAN: I've read the explanation of
18 why we only have two bids, but to be honest with
19 you, do you feel --

20 MR. WUELLNER: You have -- you have four.

21 MR. GORMAN: Well, all -- all together. In
22 other words, we have -- wouldn't that be -- I'm
23 sorry, four bids. Is that -- do you feel good
24 about that number of bids? Do you feel that they
25 are -- and the other question is the project

152

1 exceeds the funding?

2 MR. WUELLNER: Slightly, it does.

3 MR. GORMAN: So, how -- "slightly" means --

4 MR. WUELLNER: Well, the application would
5 reflect what the project cost is, and it would be
6 ultimately up to FAA to determine whether they'll
7 participate in the rest of it. I expect they
8 will.

9 MR. GORMAN: But you're talking about just

10 an incremental --

11 MR. WUELLNER: Yeah --

12 MR. GORMAN: -- difference.

13 MR. WUELLNER: -- you're looking about a
14 total of what, 200 -- I think \$200,000 in total
15 project.

16 MR. GEORGE: But we could be out the
17 \$200,000, is what he's saying.

18 MR. WUELLNER: Well, it -- that would --
19 we'd -- we'd be back to you if that were the
20 case. That -- we're not going to run out
21 tomorrow and sign contracts. We don't even
22 have -- we've got to go through FAA and FDOT for
23 concurrency in your desire to award a contract.

24 You've got to go through the actual grant
25 execution with FAA, which would then -- you'd

153

1 know at that point whether you got the extra
2 money or didn't. So, there wouldn't be any
3 surprises before a contract were signed.
4 You'd -- you'd know all of those details. Or
5 they'd all be available; let's put it that way.

6 MR. GORMAN: I suppose that my last concern
7 would be, in our haste to get this, of course the
8 federal funds, I want to -- of course -- and

9 you're certainly on the line again for this. You
10 certainly want to be very confident in the
11 bonding --

12 MR. WUELLNER: Certainly.

13 MR. GORMAN: -- and very confident in the
14 contractor.

15 MR. WUELLNER: Yes, sir.

16 MR. GORMAN: And that's, of course, our --

17 MR. WUELLNER: That's why we're -- that's
18 why we are with this project, is the previous two
19 contractors from the previous bidding of this
20 project could not sustain the bonds and were
21 not -- were subsequently contracts went
22 unexecuted, and as a result, we're here over a
23 year later, but we're here.

24 MR. GORMAN: And the contentious issue, of
25 course, I always bring up, but I have to, of the

154

1 fact that the Taxiway Bravo is supposed to really
2 encompass Taxiway Charlie, but we have no
3 environmental permits and all that.

4 And does this amount of funding is going
5 to -- when does this actually, down the road --
6 we've got this budgeted. Do we have it forecast?
7 When do we actually complete this thing down the

8 whole length of 13/31? Because right now, I
9 don't understand that that's in the plan.

10 MR. WUELLNER: I -- I don't have a straight
11 answer for you on it because it has a huge level
12 of variable at the front end of the project, and
13 that's the environmental work that goes with it.

14 We've submitted a preliminary request for a
15 determination from FAA, called an environmental
16 assessment. That may be the end of it and get a
17 determination that's favorable to move into
18 environmental permitting. If we don't get a
19 favorable reply from FAA, it may result in an
20 additional study item being required, called an
21 environment -- EIS.

22 MR. GORMAN: So, this actually -- this whole
23 funding issue, this whole project, actually, is
24 encompassing three-quarters of the taxiway.

25 MR. WUELLNER: Correct. It's all the

155

1 infield portion. Takes it to Taxiway Delta.

2 MR. GORMAN: To D1 --

3 MR. WUELLNER: Yeah.

4 MR. GORMAN: What we call D1. That's in --
5 I know the public doesn't know what we're talking
6 about, but just --

7 MR. WUELLNER: Yes.

8 MR. GORMAN: Right. But just doesn't

9 encompass the end of where the --

10 MR. WUELLNER: It basically --

11 MR. GORMAN: -- southernmost portion.

12 MR. WUELLNER: -- takes you to the self-fuel
13 facility --

14 MR. GORMAN: Right.

15 MR. WUELLNER: -- or just -- just the other
16 side of it.

17 MR. GORMAN: Right.

18 MR. WUELLNER: Your -- your answer to the
19 number of bidders, it's -- when you consider the
20 amount of construction, road kind of construction
21 work, which airport -- this type of work is very
22 similar to that's going on in Northeast Florida,
23 many of these contractors are up to their elbows
24 trying to meet 295, 9A, widening of 95.

25 I mean, I'm not surprised there are only

156

1 five. I think the last time we bid it, there
2 were 10 or 11 bidders. The numbers were not
3 terribly dissimilar. In fact, the numbers
4 represent pretty close to what -- what we would
5 have expected a year ago when there were 11

6 contractors waiting for something to do.

7 So, four is not terribly unusual. I'd be
8 concerned if there were one or two.

9 CHAIRMAN GREEN: Any further discussion?

10 MR. COX: I'd like to make a couple of
11 comments, Ed. I also am not very -- I'm
12 nonplussed with the Cragg's Construction Company
13 debrief here that we got about it. And have you
14 talked with the JIA folks over there about the
15 runway or the -- I guess probably an overrun or
16 something that they did at JIA? Do we know
17 anything? Was JIA happy with their experience
18 with --

19 MR. THOMPSON: I did not talk to JIA
20 specifically. I talked to another project
21 representative on that. JIA came -- that
22 reference came immediately before that letter
23 came in.

24 MR. COX: For the Jacksonville Eighteen
25 Construction?

157

1 MR. THOMPSON: I did not talk with them
2 about that.

3 MR. COX: Yeah. Okay.

4 MR. WUELLNER: Jacksonville Eighteen, as

5 with all of those bidders, have been routinely

6 bidding on --

7 MR. COX: Have you worked with them before?

8 MR. WUELLNER: No.

9 MR. COX: No? Haven't worked with either
10 one of them before.

11 MR. WUELLNER: They were toward the middle
12 of the pack, to my recollection, on the last
13 Taxiway B. Eight, was it?

14 MR. THOMPSON: They were number eight in the
15 last one, eight out of the eleven.

16 MR. COX: Well --

17 MR. WUELLNER: I -- you know, y'all have to
18 make whatever decision, but the -- we wouldn't
19 have recommended if we didn't think -- if we plug
20 all the holes, it's not -- it would be fine. The
21 company itself I think's got a history or a track
22 record of good projects throughout the state.

23 MR. COX: Who?

24 MR. WUELLNER: Cragg's.

25 MR. COX: Cragg's. Okay.

158

1 MR. WUELLNER: Under the former name.

2 MR. COX: Yeah.

3 MR. WUELLNER: You know, with their bonding

4 capability and the like, they shouldn't have any
5 issues relative to obtaining the bonds and
6 ultimately protecting the Authority contractually
7 if we get that far. It's an FAA job, short burn.
8 You know, this is relatively simple construction
9 work compared with the terminal --

10 MR. COX: Okay. So, you're -- you're
11 comfortable with the fact that they've never done
12 any airport work, because that's what it's saying
13 here. And I'll -- and I'll trust your judgment
14 on that. But if you're comfortable with it, then
15 that's fine, and we can plug all the other holes
16 that we see.

