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[1] ST. AUGUSTINE - ST. JOHNS COUNTY AIRPORT AUTHORITY
 [2] Regular Meeting
 [3] held at 4796 U.S. 1 North
 [4] St. Augustine, Florida
 [5] on Monday, November 20, 2000
 [6] from 4:03 p.m. to 5:23 p.m.
 [7] *****
 [8] BOARD MEMBERS PRESENT:
 [9] JAMES CARL DAVIS, SR., Chairman
 [10] JOSEPH S. TAYLOR
 [11] CHARLES LASSITER
 [12] BILL ROSE
 [13] DENNIS WATTS
 [14] *****
 [15] BOARD MEMBERS ABSENT:
 [16] JIM BRYANT, County Commissioner/Airport Liaison
 [17] *****
 [18] ALSO PRESENT:
 [19] GEORGE MCCLURE, Esquire, Rogers, Towers, Bailey,
 [20] Jones & Gay, P.A., 170 Malaga Street, St. Augustine,
 [21] FL, 32084, Attorney for Airport Authority.
 [22] EDWARD WUELLNER, A.A.E., Executive Director.
 [23] BRYAN COOPER, Assistant Airport Director.
 [24] *****
 [25] St. Augustine Court Reporters
 1510 N. Ponce de Leon Blvd., Suite A
 St. Augustine, FL 32084
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P R O C E E D I N G S

[1] CHAIRMAN DAVIS: Good afternoon, ladies and
 [2] gentlemen. Welcome to the St. Augustine-St.
 [3] Johns County Airport Authority meeting for
 [4] November 20th, 2000. I'll now call this meeting
 [5] to order.
 [6] APPROVAL OF MEETING MINUTES
 [7] CHAIRMAN DAVIS: Our first order of business
 [8] will be the approval of the minutes from the
 [9] regular meeting of October 16th, 2000.
 [10] Gentlemen, any comment?
 [11] MR. ROSE: Mr. Chairman, I move approval of
 [12] the minutes as they were distributed.
 [13] CHAIRMAN DAVIS: Thank you, Mr. Rose. And a
 [14] second, please?
 [15] MR. TAYLOR: Second.
 [16] CHAIRMAN DAVIS: Thank you, Mr. Taylor. All
 [17] in favor of accepting and approving the minutes
 [18] from the October 16th meeting, signify by aye.
 [19] MR. ROSE: Aye.
 [20] MR. TAYLOR: Aye.
 [21] MR. LASSITER: Aye.
 [22] MR. WATTS: Aye.
 [23] CHAIRMAN DAVIS: Aye.
 [24] And opposed?

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[1] (No opposition.)

[2] CHAIRMAN DAVIS: Gentlemen, by your vote,
 [3] you have approved those minutes.
 [4] ACCEPTANCE OF FINANCIAL REPORTS
 [5] CHAIRMAN DAVIS: Second order of business
 [6] will be the acceptance of our financial reports.
 [7] Mr. Rose?
 [8] MR. ROSE: Mr. Chairman, you see on your
 [9] agenda the note that these financials will be
 [10] submitted at the December meeting after the
 [11] independent audit is completed for the fiscal
 [12] year. So, no report today, but we'll have it at
 [13] the December meeting.
 [14] CHAIRMAN DAVIS: Thank you. Under our
 [15] reports, Mr. Bryant is not present. Mr. Weaver?
 [16] 4.A. - MR. WEAVER
 [17] MR. WEAVER: I really don't have anything.
 [18] I'd just like to say that we did have former
 [19] President Bush fly into our airport direct from
 [20] England last week, and he departed Saturday out
 [21] of our airport. So, just an interesting tidbit.
 [22] CHAIRMAN DAVIS: And you found a place to
 [23] secure that plane?
 [24] MR. WEAVER: Yes.
 [25] CHAIRMAN DAVIS: Okay. Thank you, sir.

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[1] Mr. Leslie?

[2] 4.B. - MR. LESLIE

[3] MR. LESLIE: No report, sir.

[4] CHAIRMAN DAVIS: Thank you. Anyone from St.

[5] Augustine Pilots Association? Mr. George?

[6] 4.C. - MR. FLEMING

[7] MR. FLEMING: No report.

[8] CHAIRMAN DAVIS: Thank you. Mr. McClure?

[9] 4.D. - MR. MCCLURE

[10] MR. MCCLURE: I have one new item to report.

[11] I wanted to advise the members of the Authority

[12] of some litigation that's presently pending in

[13] the Circuit Court here in St. Johns County that

[14] has to do or has some effect on the Authority,

[15] although the Authority at this point is not a

[16] party to the proceeding.

[17] As all of you know, there were two seats on

[18] the Authority that were subjects of the election

[19] process this year. And my understanding is that

[20] those were Groups 4 and 5.

[21] One of the candidates for Group 4 was

[22] Barbara Bosanko, and Ms. Bosanko has filed a

[23] Complaint in the Circuit Court which alleges two

[24] things: Number one, that she is an employee of

[25] the Division of -- State Division of Hotels and

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[1] Answer or actually a Motion to Dismiss. And that

[2] motion asserted that the Complaint should be

[3] dismissed for two reasons: Number one, that it

[4] failed to join an indispensable party, and that's

[5] the Authority; and number two, that on the face

[6] of the -- on the face of the Complaint, it was

[7] inadequate to state a cause of action.

[8] My understanding from the Attorney General's

[9] Office that filed that Motion to Dismiss and from

[10] the Plaintiff's attorney was that they elected to

[11] hold that Complaint in abeyance pending the

[12] outcome of the general election, because if

[13] Ms. Bosanko did not receive a majority of the

[14] votes cast in that election, that it would --

[15] that it would be a moot issue.

[16] The newspaper reports and I believe the

[17] certification that was transmitted to Tallahassee

[18] by Ms. Halyburton's office was that Ms. Bosanko

[19] was the successful candidate and had a majority

[20] of the votes cast; therefore, it is not moot.

[21] Today, I received in a form of Amended

[22] Complaint from the Plaintiff's attorney, which

[23] joins the Authority as a party Defendant and

[24] basically asserts the same things; and that is,

[25] that it is unconstitutional.

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[1] Restaurants, which I think is a part of the

[2] Department of Business Regulation; and number 2,

[3] that a section of the charter of the Airport

[4] Authority is unconstitutional.

[5] And that section of the charter, what you

[6] may or may not know, is that once the charter was

[7] originally passed it's gone through a series of

[8] amendments, and that charter is enacted by a

[9] special act of the Florida legislature, and they

[10] have the authority periodically to amend it or

[11] revise it.

[12] In 1969, the legislature included a

[13] provision which stated no member of the St.

[14] Augustine Airport Authority can be an officer or

[15] employee of the City of St. Augustine, St. Johns

[16] County, or the State of Florida excepting members

[17] of the militia or notaries public.

[18] And what Ms. Bosanko has alleged is that

[19] that section is unconstitutional generally, and

[20] that therefore she should be qualified for

[21] office.

[22] I was provided as a courtesy with a copy of

[23] this Complaint by the Plaintiff's attorney. The

[24] State of Florida was named as the party Defendant

[25] and not us, and the State of Florida filed an

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[1] It also alleges, as an aside, the language

[2] says that it excludes officers or employees of

[3] the city, the county, or state government,

[4] excepting members of the militia or notaries

[5] public. And it's asking the Court to interpret

[6] becoming a notary public as an exception to that

[7] exclusion.

[8] But, frankly, I don't think that's the

[9] correct interpretation of the language and that

[10] the issue will be determined by whether or not

[11] this section is constitutional or not.

[12] It is the Authority's responsibility under

[13] several cases to act as the defender of its own

[14] charter, as opposed to the State. And the State

[15] was correct in saying that we should be a party

[16] to this proceeding. And let me emphasize that it

[17] is the Authority which is a party, and none of

[18] you individually, and there's no relief sought

[19] other than to determine that this section of the

[20] charter is unconstitutional.

[21] The research that we have done on this

[22] matter to determine our position, since it is our

[23] obligation to defend the charter, is that we have

[24] the opinion that the section of the special act

[25] in 1969 that was passed that included this

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[1] provision is in fact constitutional.

[2] We have in this state, as in really all
[3] states, a strong presumption in favor of the
[4] validity of acts of the legislature. And much of
[5] the Complaint in this matter questions the
[6] reasonableness of including an exclusion for
[7] city, county, and state employees as members of
[8] this board.

[9] And what the courts have consistently said
[10] is, it's not the Court's position to decide
[11] whether it would have made the same decision as
[12] the legislature would, whether it thinks it's a
[13] good law, a good decision, a smart connection, a
[14] smart exclusion, and they don't even have to
[15] worry about the legislature articulating its
[16] reasons for passing the act as long as there is
[17] some reasonable basis for the classification
[18] that's applied.