17 MR. WUELLNER: Yeah. Frankly, any good road
18 contractor can do taxiway jobs.

19 MR. COX: Right.

20 MR. WUELLNER: There are some -- some
21 learning items on the job, and they're -- they
22 do -- primarily to do with specifications. And
23 that's where we rely on the engineer to make sure
24 they're reminded at those preconstruction
25 meetings and project meetings of the differences

159

1 in the requirements. And they're strictly
2 related to like compaction. You can get away

3 with three or four percent less compaction on
4 road jobs, and FAA specifications require it to
5 be 100 percent.

6 And all of that's validated by testing. So,
7 it's not just somebody saying it meet -- it met
8 it. It's -- if you've done independently and all
9 those results are required to -- frankly, FAA
10 reviews all of those test results as you go
11 through, and if they're not happy, we're not
12 happy, is what it comes down to. They've got
13 most of the money in it, and frankly, they hold
14 most of the playing cards on FAA jobs.

15 MR. COX: So, you're looking for action from
16 us today on these issue -- these two --

17 MR. WUELLNER: Two things, yeah.

18 MR. COX: Okay. I'll -- I'll stay with
19 Staff's recommendation as the number one, for the
20 Cragg's Construction, based on what Ed just said.

21 CHAIRMAN GREEN: Mr. George?

22 MR. GEORGE: Who was the second bidder?

23 MR. THOMPSON: Jacksonville Eighteen.

24 MR. WUELLNER: Was it Jacksonville Eighteen?

25 MR. GEORGE: Who?

1 MR. THOMPSON: Jacksonville Eighteen out of

2 St. Augustine.

3 CHAIRMAN GREEN: That's the one he said was
4 eight out of eleven on one of our --

5 MR. GEORGE: Okay. And the difference of
6 the bid?

7 CHAIRMAN GREEN: Thirteen point seven
8 percent, something like that?

9 MR. THOMPSON: \$26- --

10 MR. COX: -- -7,000.

11 MR. WUELLNER: That would -- that would
12 increase the FAA requirement another \$200,000.

13 MR. GEORGE: I -- I know that sometimes in
14 the construction industry, it's a -- you know, a
15 way to get rid of problems is to dissolve one
16 company and then start another one, you know, be
17 it a -- however. Is this the case of the name
18 change of Cragg? Is it -- is there any tie,
19 legal tie to the old company?

20 MR. WUELLNER: I'm going to have to defer
21 that to --

22 MR. THOMPSON: The legal transfer documents
23 are included in the packet that you were
24 forwarded, the name change, the hows and whys.

25 MR. GEORGE: I need your --

1 MR. THOMPSON: It was their --

2 MR. GEORGE: -- assessment of it, though.

3 MR. THOMPSON: -- previous name. The
4 direction they gave to me, or what they had told
5 to me, is that they changed their name from
6 Asphalt Paving -- or Asphalt Pavers, Inc. back to
7 Cragg's Construction because they stopped doing
8 asphalt work themselves.

9 MR. GEORGE: Okay. So, it is a simple --

10 MR. THOMPSON: They did not do paving and
11 asphalt --

12 MR. GEORGE: -- name change as opposed to
13 purchasing the assets of Asphalt to start
14 something brand new.

15 MR. THOMPSON: That's what they told me.

16 MR. COX: It may be something for our
17 legal --

18 MR. GEORGE: Yeah.

19 MR. COX: -- representation.

20 MR. GEORGE: Usually --

21 CHAIRMAN GREEN: There's a piece of paper
22 from the Department of State that says
23 articles -- articles of amendment to the articles
24 of incorporation, Asphalt, which changed its name
25 to Cragg's Construction.

1 MR. GEORGE: Okay. Fine. Then it is just a
2 simple name change.

3 MR. COX: Right.

4 MR. GEORGE: What I was going to suggest, if
5 you really were concerned about it, is any new
6 business that gets started, any new owner is
7 typically plagued with the idea that on any
8 contract, they want him to sign personally. And
9 I don't know if this is done in these big
10 contracts like this, but -- and I don't know
11 if -- if the owner of Cragg's Construction would
12 sign personally.

13 MR. WUELLNER: Well, Cragg's -- Cragg's also
14 represents that they've done airport work. I
15 mean, they're not --

16 MR. GEORGE: Well, yes. If it's a simple
17 name change, they --

18 MR. WUELLNER: Yeah.

19 MR. GEORGE: -- they seem to me they could
20 legally do that. So, I can go along with Staff's
21 recommendation on it, since you're the guy we're
22 going to hold responsible for it not being
23 another terminal.

24 MR. WUELLNER: I was going to say, you know,
25 we -- if we don't get comfortable real quick with

1 the documentation, then this part can be a
2 no-brainer. If we had this up front on the
3 terminal, we wouldn't have had the problem.

4 MR. GEORGE: Right.

5 CHAIRMAN GREEN: Did you ask them up front
6 if they've had any complaints -- well, when
7 you're negotiating the contract --

8 MR. THOMPSON: There's no complaints
9 listed --

10 CHAIRMAN GREEN: No complaints?

11 MR. THOMPSON: -- and we did ask in the
12 forms. And there's nothing recorded.

13 CHAIRMAN GREEN: Okay. No suits filed,
14 nothing?

15 MR. GEORGE: No litigation?

16 CHAIRMAN GREEN: No complaints against the
17 license?

18 MR. THOMPSON: No complaints have been
19 listed against the license with the State of
20 Florida.

21 MR. CIRIELLO: Well, the second company, the
22 second bidder that's here for recommendation, it
23 is local, right? I thought the paperwork said it
24 was from St. Augustine. And how strong of a
25 reputation would you say for their work compared

1 to Cragg?

2 MR. THOMPSON: With Cragg, I did get some
3 good recommendations from a previous engineer
4 that had worked for them, and I got a
5 recommendation from two other paving contractors
6 that did say that they would do a good job.

7 MR. CIRIELLO: Well, what about the one
8 that's local?

9 MR. THOMPSON: Jacksonville Eighteen has
10 been -- has been bidding the local jobs here for
11 a number of years. And that's what they do.
12 They are a roadway and site work contractor, just
13 like Cragg's.

14 MR. CIRIELLO: But you haven't heard
15 anything, whether they're a good outfitter or --

16 MR. THOMPSON: They're not doing a lot of
17 the huge, huge stuff on I-95, but they are, as
18 far as we know, a competent contractor. We have
19 not had objections to them.

20 MR. CIRIELLO: All right.

21 MR. GEORGE: Well, Joe brings up a good
22 point, that we're St. Johns County. Would be
23 nice to have something local. I mean, to put
24 back into the economy.

25 MR. WUELLNER: However, they need to be the

165

1 low bidder.