[19] And we have classifications that exist all
[20] the time, including exclusionary classifications
[21] like this. Ones like that would be federal acts
[22] that prevent the participation in election
[23] campaigns by federal employees, for example, as
[24] contributors or participants in the electoral
[25] process.

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[1] Constitution -- of the act will be held to be
[2] constitutional.

[3] There is essentially no issue of fact in
[4] this case, and those cases that you see when
[5] people argue about, was the light red or green,
[6] or how fast was somebody going, are the cases
[7] which tend to take a long time to resolve and
[8] tend to be expensive to resolve because you spend
[9] a lot of time deciding where the truth in certain
[10] contested issues of fact are.

[11] This is a case in which Ms. Bosanko has
[12] brought the action herself. She's asserted up
[13] front that she is a -- an employee of the State;
[14] there is no issue about that.

[15] The only issue is an issue of law of whether
[16] or not this section of the charter is valid or
[17] not valid, and that's something that typically is
[18] resolved relatively quickly and is resolved in a
[19] nonevidentiary hearing that's held before a local
[20] Circuit Judge who will make a decision based upon
[21] the law and not based upon any witnesses whose
[22] testimony is contested or not contested.

[23] It is an example of why we are going through
[24] the process of recodifying our charter, because
[25] in defense of anybody who has sat on this board

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[1] The Florida Constitution itself includes a
[2] resign-to-run law, which is -- did not fail under
[3] the Federal Constitution as being any kind of
[4] prohibition against a fundamental right. And so,
[5] these kinds of exclusions are very customary.

[6] The thing that happens is that the courts
[7] apply a higher standard when one of two things is
[8] present. Either, one, there is what they call an
[9] invidious classification, which means that if
[10] you're classifying somebody based upon race,
[11] religion, gender, are the three most obvious
[12] examples; or, number two, when it's a
[13] specifically highly protected right.

[14] For example, if we were to say members of
[15] the state government can't vote, that's a
[16] protected right which is subject to a higher
[17] scrutiny. And the Plaintiff's counsel in this
[18] case has been trying to assert that this is one
[19] of those inherently protected rights that should
[20] be protected.

[21] The -- as a result, though, because this is
[22] not one of those sections that I believe is
[23] subject to that enhanced standard of scrutiny and
[24] not one of the classifications, I tend to believe
[25] that this -- that this section of the

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[1] or been an administrator of this board, we've
[2] gone through, as part of this codification,
[3] through a series of the Florida special acts that
[4] keep modifying and tinkering with our charter.
[5] And it's often very hard to look at a -- you
[6] cannot look at a single document and say here's
[7] what it all says. You keep having to look at
[8] each successive special act to see how the act
[9] has been modified.

[10] I don't believe that there is any specific
[11] action which needs to be taken by the Board,
[12] although if you'd like to examine me about that
[13] opinion, the -- you're welcome to. The reason
[14] why I say that is because the case law's pretty
[15] clear about the entity which is responsible for
[16] the administration of a special act or a rule or
[17] a statute is the one that defends it.

[18] My understanding of the public policy of
[19] that is that what we'd want to avoid, for
[20] example, if -- if we all decided we didn't
[21] like a certain part of our own charter and we
[22] didn't like that it applied to the whole county
[23] instead of part of the county or vice versa or
[24] whatever, and we were to say, well, we'll just
[25] have somebody sue us and challenge its

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[1] constitutionality and we won't defend it. And
 [2] that way, we'll -- you know, we'll all kind of
 [3] fall over and we can modify our charter that way.

[4] We're really not permitted to do that.
 [5] We'll defend the charter, and if the Judge says
 [6] that it's wrong, then we abide by that result,
 [7] subject to any appellate review if we think that
 [8] the decision was -- was invalid for some reason;
 [9] or, if the legislature were to determine in the
 [10] future that it was not a good idea and change it
 [11] at a future date, then certainly we can be
 [12] supportive of that, if that is what the position
 [13] of the Authority was at the time.

[14] But I do believe that it is essentially a
 [15] statutory obligation to defend what the charter
 [16] says when -- when it's framed for us in this
 [17] fashion.

[18] So, I wanted to report that. I'm happy to
 [19] respond to any comments or questions. I suspect
 [20] that this matter will be resolved within probably
 [21] the next 60 days. I don't think we go straight
 [22] to the Florida Supreme Court or engage David
 [23] Boies and former secretaries of states to
 [24] represent us in this matter.

[25] I think that we can get this small election

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[1] controversy hopefully resolved in -- it may be as
 [2] quickly as in the next few weeks.

[3] CHAIRMAN DAVIS: Thank you, Mr. McClure.
 [4] Gentlemen, any comment? Mr. Rose?

[5] MR. ROSE: Just maybe a couple of questions.
 [6] You said that it may take maybe 60 days to
 [7] resolve the issue through the courts. Sixty days
 [8] is long -- we normally would seat newly elected
 [9] members shortly after the first of the year, the
 [10] first -- the first business day.

[11] MR. MCCLURE: We -- we seat --

[12] MR. ROSE: What do we do in this -- while
 [13] we're waiting for a court decision?

[14] MR. MCCLURE: Ed and I spoke about this
 [15] issue on Friday and then again today, and there
 [16] are two possible answers to that question. First
 [17] of all, the charter provides that the new members
 [18] are seated on the first Tuesday after the first
 [19] Monday. In this case, the 1st of January happens
 [20] to be Monday. So, it's Tuesday, January 2nd.

[21] The Secretary of State's office -- and just
 [22] as an aside, I tried to call the Attorney
 [23] General's Office who -- the lawyer who's
 [24] representing the State in this matter, and he's
 [25] down south right now at his -- a little

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[1] preoccupied, they told me. And so getting some
 [2] dates on getting this resolved, we probably won't
 [3] be able to do till next week sometime.

[4] But the Secretary of State's office issues a
 [5] commission based upon the certified results of
 [6] the election, and that commission is
 [7] essentially -- you know, we all kind of know what
 [8] happens because we read the paper and everybody
 [9] kind of knows what's going on. But if ever there
 [10] were an issue about who's the successful
 [11] candidate, the successful candidate shows up
 [12] January 2nd with a commission and says, "Here's
 [13] my commission; I get to sit in this seat."

[14] It may be that what happens, if the Court
 [15] rules that the statute is -- first of all, if the
 [16] Court were to rule that it's unconstitutional,
 [17] then this -- the candidate who's brought this
 [18] action would be seated, period.

[19] If there is no answer that's achieved in the
 [20] pending action by January 2nd, my present opinion
 [21] is, subject to clarification at the December
 [22] meeting to make sure because this all just came
 [23] up in the last few days as far as our involvement
 [24] in this, I suspect that what happens is that that
 [25] candidate is seated and then it is -- based on

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[1] the outcome, it may be up to the Governor, as far
 [2] as whether or not an unqualified candidate is
 [3] removed.

[4] If the -- there are procedures for other
 [5] actions to challenge the outcome of the election,
 [6] and that's not, I don't think, for the Authority
 [7] to do. And if -- if that process is followed
 [8] elsewhere, then there may be another answer.

[9] There is a procedure for electors and
 [10] taxpayers to be able to challenge the
 [11] qualifications of a candidate as part of the
 [12] election process, and if that's done, I suspect
 [13] that nobody gets a commission until that action
 [14] is resolved.

[15] But we don't have the authority to initiate
 [16] that action, and I don't know whether anyone has
 [17] initiated that kind of action. If it doesn't
 [18] happen, I think we get an answer about
 [19] constitutionality. If it happens before January
 [20] 2nd, somebody may not be seated, and I suspect
 [21] if -- if that's the procedure that happens, the
 [22] Governor appoints the unexpired term.

[23] MR. ROSE: And if the -- if there is no
 [24] action on the part of the courts, that person is
 [25] seated. If the Court then says that it is a --

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[1] it is constitutional, the provision, then that
 [2] person is off, is removed from the board.
 [3] MR. McCLURE: Correct.
 [4] MR. ROSE: And the Governor appoints
 [5] someone.
 [6] MR. McCLURE: Correct.
 [7] CHAIRMAN DAVIS: Anyone else? Mr. Taylor?
 [8] MR. TAYLOR: George, if some protest is in
 [9] process, you spoke that there may not be a
 [10] commission issued. If a protest is in process
 [11] before a commission would have been issued, would
 [12] it stop the commission from being issued until
 [13] the --
 [14] MR. McCLURE: It is, because the procedure
 [15] requires the challenging party to join the
 [16] Supervisor of Elections, the Secretary of State,
 [17] and the successful candidate. And so, that's the
 [18] way you notify somebody that an action's pending.
 [19] MR. TAYLOR: So, that would stop a
 [20] commission.
 [21] MR. McCLURE: Correct.
 [22] MR. TAYLOR: If a commission is stopped
 [23] until a resolution, if the resolution of the
 [24] dispute determined the constitutionality is
 [25] intact, then would the next candidate take