2 MR. GEORGE: Or do they need to be --

3 MR. WUELLNER: No.

4 MR. GEORGE: -- the low bidder?

5 MR. WUELLNER: However, they need to be the

6 low bidder.

7 MR. GEORGE: Okay. I understand.

8 MR. WUELLNER: You've got to have --

9 MR. GEORGE: I understand where you're
10 going.

11 MR. WUELLNER: -- real good reasons to --

12 CHAIRMAN GREEN: Okay. I'll entertain a
13 motion.

14 MR. COX: I'll forward -- or proffer a
15 motion that we accept Staff's recommendation to
16 take Cragg's Construction for the Taxiway B
17 project.

18 CHAIRMAN GREEN: Is there a second?

19 MR. GEORGE: Pending receipt of all the --

20 MR. COX: Yeah, well --

21 MR. GEORGE: Yeah, I said recommendation --

22 MR. COX: -- with all the background that
23 we're looking for.

24 MR. GEORGE: Yeah. I second that.

25 CHAIRMAN GREEN: Any further discussion? I

166

1 didn't know if you wanted to give a further

2 instruction if that fell down the wayside.

3 MR. COX: Why I think -- self-explanatory.

4 But barring any --

5 MR. WUELLNER: I was going to say it's

6 pretty unlikely we'll know we've got a problem

7 until right before the next Authority meeting,

8 and we'll just agenda if it's -- I mean, if that

9 keeps everybody comfortable. If we've got a

10 problem, I'd rather you know it, too.

11 CHAIRMAN GREEN: Any further comment?

12 (No further comment.)

13 CHAIRMAN GREEN: All those in favor of the

14 motion for Staff's recommendation?

15 MR. GEORGE: Aye.

16 CHAIRMAN GREEN: Aye.

17 MR. GORMAN: Aye.

18 MR. COX: Aye.

19 CHAIRMAN GREEN: All those opposed?

20 MR. CIRIELLO: No.

21 CHAIRMAN GREEN: Okay. The motion carries

22 Staff recommendation.

23 7.H. - HOME DEMOLITION

24 MR. WUELLNER: Okay. Next item I have is
25 recommendation by Staff to do some home

167

1 demolition.

2 It's primarily in the Araquay Park
3 neighborhood, homes that the Airport Authority
4 heretofore in some cases have been leasing. Some
5 of it hasn't been leased for quite a while
6 because of the state of repairs in them.

7 We've been collecting, basically putting a
8 list together of these homes since early this
9 spring -- actually, late winter -- and are now at
10 a point where we'd like to take advantage of
11 having a number of them and getting the best
12 possible price to do the demolition.

13 We're looking at about \$50- to \$60,000 in
14 total -- in total cost to demolish. You've got,
15 was it eight -- ten -- ten homes in total,
16 several of which are, when you look at the cost
17 of repairs, are extensive in terms of the cost to
18 do it.

19 And I would point out the reasoning behind
20 that is that they are, in both cases, just
21 heavily infested with mold and mildew throughout

22 the structure and all of that, and you're --
23 you're literally looking at removing the entirety
24 of the interiors of these homes and treating
25 where possible and removing where possible.

168

1 And with what you're -- the direction you
2 seem to be going with Araquay Park, I'm not sure
3 that these make any sense to make investments
4 back into these homes to -- even if they could be
5 rerented for just a few months afterwards, it
6 just -- it just doesn't seem to make much sense.

7 So, we've got these ten out here for your
8 consideration, and we'd like to be able to go
9 ahead and move ahead. We probably won't move
10 demolition. We'll start the permitting and the
11 like that has to be done, and probably wouldn't
12 do anything but impact next year's budget, which
13 it would be easily accommodated at this point.

14 CHAIRMAN GREEN: Any public comment?

15 MR. PACETTI: Do you have photos on the
16 houses?

17 CHAIRMAN GREEN: I'm sorry, sir. We need
18 your name and address.

19 MR. WUELLNER: Yeah. We -- we have in file
20 inspection reports for those that -- some include

21 photographs.
22 MR. PACETTI: Tom Pacetti, 78 Magnolia
23 Drive. Just wondered if you had photos. And did
24 you have somebody go in and --
25 MR. WUELLNER: Yes.

169

1 MR. PACETTI: -- check the houses?
2 MR. WUELLNER: Yeah, we had home inspections
3 done prior to our recommendations.
4 MR. PACETTI: Just seems like that would be
5 a waste, if you had to demolish them where you
6 couldn't rent them out and put money back to the
7 Authority. That's all. Sorry.
8 CHAIRMAN GREEN: Thank you. Thank you,
9 Mr. Pacetti. Any further public comment?
10 (No further public comment.)
11 CHAIRMAN GREEN: Seeing none, board
12 discussion. Mr. George?
13 MR. GEORGE: If I look at the July numbers,
14 it says we had \$217,000 in income from rental
15 properties, and a grand total of \$4,900 in
16 profit, gross profit, which does not include
17 payroll of our staff to go over there and
18 maintain it. I am rapidly approaching
19 Mr. Gorman's idea of let's get out of the rental

20 business. And I have a question of -- of legal.

21 People that are presently renting from us,
22 can we allow them to stay there on an as-is, they
23 are responsible for everything, no insurance, and
24 we get out of paying property taxes on it, on
25 the -- on the property that's left? I don't want

170

1 to displace anybody from a home.

2 MR. BURNETT: I think based on the rentals
3 that you're charging, that may not be something
4 that's feasible, aside from a -- from a legal
5 standpoint, from a practical standpoint.

6 MR. GEORGE: It looks like, you know, if we
7 spend \$50,000 to demolish these houses, we just
8 went in the hole \$45,000 just for one year.

9 MR. WUELLNER: No. These are not currently
10 in the rental income, because they've been out of
11 service. So, they're not -- you're not getting
12 revenue off them even now.

13 CHAIRMAN GREEN: They're not occupied.

14 MR. WUELLNER: They're unoccupied.

15 MR. GORMAN: Is there a liability to their
16 unoccupation?

17 MR. WUELLNER: Absolutely.

18 MR. GORMAN: I would think there was.

19 MR. BURNETT: And -- and I don't know the --
20 the condition of them, but if the condition is
21 such that -- I mean --

22 MR. WUELLNER: They're untenable right now.

23 MR. BURNETT: Based on -- yeah. And if
24 they're untenable, then you'd have to bring them
25 up to some sort of standard before you rented

171

1 them. And that's the other cost that's in here.

2 You certainly couldn't rent the properties
3 if they have code violations or other code issues
4 that -- you wouldn't want to because of the
5 liability that would be involved.

6 MR. WUELLNER: Yeah. And with demolition,
7 we can go back to the Property Appraiser's Office
8 and have them removed from the ad valorem roll
9 for purposes of -- the only reason they're taxed
10 is because they're homes and they're being
11 reredited. As soon as you take the structures off
12 of them, we can free them back up and remove --
13 they become back to the public purpose of the
14 property instead of the home.