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[1] like erase that name from the ballot.
 [2] And what happens after that? If this were a
 [3] runoff election, for example, and there were two
 [4] people who were left, those two people would then
 [5] go, proceed to the general election.
 [6] In this case, there was only one other
 [7] candidate, and that candidate, if also qualified,
 [8] would be the successful candidate. So, if that
 [9] procedure's been filed -- the Authority's not
 [10] entitled to file that kind of action. If that's
 [11] been filed and is successful, then the second
 [12] name on the list wins the election.
 [13] MR. TAYLOR: I think I'm nearly there.
 [14] MR. McCLURE: Right.
 [15] MR. TAYLOR: And a protest of that nature
 [16] would delay a commission if those other parties
 [17] are enjoined --
 [18] MR. McCLURE: Correct.
 [19] MR. TAYLOR: -- until that issue is
 [20] resolved.
 [21] MR. McCLURE: And then I presume the next
 [22] question ought to be -- and I'm not sure I know
 [23] the answer to this, it's one of two answers --
 [24] would be if that didn't happen until after
 [25] January 2nd, do we have four members? Does the

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[1] office?
 [2] MR. McCLURE: Let me back up. If -- if
 [3] the -- let me back up. There are two procedures
 [4] involved. Number one, the only thing that's
 [5] happened now is that there is an action that's
 [6] filed that says, Judge, I want you to declare if
 [7] this section is constitutional or not, and here's
 [8] what my problem is.
 [9] Chapter 102 of the Florida Statutes, 102.68,
 [10] provides that individuals -- and this I presume
 [11] is the kind of action that's been filed in the
 [12] presidential elections in Florida -- that an
 [13] individual can -- can challenge an election based
 [14] upon various issues. These include fraud and
 [15] lots of things that don't apply here. But one of
 [16] those things that applies is an unqualified
 [17] candidate has won.
 [18] That joins the Secretary of State, the local
 [19] canvassing board, the successful candidate, and
 [20] while that's going on, you're entitled to an
 [21] immediate hearing. There are procedures to
 [22] expedite the hearings on that process.
 [23] If the person who challenges the
 [24] qualifications of the winner is successful, then
 [25] it's as though that person was never there. Just

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[1] existing member serve until the successor is
 [2] qualified? Or does the Governor appoint a
 [3] temporary person until the issue is resolved?
 [4] And, that, I don't know the answer to. I hate
 [5] saying that.
 [6] MR. TAYLOR: That's all right.
 [7] MR. ROSE: You got that?
 [8] MR. TAYLOR: I got that.
 [9] CHAIRMAN DAVIS: Anyone else? Thank you,
 [10] Mr. McClure.
 [11] MR. McCLURE: A confusing situation, but I
 [12] appreciate your bearing with me. I need to make
 [13] one phone call. Be right back.
 [14] CHAIRMAN DAVIS: Thank you, Mr. McClure.
 [15] (Whereupon, Mr. McClure leaves the room.)
 [16] CHAIRMAN DAVIS: Action items.
 [17] MR. TAYLOR: Longest report he's ever given.
 [18] CHAIRMAN DAVIS: Mr. Wuellner?
 [19] 5.AA - TERMINAL EXPANSION PROJECT
 [20] MR. WUELLNER: Yes, Mr. Chairman. We've
 [21] been asked to add an item here. Actually, I've
 [22] got several to add in the course of the action
 [23] items, but first on the list, Mr. Bill Ebert,
 [24] who's our architect, who's been the architect of
 [25] record for the terminal expansion project, is

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[1] here, and I think he has a brief, very brief
 [2] presentation to make to you.
 [3] MR. EBERT: Thank you, Ed. My name's Bill
 [4] Ebert. I'm work with -- I'm with William Ebert
 [5] Architects and I work with Earth Tech doing the
 [6] building, which will be part of the terminal
 [7] expansion area.
 [8] This is a model that I brought to show to
 [9] you approximately six months ago, showing the --
 [10] excuse me -- the new additions right here, and
 [11] this is the office building, the sales terminal,
 [12] and four -- excuse me, sales hangar and four
 [13] corporate hangars over here.
 [14] This is actually out for bid right now. And
 [15] I came today to present a rendering of the new
 [16] building. It took a while to have the renderer
 [17] do this, but this is what it's going to look like
 [18] (indicating).
 [19] The building is basically all steel frame.
 [20] This is a steel frame. It's steel cladding on
 [21] the exterior, metal cladding. The building comes
 [22] up this way. This is a one-story sales office
 [23] and a two-story office here that would be steel
 [24] framing for the exterior of the building, stucco
 [25] down here, and the roof is an aluminum-coated

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[1] consent of assignment, which basically allows
 [2] Earth Tech to pick up the contracts related to
 [3] Kaiser Engineers.
 [4] As you may also be aware of, they are all
 [5] the same people that are still employed, and I
 [6] think they're referring to themselves, at least
 [7] today, still as Kaiser-Earth Tech. I don't know
 [8] if Don -- Don's still here.
 [9] MR. RAMDASS: Yes.
 [10] MR. WUELLNER: But they're still using the
 [11] Kaiser name after acquiring their -- the assets
 [12] of that company. And, basically, it just
 [13] provides for the Airport's -- Airport Authority's
 [14] consent of assignment of those contracts to Earth
 [15] Tech.
 [16] CHAIRMAN DAVIS: Gentlemen? Mr. Taylor?
 [17] MR. TAYLOR: I move approval. That's of
 [18] this, not of that building.
 [19] MR. WUELLNER: Two separate matters.
 [20] MR. ROSE: Second.
 [21] CHAIRMAN DAVIS: Thank you, Mr. Rose. All
 [22] in favor, signify by aye.
 [23] MR. ROSE: Aye.
 [24] MR. TAYLOR: Aye.
 [25] MR. LASSITER: Aye.

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[1] material, be -- look like an airplane wing. And
 [2] this is -- looks like it's out for bid right now.
 [3] Thank you.
 [4] CHAIRMAN DAVIS: Thank you. Any comments?
 [5] Mr. Taylor?
 [6] MR. TAYLOR: I've got two more meetings, so
 [7] I'm going to make my comment. I think we have
 [8] one of the most beautiful cities in the world,
 [9] one of the ones that had the greatest opportunity
 [10] to be clearly recognized by every visiting plane,
 [11] and I wish I'd had a vote when these current
 [12] buildings were designed. And I'd love to see the
 [13] whole concept changed, and if this is enough to
 [14] change that, I'd love to see it reflect St.
 [15] Augustine. That could be in Wichita. And I
 [16] just, I'm sorry, it does not hit me well at all.
 [17] CHAIRMAN DAVIS: Any other comments? Thank
 [18] you. Mr. Wuellner?
 [19] S.A. - EARTH TECH CONSULTING, INC.
 [20] MR. WUELLNER: First up is Earth Tech
 [21] Consulting, a consent of assignment. As you were
 [22] made aware of several months ago, I believe over
 [23] the summer, the assets of Kaiser Group
 [24] International were sold to Earth Tech. And,
 [25] basically, you have a copy of the proposed

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[1] MR. WATTS: Aye.
 [2] CHAIRMAN DAVIS: Aye.
 [3] And opposed?
 [4] (No opposition.)
 [5] CHAIRMAN DAVIS: Thank you.
 [6] S.B. - SEAPLANE FEASIBILITY STUDY
 [7] MR. WUELLNER: Thank you. Some time ago, I
 [8] think it was last year's budget, we included an
 [9] item for a seaplane feasibility study. That
 [10] study was put on hold awaiting a -- kind of a
 [11] bona fide need for such a facility and study.
 [12] With the acquisition -- I say the
 [13] acquisition -- but the naming of Aero Sport as a
 [14] dealer for a brand of airplane that is also a
 [15] seaplane, we have asked that the study design be
 [16] upgraded -- or updated to reflect it was a
 [17] two-year-old study design, to have that modified
 [18] and reviewed. And you also have an existing
 [19] Joint Participation Agreement of Florida DOT for
 [20] 80 percent of the supplemental -- the feasibility
 [21] study.
 [22] (Whereupon, Mr. McClure enters the room.)
 [23] MR. WUELLNER: And it was Staff's
 [24] recommendation to go ahead and approve this
 [25] feasibility study contract with ICF Kaiser, which

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[1] is number 00-05A in the amount of \$9,000, again
 [2] of which 80 percent is payable by Florida -- by
 [3] Florida DOT.
 [4] CHAIRMAN DAVIS: Any comment, gentlemen?
 [5] MR. LASSITER: I have.
 [6] CHAIRMAN DAVIS: Mr. Lassiter?
 [7] MR. LASSITER: I have a question. Aero
 [8] Sport now has the dealership with these --
 [9] MR. WUELLNER: Yeah, I think he announced at
 [10] the last meeting, the meeting before? Is it
 [11] Husky?
 [12] MR. WEAVER: Husky.
 [13] MR. WUELLNER: Husky. Okay.
 [14] MR. LASSITER: And this would be in support
 [15] of their -- okay.
 [16] MR. WUELLNER: It's something that's just --
 [17] it's been of interest for a while, but it's
 [18] something we've just kind of put on the back
 [19] burner, not pressing forward until there's a
 [20] little more justification bringing it off the
 [21] base here.
 [22] I'm sure that all the projects right now,
 [23] under the current matrix with FAA, that
 [24] seaplane-related facilities and the terms of
 [25] construction are a very high priority with them