15 CHAIRMAN GREEN: Mr. Gorman?

16 MR. GORMAN: Is it possible -- I see you've
17 got a good and a fair and a fair here. So, in

18 other words, when we look at a good home, is it
19 possible that that -- I don't know, and of course
20 I don't like to slow things up, but we're trying
21 to get as much back to the public as you possibly
22 can. Is it possible that home could be put up
23 for bid for relocation?

24 MR. WUELLNER: Yeah, absolutely.

25 MR. GORMAN: In other words, you can auction

172

1 this home off.

2 MR. WUELLNER: Yeah. And we're --

3 MR. GORMAN: And get the money.

4 MR. WUELLNER: -- not that far with --

5 MR. GORMAN: Right.

6 MR. WUELLNER: -- with what y'all can do.

7 These are -- these are homes that we think are
8 beyond economic repair. You know, they make
9 sense to -- to get rid of.

10 You're going to have many other homes in
11 that neighborhood that you're going to have to
12 make decisions on, whether they go to auction,
13 whether they're demolished, whether -- you'll
14 have to make those decisions later.

15 MR. GORMAN: In other words, you feel you
16 might be able to auction the structure on the

17 good home.

18 MR. WUELLNER: Absolutely.

19 MR. GORMAN: The one good.

20 MR. WUELLNER: It may very well be --

21 MR. GORMAN: Put it up for auction.

22 MR. WUELLNER: They'll --

23 MR. GORMAN: Someone else will have to --

24 MR. WUELLNER: -- have to incur the cost of

25 moving it. I mean, you may only get a \$10 bid,

173

1 but it's their problem to move it within so many

2 days. I mean, those are the kind of --

3 MR. GORMAN: Not sure there'd be a net

4 savings to the --

5 MR. WUELLNER: Right. There are a few

6 mobiles back there. Some of those may be able to

7 be moved off the property. You've got a lot of

8 scenarios that are -- that are back there. This

9 just simply deals with ten of them we think need

10 to just let's get them out of -- get them out of

11 inventory and -- and out of the risk side of the

12 equation.

13 CHAIRMAN GREEN: Entertain a motion?

14 MR. COX: I'd like to proffer a motion

15 again.

16 CHAIRMAN GREEN: Uh-huh.

17 MR. COX: Okay. That we follow Staff's
18 recommendation and authorize them to facilitate
19 the demolition. And I'm going to add "or
20 auction" of the identified properties.

21 CHAIRMAN GREEN: Second?

22 MR. GEORGE: Second.

23 CHAIRMAN GREEN: Any further discussion?

24 MR. GEORGE: Yes. Where is the \$50,000
25 coming from, what budget item? Does it come out

174

1 of capital or does it come out of your operating
2 expenses?

3 MR. WUELLNER: It will come out of
4 operating. It's -- it's not a capital
5 expenditure in and of itself.

6 MR. GEORGE: So, how is it classified? I'd
7 like to know where the rest of the --

8 MR. WUELLNER: If we didn't -- if we didn't
9 have -- feel like we needed to get these out of
10 here -- I mean, the more -- I almost said the
11 more better course. The -- the better course
12 would be to wrap it into the construction costs
13 of whatever you're replacing it with ultimately.

14 If you didn't have the -- the hazard side of

15 it being exposed to the public and they can get
16 in there and somebody can get hurt and just those
17 kind of scenarios, waiting till construction not
18 only takes advantage of the fact you're probably
19 sharing that cost with some other grant agency,
20 but you've simplified the solution of how you get
21 it done, too. It just gets kind of wrapped into
22 construction cost.

23 These guys are -- maybe the rest of them, we
24 can do that with, but you choose not to auction
25 or don't auction or, you know, whatever the case

175

1 is. Don't get bids on it or whatever happens.

2 It's not an -- I mean, never tried to do
3 this. It's not an inexpensive thing to try and
4 move a home out, you know, especially the regular
5 homes. I mean, it's -- it's the price of a home
6 to move it. And most of those prices are within
7 a three-mile radius of where you took it. And
8 frankly, I'm not sure you want to put a -- put
9 that home back down somewhere where you might
10 likely acquire it again.

11 CHAIRMAN GREEN: Coming from -- I'm the code
12 enforcement attorney for City of Atlantic Beach,
13 and we take great concern over hazards and safety

14 hazards with children wandering around there. I
15 would not want to see this airport in liability.

16 MR. GEORGE: Absolutely.

17 MR. WUELLNER: And they're constantly broken
18 into. We're constantly back securing the homes,
19 and it's -- it is, it's a ridiculous level of
20 involvement for an empty house.

21 CHAIRMAN GREEN: There's a motion on the
22 floor.

23 MR. WUELLNER: They cost you more than the
24 occupied ones, frankly.

25 CHAIRMAN GREEN: Any further discussion?

176

1 (No further discussion.)

2 CHAIRMAN GREEN: All of those in favor?

3 MR. GEORGE: Aye.

4 CHAIRMAN GREEN: Aye.

5 MR. COX: Aye.

6 MR. GORMAN: Aye.

7 CHAIRMAN GREEN: All those opposed?

8 MR. CIRIELLO: No.

9 CHAIRMAN GREEN: Carries four to one. The
10 next agenda item is the TAC appointment.

11 7.I. - MASTER PLAN TAC APPOINTMENTS

12 MR. WUELLNER: This is a list of suggestions

13 of -- of entities to participate in the -- as --
14 on the Technical Advisory Committee related to
15 the master plan. They include someone from the
16 Airport Authority that is one of the -- one of
17 you, the elected --

18 MR. COX: I decline.

19 MR. WUELLNER: That was quicker than even I
20 expected.

21 CHAIRMAN GREEN: One appointment a night's
22 too much.

23 MR. WUELLNER: The -- an Airport Authority
24 staff member, somebody from the air traffic
25 control tower, someone from Aero Sport, Chamber

177

1 of Commerce, Council on Aging, Florida Aviation
2 Career Training, Northrop Grumman, Southeast
3 Aero, Pilots Association. Someone from the
4 County Planning Department, and a yet to be named
5 private-sector appointment. And then have two
6 ex-officio members, and they would be the two
7 other entities paying for the study, which would
8 be FDOT and FAA. That's our recommendation
9 relative to the entities. It would be up -- we
10 could then contact them and see who's willing to
11 serve from those -- those agencies.

12 CHAIRMAN GREEN: So, for us, do you need our
13 recommendation from our board?

14 MR. WUELLNER: Well, if this -- these are
15 the entities that you're -- you're comfortable
16 with having on the TAC, then we'll fill in the
17 names as we can -- we can identify them. We'll
18 contact -- we have not contacted these entities
19 to find out who would -- who would be the
20 representative, if they will do it.

21 CHAIRMAN GREEN: Any public discussion?

22 (No public discussion.)

23 CHAIRMAN GREEN: Seeing none, board
24 discussion? Any further people who might want
25 to --

178

1 MR. GEORGE: What's the purpose of the
2 Council on Aging?

3 MR. WUELLNER: Council on Aging is that they
4 historically have been a very interested partner
5 in developing the multimodal facility --

6 MR. GEORGE: Okay.

7 MR. WUELLNER: -- and were going to be --
8 originally were going to be one of the
9 first-phase users of that facility and have
10 always have continued to express interest in an

11 airport location to -- to operate Sunshine Bus
12 and -- in their efforts. So, it seemed like a
13 nice marriage.