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[1] for whatever reason.
 [2] I think basically whatever the envisioning
 [3] is, is identifying the market and the use here,
 [4] and then assuming there's enough reason to move
 [5] forward, we'd be looking at some minimal
 [6] dock-type facility for a few seaplanes to be
 [7] here.
 [8] It's not a full-fledged marina as such or
 [9] whatever, but we do have some absolutely true
 [10] seaplanes who don't have the ability to use the
 [11] seaplane ramp to come out on the ground nor land
 [12] on the hard-surface runways. And up to this
 [13] point, that's the only aircraft we've been able
 [14] to actually service.
 [15] And it also will address the issue of being
 [16] able to refuel those aircrafts safely in an
 [17] environmental-friendly way so that the
 [18] possibility of any type of environmental accident
 [19] or something is minimized as a part of the design
 [20] of it.
 [21] MR. LASSITER: And this will be in the scope
 [22] of the study?
 [23] MR. WUELLNER: Yes.
 [24] MR. LASSITER: Okay.
 [25] CHAIRMAN DAVIS: Any public comment?

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[1] (No public comment.)
 [2] CHAIRMAN DAVIS: If not, gentlemen, I would
 [3] entertain a motion that we either reject or
 [4] accept Staff recommendation on 00-05A on the
 [5] engineering study of the seaplane feasibility.
 [6] MR. LASSITER: Make a motion to accept the
 [7] Staff's recommendation for supplemental agreement
 [8] 00-05A.
 [9] CHAIRMAN DAVIS: Thank you, Mr. Lassiter.
 [10] And a second, please?
 [11] MR. WATTS: Second.
 [12] CHAIRMAN DAVIS: Thank you, Mr. Watts.
 [13] Gentlemen, all in favor of accepting Staff
 [14] recommendation, signify by aye.
 [15] MR. ROSE: Aye.
 [16] MR. TAYLOR: Aye.
 [17] MR. LASSITER: Aye.
 [18] MR. WATTS: Aye.
 [19] CHAIRMAN DAVIS: Aye.
 [20] And opposed?
 [21] (No opposition.)
 [22] CHAIRMAN DAVIS: By your vote, you have
 [23] accepted Staff recommendation on item 5.B.
 [24] 5.C. - RUNWAY SAFETY AREA & EROSION PROTECTION
 [25] MR. WUELLNER: Thank you. Next item I have

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[1] is related to Runway 31 in the safety area and
 [2] erosion protection plan. We have asked -- we had
 [3] asked ICF Kaiser to develop an agreement that
 [4] would cover the design and permitting of the
 [5] erosion protection along the east side of Runway
 [6] 31. Could you point that area out, Bryan? Would
 [7] you mind?
 [8] But it's in the vicinity of where Runway
 [9] 02/20 crosses 13/31. 02/20, yeah. Along the
 [10] edge of the shoreline there. Basically, we've
 [11] lost some -- some property, some land mass there
 [12] due to erosion over the last several years,
 [13] especially with the couple of close calls we had
 [14] with the tropical systems.
 [15] We have asked them to come up with a
 [16] engineering proposal that allows that to be
 [17] shored properly and reestablished and with a
 [18] potential of minimizing erosion in the future,
 [19] and also along the south side of the same runway
 [20] in the vicinity of the parallel taxiway, is to
 [21] look at that in concert with the design effort
 [22] that's underway with Taxiway B there to be sure
 [23] that it, again, it will not be subject to any
 [24] adverse erosion actions in the future.
 [25] So, that's what the proposal's on the -- on