14 She's Cathy Brown. Hopefully, she'll do
15 the -- do the committee assignment in herself.
16 And if you know Cathy, you know the level of
17 involvement you get.

18 MR. GEORGE: That's right.

19 CHAIRMAN GREEN: Mr. Ciriello?

20 MR. CIRIELLO: Yes.

21 MR. GEORGE: I'm not through.

22 CHAIRMAN GREEN: Oh, I'm sorry.

23 MR. GEORGE: Excuse me. What about the
24 Tourist Development Committee? I mean, they
25 might have an input for what they're seeing down

179

1 the road as tourist. And also there is a St.
2 Johns County Economic Development team that's got
3 a -- some pretty heavy ideas about industrial
4 parks and -- and getting people, you know, out
5 toward the World Golf Village and everything.

6 I would like to extend a personal invitation
7 to Bruce Maguire. If he's going to be our
8 representative, he ought to be there.

9 MR. WUELLNER: Yeah. That's up -- that's up

10 to you guys. I'm not sure that he'd want to be,
11 because you also need to take the master plan to
12 the Board of County Commissioners at some point
13 because you need to modify your Land Development
14 Regulations.

15 MR. GEORGE: What better way to grease it?

16 CHAIRMAN GREEN: I think you might conflict
17 out on that one. Mr. Ciriello, you had some
18 comments?

19 MR. CIRIELLO: Yes. I was looking at this
20 list. And I'm wondering, why couldn't the St.
21 Augustine City Commission have a member on there?
22 You know, they're -- they're concerned with this
23 Ponce and everything coming right next to us, and
24 they may have some input about growth.

25 And then down on the private sector, I just

180

1 wondered if maybe whoever gets appointed could
2 maybe be somebody from Jim Sutton's Vision
3 committee. You know, they put a lot of work into
4 the vision of the county for the future. And
5 maybe one of their of Vision committee members
6 would be a good person for the private sector.

7 MR. GEORGE: Aren't they the Economic
8 Development Committee, also? Isn't that Sutton's

9 operation?

10 MR. CIRIELLO: I don't know, Mr. George.

11 MR. WUELLNER: Actually, I think it's being

12 fostered by the Chamber, the study is.

13 MR. BURNETT: There is a second Economic

14 Development Council that's underneath the Chamber

15 of Commerce.

16 MR. GEORGE: Okay. Bryan, which one is the

17 one we flew airplanes and flew people around the

18 county for?

19 MR. COOPER: That was the one under the

20 Chamber.

21 MR. GEORGE: Okay. Right.

22 MR. WUELLNER: Is that the one you're

23 talking about?

24 MR. GEORGE: That's the one I was talking

25 about.

181

1 MR. WUELLNER: So, you'd have two --

2 CHAIRMAN GREEN: Well, the Chamber has it.

3 MR. WUELLNER: The Chamber's already on

4 there.

5 MR. GEORGE: Okay.

6 CHAIRMAN GREEN: Mr. --

7 MR. WUELLNER: Do you want the other one or

8 you want to leave --

9 MR. GEORGE: I just think that somebody
10 specifically oriented with -- like Jim Sutton,
11 you know, with the Economic Development, you
12 know, as opposed to, you know, someone from the
13 Chamber of Commerce that might be more concerned
14 with having a monthly social, you know, that
15 might be better for the vision down the road.

16 MR. WUELLNER: Okay. So, which entity are
17 we -- do you want two Chamber positions, one --

18 MR. GEORGE: No.

19 MR. WUELLNER: So, you want the other
20 committee, the other Economic Development
21 Council.

22 MR. GEORGE: I want the Economic Development
23 Council that is under the Chamber of Commerce.
24 But I don't -- in other words, it has to be from
25 that committee. It doesn't -- not from the

182

1 Chamber.

2 CHAIRMAN GREEN: He's making it specific
3 that the Chamber member be a member of the
4 Economic Development Council.

5 MR. WUELLNER: Okay. Mr. Gorman?

6 MR. GORMAN: I assume, having spoken to

7 someone that's been on that Vision committee,
8 that it's not the same as the Economic
9 Development, and why couldn't we include both?

10 CHAIRMAN GREEN: No, no. I don't think
11 that's the question.

12 MR. GORMAN: I'm just confused.

13 CHAIRMAN GREEN: There -- there may be a
14 separate Vision committee.

15 MR. GORMAN: Right.

16 CHAIRMAN GREEN: But there are definitely
17 two St. Johns County Economic Developments.

18 MR. GORMAN: I see. Thank you.

19 CHAIRMAN GREEN: Rather than having two
20 people in the Economic Development area, I think
21 Mr. George wants that person to be from the
22 Chamber.

23 MR. GEORGE: Right.

24 CHAIRMAN GREEN: Any further discussion?

25 MR. WUELLNER: And Tourist Development

183

1 board, are we talking the TDC group?

2 MR. GEORGE: Hastings?

3 MR. WUELLNER: Yeah.

4 MR. GEORGE: Yeah.

5 MR. WUELLNER: That group? Okay.

6 MR. GEORGE: That's who I was thinking

7 about.

8 MR. WUELLNER: And City Planning, I mean,

9 typically this is better conduct -- to be

10 perfectly honest with you, you'd get better input

11 from the staff. Is City Planning -- somebody

12 from the City Planning Office all right with you?

13 MR. CIRIELLO: Well, just as long as the

14 City's involved because of the Ponce.

15 MR. WUELLNER: Since they're more involved

16 with the details of the planning effort and are

17 going to be more --

18 MR. CIRIELLO: That's fine.

19 MR. WUELLNER: -- productive at the

20 meetings.

21 CHAIRMAN GREEN: Any further discussion? Is

22 that enough recommendation then?

23 MR. WUELLNER: So, we've taken it up to 16

24 members, as I see it -- as I see it, plus the two

25 ex-officios.

184

1 CHAIRMAN GREEN: Correct. All right. Next

2 item is the FDOT.

3 7.J. - FDOT JPA RESOLUTIONS

4 MR. WUELLNER: All right. I ordinarily

5 would have put these as single agenda items, but
6 rather than go to a third page, we'll -- we'll
7 walk you through these quick.

8 These are -- these are resolutions that
9 authorize the execution of their related grant
10 counterpart. It's required by FDOT that you
11 initiate joint participation agreements vis-a-vis
12 resolution. So, that's why it's this process.
13 It is not just to be additionally redundant, but
14 it is required this way.

15 You have four, five -- yeah, four projects
16 listed here, including -- and we can do these
17 together. You can do them all in one adoption,
18 as far as I'm concerned, or you can do them
19 individually as you prefer.

20 Resolution 2003-05 pertains to the purchase
21 of a airport rescue and firefighting vehicle.
22 It's not necessarily something you have to build
23 this year. You have a three-year window to move
24 the project forward.

25 The next grant is '04, 2003-04. They're in

185

1 my book backwards, just for -- that's why I'm
2 going that way. It's for the fire station
3 itself. Location is likely going to come out of

4 the master plan study. The scope of it would
5 come later. We're not proposing to build it in
6 the next budget year, but you would have the
7 funds available to match it at -- at your
8 pleasure, moving forward.

9 In the worst case, you get to the end of the
10 grant time and decide it's still not a project
11 you want to pursue, we can release the money back
12 to DOT. But if you turn it down now, it's --
13 it's likely gone.

14 So, think of it this way: It's something
15 that was programmed four or five years ago.
16 There was considerable discussion at earlier
17 airport authorities, with the Board of County
18 Commissioners, as to how to facilitate
19 fire/rescue on the airport. And we've had
20 several incidents, in fact in the last two weeks,
21 that illustrate the need for something to come
22 about that's more definitive in the way of
23 response on airport.

24 So, just be keeping in mind. And you don't
25 have to build it this year, but if you don't have

186

1 it, you won't have it.

2 2003-03 is design and reconstruction of

3 elements of the seaplane ramp. Again, the scope
4 of this, we did a seaplane valuation study a
5 couple of years back that resulted in some
6 project recommendations.

7 The specific scope of this is yet to be
8 determined, but if you get out there on that
9 seaplane ramp and look, you'll see there's
10 significant erosion underneath the concrete part
11 of it. There's significant work on the ramp that
12 needs to be done. It's just seen a lot of use --
13 or not so much use, but elemental abuse --

14 MR. GEORGE: Can we tie this into the Bridge
15 of Lions?

16 CHAIRMAN GREEN: Let's finish so we can open
17 it to public discussion, and then we'll have
18 board.

19 MR. WUELLNER: All right. And the last --
20 last of the ones I have is resolution 2003-02,
21 which would authorize a set of T-hangars.

22 Based on this, it looks like it would
23 probably build a 12-unit T-hangar at some point.
24 Obviously, you need a place for this, but at
25 least you'd have money ready to go for a 12-unit

2 You've got -- by my count, I counted a total
3 of six 12-unit T-hangars, including this one,
4 available over the next five years that you have
5 funding programmed for. So, it's not
6 something -- you know, I keep saying it's not
7 something we've been ignoring. It's just we
8 lacked a place to put them. But they've been
9 programmed. Okay?

10 CHAIRMAN GREEN: Any public comment?

11 (No public comment.)

12 CHAIRMAN GREEN: No public comment? Board
13 discussion? Mr. Ciriello?

14 MR. CIRIELLO: Yeah. When I went through
15 this originally, I thought all it was, was fire
16 truck, and then now I hear Ed saying about the
17 seaplane ramp and hangars. So, I'm not concerned
18 about that part -- well, the hangars, if you're
19 going to destroy all of these homes.

20 But the fire truck idea, I understand the
21 safety factor and everything, but me and my dumb
22 ideas, the first thing I thought there is
23 somebody's trying to get their foot in the door
24 to convert this airport from a general aviation
25 airport to a commercial airport, because of my

1 understanding, a general aviation airport's not
2 required to have specialized fire equipment
3 specifically for airports. And -- so, as soon as
4 I saw that, well, there went my gut reaction
5 again. Nah, nah, nah, nah, somebody's going to
6 try to convert this airport down the road into a
7 commercial airport, and this is the first step in
8 doing it.

9 So, rather than be against the whole
10 package, because I'm not against the ramp and I'm
11 not necessarily against hangars, if we have
12 somewhere to put them other than tearing people's
13 homes down, but I don't want to see this fire
14 truck item in here if it's going to mean that
15 somebody's going to use that for a foot in the
16 door to make this a commercial airport. That's
17 the only thing I've got to say.

18 CHAIRMAN GREEN: Mr. Gorman, you had asked
19 for something? Or Mr. Cox, I'm sorry.

20 MR. GORMAN: I just had one quick one, I'm
21 sorry. Bob --

22 MR. COX: Go ahead.

23 MR. GORMAN: I know that I had talked to
24 the -- is it the Ports and Waterways? And they
25 had dredge funds available for that seaplane

1 ramp, I understand. There was some dredge funds
2 available. Can these two be tied in, is my only
3 question?

4 MR. WUELLNER: Perhaps. Perhaps.

5 MR. GORMAN: That's my only question.

6 MR. WUELLNER: There's also an
7 environmental --

8 MR. GORMAN: In other words, you have to get
9 one or the other? I mean, I just don't know.

10 MR. WUELLNER: There's also an environmental
11 project out there that -- that reestablishes that
12 eastern shoreline of the safety area.

13 MR. GORMAN: Is that a Ports and -- is that
14 a Waterways?

15 MR. WUELLNER: Well, they -- that's the kind
16 of material that would be ideal for creating that
17 project.

18 MR. GORMAN: I know there was a dredge fund
19 available for this seaplane area.

20 MR. WUELLNER: Bryan, are you --

21 MR. GORMAN: And I assume -- yeah, Bryan
22 probably knows.

23 MR. COOPER: I'm not aware of that project.
24 I had talked to Mr. Davis once -- about that once
25 before, and he -- he said he would look into it,

1 but I -- I haven't identified any funds that they
2 had for dredging that particular project.

3 MR. GORMAN: Talk to Jerry Dixon, who is on
4 that board. Yeah, that's where I -- that's the
5 information -- and I think that's accurate on my
6 part, although I'm not, you know, going to vouch
7 for it.

8 MR. COOPER: I'll certainly check into it.

9 MR. GORMAN: Okay. Thanks.

10 CHAIRMAN GREEN: Mr. Cox?

11 MR. GORMAN: I'm not sure.

12 MR. COX: I'm in strong concurrence with the
13 fire engine. It's not the first step towards
14 making a commercial airport; it's the first step
15 towards saving somebody's life, Joe. I just
16 can't believe your -- your mind-set on this deal.
17 Would you entertain a motion on that yet?

18 CHAIRMAN GREEN: My --

19 MR. COX: Are we done with discussion?

20 CHAIRMAN GREEN: My position is let's get
21 our grants and funding, whether we use it or not.

22 MR. GEORGE: Absolutely. Right.

23 CHAIRMAN GREEN: Let's get the money. Yes,
24 entertain a motion.

25 MR. COX: I move that we accept Staff's

1 recommendation on -- on these JPA resolutions and
2 move forward.

3 MR. GEORGE: Second.

4 CHAIRMAN GREEN: Any further discussion?
5 Mr. Ciriello?

6 MR. CIRIELLO: Yeah, in answer to Mr. Cox, I
7 know he dislikes me intensely and that's too bad.
8 But let me ask Mr. Ed a question. On these
9 couple of occasions that we had these jets have a
10 mishap, did Grumman offer any of their fire
11 trucks to the --

12 MR. WUELLNER: Actually, to illustrate the
13 point, Grumman's response was the primary
14 response in both cases. The county showed up,
15 but it was -- it was well after the fact. I
16 mean, it takes them a while to get here from
17 their location.

18 MR. CIRIELLO: In -- in support of what
19 Mr. Cox is saying, if it's the county only and
20 they're across the railroad tracks and there
21 happens to be a train going by, we're up the
22 creek.

23 MR. WUELLNER: Exactly right.

24 MR. CIRIELLO: But I thought Grumman would

25 have the good graces that --

192

1 MR. WUELLNER: Well, they -- they have --

2 MR. CIRIELLO: -- to bring their fire truck

3 out there. And I was going to say, as long as

4 they have a fire truck for the few occasions

5 we're going to need one, that safety and life of

6 limb that Mr. Cox is saying that I have no regard

7 for, I think is a moot question.

8 MR. WUELLNER: Well, keep in mind that as

9 long as the incident occurs during Grumman

10 operating hours, you have a response possibility

11 from Grumman. Beyond that, which is business

12 hours, if you're not courteous enough to crash

13 during business hours --

14 MR. CIRIELLO: I'm not so hard case against

15 limb of life that and everything like that --

16 MR. WUELLNER: I know you're not.

17 MR. CIRIELLO: -- that he makes it sound --

18 makes it out to sound. But I -- that's my

19 feelings, that I don't think we need the fire

20 truck, but...

21 CHAIRMAN GREEN: There's a motion on the

22 floor. No further discussion, all in favor of

23 the motion to accept Staff's recommendation?

24 MR. GEORGE: Aye.

25 CHAIRMAN GREEN: Aye.

193

1 MR. COX: Aye.

2 MR. GORMAN: Aye.

3 MR. CIRIELLO: Aye.

4 CHAIRMAN GREEN: Opposed?

5 MR. CIRIELLO: Yeah, I'll go along with it.

6 CHAIRMAN GREEN: Five ayes. Okay. The
7 added agenda item. The TVOR?

8 7.K. - TVOR

9 MR. WUELLNER: Right. A while back, we --
10 we had brought you a request to the tune of about
11 \$408,000 relative to the TVOR, which the board I
12 think collectively felt was a little excessive.
13 And you took a direction to go back, authorize
14 them to get the engineering done and perhaps go
15 back and rebid this thing.

16 So, that documentation's in a sense been put
17 in place, the engineering portion, that is. We
18 have that information now.

19 We looked at what came out and found that
20 the majority of expensive items relative to
21 this -- and I say the "majority," but
22 approximately half the project value, we can

23 accomplish in-house and largely have already
24 accomplished in-house at very little cost, using
25 airport staff people and a few minor specialized

194

1 subs, such as the directional boring individual
2 or electricians to hook up final connections on
3 high-voltage stuff and some things of that
4 nature. But minor cost items, and can be
5 absorbed in the routine budget of the Authority.

6 In order to meet a schedule, we would need
7 approval to Thales on the balance of the 8 --
8 the -- you have a design/build determination to
9 use them. So, you have the -- the selection of
10 them already in place.

11 But what you'd need to do is authorize -- it
12 amounts to \$217,295. But it would be the
13 installation of the shelter and all of the
14 equipment and the flight check of the navaid, the
15 non-FAA flight check, but the contractor's
16 verification that it's on and working
17 appropriately before you call FAA.

18 You'd need to authorize those items from
19 that proposal, which is the quotation sheet you
20 kind of have in front of you here. There's an
21 item there -- note -- NOTEM'd -- item noted as

22 complete, and that was the engineering work.

23 The item below it where it talks about

24 Thales' site civil construction work is what the

25 Airport Authority staff has been able to do on --

195

1 on behalf of this contract and you can directly

2 eliminate from the total cost of the project.

3 So, at this point, if you want to meet a

4 December schedule, we need to get in the cue with

5 Thales ATM relative to getting the shelter,

6 counterpoise, and DME equipment ordered and the

7 interface to connect that to our VOR equipment

8 and get it ready to go for flight check in

9 December.

10 And as such, it would be Staff's

11 recommendation that the board authorize us

12 entering into the contract with Thales ATM in the

13 amount of \$217,295 to facilitate what would be

14 items 1, 4, and 5 on that list, which total

15 \$217,295.

16 CHAIRMAN GREEN: Any public comment? Yes,

17 sir.

18 MR. WUELLNER: That number, again, would be

19 split by DOT. We'll get the grants in place

20 before we --

21 CHAIRMAN GREEN: Right.
22 MR. RODERICK: John Roderick, Ponte Vedra
23 Beach. I think they're to be commended on the
24 work they've done, from my observations, working
25 with Staff. They've been very open and cut a

196

1 tremendous amount of cost. They did some very
2 clever things that were legal. And I recommend
3 to you that you go forward. It will enhance our
4 airport, usability for the small people. Thank
5 you.

6 CHAIRMAN GREEN: Thank you, Mr. Roderick.
7 Any further public discussion?

8 (No further public discussion.)

9 CHAIRMAN GREEN: Seeing no, board
10 discussion? Mr. Gorman?

11 MR. GORMAN: I know you're looking at me
12 because you know I want to say something.

13 CHAIRMAN GREEN: Well, you've been diligent
14 in this TVOR.

15 MR. GORMAN: I have -- I was originally --
16 asked to be last on about this whole project, and
17 I think this -- you sharpened the pencil and you
18 have the cost. And I really like to see that.

19 That's hats off.

20 You have the cost on this, and it's going to
21 add safety and it adds utility and it adds an
22 approach to the airport. It also adds marketing,
23 you know, in the fact that, on low -- on -- on
24 low -- anyway, it adds marketing in the fact that
25 all the publications by the FAA will now have the

197

1 large compass rose on them that attracts the
2 small plane pilots.

3 So, thanks for the good work. I would
4 encourage the rest of the board to vote for it.

5 MR. GEORGE: I'm -- I'm having a little
6 trouble with the money. If I see \$53,800 times
7 two has been complete. That says I've already
8 spent about \$106,000.

9 MR. WUELLNER: No, no, no. Not times two.
10 It's item number 2.

11 MR. GEORGE: Okay. Item number 2 -- oh, I'm
12 sorry. I see where it is. Okay. We've already
13 spent \$53-.

14 MR. WUELLNER: Yes, sir.

15 MR. GEORGE: And you're saying we authorize
16 them to spend \$217-.

17 MR. WUELLNER: Correct.

18 MR. GEORGE: So, that takes it to \$270-.

19 MR. WUELLNER: Yeah.

20 MR. GEORGE: And you haven't covered item
21 number 3, which is the actual construction.

22 MR. WUELLNER: Actually, it's largely done
23 already. That was what was done in -- in-house.

24 MR. GEORGE: So, you're saying that item
25 number 3 is no longer required because of

198

1 in-house.

2 MR. WUELLNER: Correct.

3 MR. GEORGE: Now I understand.

4 MR. GORMAN: So, the total cost would be
5 \$217-.

6 MR. GEORGE: No.

7 MR. WUELLNER: Two-seventeen from this point
8 forward. You do -- you do --

9 MR. GEORGE: Fifty-three.

10 MR. WUELLNER: You did expend \$53-.

11 MR. GORMAN: Right. From this point
12 forward. I understand.

13 CHAIRMAN GREEN: Entertain a motion?

14 MR. GORMAN: I would make a motion that we
15 accept this.

16 MR. CIRIELLO: I'll second.

17 CHAIRMAN GREEN: Any further discussion?

18 (No further discussion.)

19 CHAIRMAN GREEN: Motion to accept Staff's
20 recommendation to go forward, all in favor?

21 MR. CIRIELLO: Aye.

22 CHAIRMAN GREEN: Aye.

23 MR. GEORGE: Aye.

24 MR. COX: Aye.

25 MR. GORMAN: Aye.

199

1 CHAIRMAN GREEN: All opposed?

2 (No opposition.)

3 CHAIRMAN GREEN: Staff recommendation
4 carries.

5 8.A. - MS. SUZANNE GREEN

6 CHAIRMAN GREEN: Okay. We are down to
7 Authority member comments. I just briefly wanted
8 to say as a result of our last special meeting, I
9 have received several phone calls from people in
10 the audience or in the public who had commended
11 Staff on that leasing guidelines for corporate
12 and T-hangars or hangar leasing, and I just want
13 to pass that on. I'm not sure that that was
14 passed on to Staff, but I've had several, two or
15 three phone calls commending all of the work that
16 was done. So, I just want to thank everybody.

17 Mr. Ciriello?

18 8.B. - MR. JOSEPH CIRIELLO

19 MR. CIRIELLO: Yes. Today, I got a letter
20 from the St. Augustine-St. Johns County Chamber
21 of Commerce, and I assume that the rest of you
22 guys got the same thing.

23 CHAIRMAN GREEN: I did, but it came in this
24 afternoon's mail. It was read to me while I was
25 in court, so I just -- it was read to me.

200

1 MR. CIRIELLO: Well, in any case, it's --
2 the Chamber of Commerce is strongly pushing to
3 help Embry-Riddle get here yet. And as far as I
4 know, I'm the only board member that's in favor
5 of that. But in lieu of this letter -- I know
6 Mr. Gorman has it. I just wondered if it might
7 be -- what word am I looking for? Generous. Not
8 generous, but --

9 CHAIRMAN GREEN: Prudent?

10 MR. CIRIELLO: Some kindhearted gesture on
11 the rest of the board's part to maybe -- well,
12 has Embry-Riddle contacted you at all?

13 MR. WUELLNER: (Shakes head.)

14 MR. CIRIELLO: Then maybe we could contact
15 them and ask them to come and present a new

16 proposal to us to see how things stand, rather
17 than sit by idly and do nothing.

18 CHAIRMAN GREEN: Okay. Mr. George?

19 8.C. - MR. WAYNE GEORGE

20 MR. GEORGE: This is our first time through
21 not only a budget cycle, but also the first time
22 through when we're talking about such a large,
23 you know, acquisition of property. I'm pleased
24 with the activity that's going on and the
25 approach that we're taking to it.

201

1 In response to Mr. Ciriello, I did meet with
2 Embry-Riddle, and Embry-Riddle wanted the leasing
3 document put together, our procedure, before they
4 came back and did anything. So, we are
5 proceeding with that. And when we get the thing,
6 I'm sure that they'll be glad to come back.

7 CHAIRMAN GREEN: Mr. Cox?

8 8.D. - MR. BOB COX

9 MR. COX: No, no comment.

10 CHAIRMAN GREEN: Mr. Gorman?

11 8.E. - MR. JOHN GORMAN

12 MR. GORMAN: No comment.

13 CHAIRMAN GREEN: Okay. Public comment to
14 close the meeting? Mr. Maguire.

15 9. - PUBLIC COMMENT

16 COMMISSIONER MAGUIRE: Just one comment

17 going back to item I., the TAC appointment. IDA

18 should probably looked at to be a member of it,

19 the Industrial Development Authority. I think

20 that's the one that Wayne was talking about.

21 The county -- the county used to have an

22 Economic Development Committee which was

23 disbanded back in January. But with the idea

24 that, Steve --

25 MR. WUELLNER: Considering that, is that in

202

1 lieu of the other one, in addition to?

2 COMMISSIONER MAGUIRE: In addition. Two

3 different functions.

4 CHAIRMAN GREEN: Thank you. Any other

5 public comment? Yes.

6 MR. PACETTI: Do I have to go up there or

7 can I just speak?

8 CHAIRMAN GREEN: You're okay. She can hear

9 you.

10 MR. PACETTI: Cool. The only thing that

11 worries me about all of this is what y'all call

12 eminent domain. My family has lived here in the

13 neighborhood probably since I think the late

14 '60s, early '70s. They're very concerned that
15 you're just going to go in and take their
16 property.

17 Some property, you might say, is only worth,
18 you know, X dollars. But to a family that's
19 lived there and -- and never planned to move,
20 it's worth more than just a dollar amount. And I
21 hope that when you talk about the five families
22 or the two families, that you take that into
23 consideration.

24 My father's very upset, and I'd hate to see
25 him have a heart attack over something like this.

203

1 He's in his 70s.

2 I know the airport is probably good for a
3 large amount of people, maybe. But I think
4 sometimes you need to look at the smaller people,
5 too, and what they want. They didn't move out
6 here to move. They didn't move out here to
7 invest in property. They moved out here to
8 retire and then leave a piece of property to my
9 brother and for him to carry on the business.

10 Thank you.

11 CHAIRMAN GREEN: Thank you. And thanks for
12 coming to the meetings. I'm not sure your

13 father -- doesn't sound like he could make it,
14 but we could get information back to him through
15 you so you can tell him what's going on, because
16 we do have concerns over this.

17 MR. PACETTI: Thank you.

18 10 - NEXT REGULAR AND PUBLIC MEETINGS

19 CHAIRMAN GREEN: Our next somewhat scheduled
20 meeting may be the executive session, either the
21 8th or the 15th, depending on Staff. But we have
22 scheduled September 8th at 5:01, our first public
23 budget meeting, which is published.

24 We have our next regular board meeting
25 September 15th, commencing at 4 p.m., and the

204

1 second published budget meeting will either
2 interrupt it or be at the conclusion, which would
3 be at 5:01 of the regular board meeting.

4 MR. WUELLNER: Yeah. And please note the
5 time on the 8th meeting. You can't have it
6 before 5:01, so we've got it at the earliest
7 possible time.

8 CHAIRMAN GREEN: So, I have one more minute
9 to get here?

10 MR. WUELLNER: Yeah, one more minute.
11 Actually an hour and one minute.

12 CHAIRMAN GREEN: Yeah. Thank you very much.

13 Meeting adjourned.

14 (Thereupon the meeting adjourned at 7:17 p.m.)

15

16

17

18

19

20

21

22

23

24

25

205

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 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 9th day of September, 2003.

12

13

JANET M. BEASON, RPR-CP, RMR, CRR
Notary Public - State of Florida
My Commission No.: DD102224
Expires: April 30, 2006

16

17

18

19

20

21

22

23

24

25