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[1] the table here for. And I think it actually
 [2] deals with the end of 13/31, just kind of brings
 [3] it around the end. And all it is is trying to
 [4] find a method of -- it'll probably be some sort
 [5] of a riprap or something along the perimeter
 [6] there that establishes that shoreline more
 [7] permanently to avoid the erosion of the asset, if
 [8] you will, of the airport there.
 [9] And we have a proposal from ICF Kaiser.
 [10] This would be funded out of one of the Taxiway B
 [11] Joint Participation Agreements with Florida DOT
 [12] from an engineering standpoint at a rate of 80
 [13] percent. The contract value as proposed would be
 [14] \$93,680, again, at 80 percent reimbursement rate
 [15] with Florida DOT.
 [16] It also includes the ability to address up
 [17] to 25 acres of mitigation, which would be
 [18] approximately nine acres of total impact, if
 [19] indeed it occurred. That's -- that's a function
 [20] of design, but they allowed a parameter there to
 [21] address any environmental impact there or
 [22] mitigation that might come out of permitting the
 [23] berming or whatever comes out in the design.
 [24] As a result, Staff recommends approval of
 [25] Supplemental Agreement 00 -- 00-04 with ICF

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[1] you call it.
 [2] MR. WUELLNER: Well, that -- that'll be a
 [3] part of the engineering there, but they're saying
 [4] that the potential's up there --
 [5] MR. CIRIELLO: And you think you could get
 [6] permits for that?
 [7] MR. WUELLNER: Well, that's part of that
 [8] process, also.
 [9] MR. CIRIELLO: I don't know why bulkheads or
 [10] seawalls wouldn't protect the land. Is what
 [11] you're trying to do, is protect your land so you
 [12] don't encroach back onto the -- toward the
 [13] runway. That would probably be the easiest and
 [14] simplest thing to do, is put bulkheads in.
 [15] But does this proposal in any way stretch
 [16] the imagination, so to speak, to do anything with
 [17] the end of the runway on that dirt hill extension
 [18] you're talking about?
 [19] MR. WUELLNER: No, sir.
 [20] MR. CIRIELLO: This won't have anything to
 [21] do with that. That's another separate proposal?
 [22] MR. WUELLNER: It would be, yes.
 [23] MR. CIRIELLO: Okay. Thank you.
 [24] CHAIRMAN DAVIS: Anyone else? Gentlemen,
 [25] any discussion? I have one question to follow up

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[1] Kaiser in the amount of \$93,680 for the specified
 [2] work, and again, authorizes the Executive
 [3] Director's signature to the contract and any
 [4] other related documents.
 [5] CHAIRMAN DAVIS: Any public comment?
 [6] Mr. Ciriello?
 [7] MR. CIRIELLO: Joe Ciriello, St. Augustine
 [8] South. Ed, is it possible that when they get
 [9] done figuring out about this erosion, that it
 [10] might be a bulkhead put in like they have say
 [11] down in Crescent Beach?
 [12] MR. WUELLNER: That seawall kind of thing?
 [13] MR. CIRIELLO: Yeah, bulkheads.
 [14] MR. WUELLNER: Probably not. It'll probably
 [15] be something that's much more contoured. As you
 [16] can imagine, an absolute drop off the edge of the
 [17] safety area into the water would be -- would be
 [18] negative also; a more sloped approach, probably
 [19] something in the way of, as I mentioned, riprap.
 [20] MR. CIRIELLO: They wouldn't have to get in
 [21] there with any diggers and do any construction --
 [22] and do any damage to the -- I don't know what you
 [23] call that stuff --
 [24] MR. WUELLNER: The basin?
 [25] MR. CIRIELLO: -- the estuary or whatever

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[1] on what Mr. Ciriello was talking about. We still
 [2] have to go through EPA permitting and everything;
 [3] is that correct?
 [4] MR. WUELLNER: Oh, yes. There's absolutely
 [5] no permitting done at this point.
 [6] CHAIRMAN DAVIS: Thank you. Mr. Lassiter?
 [7] MR. LASSITER: Ed, also this -- the FAA
 [8] standards will be the ones that they'll be
 [9] following --
 [10] MR. WUELLNER: Correct.
 [11] MR. LASSITER: -- so, whatever they say --
 [12] MR. WUELLNER: We wouldn't be able to
 [13] justify even a foot more than what the FAA
 [14] standards in terms of reestablishing that.
 [15] MR. LASSITER: Okay.
 [16] CHAIRMAN DAVIS: Anyone else? If not,
 [17] gentlemen, I'll entertain a motion for 5.C., the
 [18] Runway 31 safety area erosion, to either accept
 [19] or reject Staff recommendation.
 [20] MR. ROSE: Mr. Chairman, I move acceptance
 [21] of Staff recommendation.
 [22] CHAIRMAN DAVIS: Thank you, Mr. Rose. And a
 [23] second?
 [24] MR. LASSITER: I'll second.
 [25] CHAIRMAN DAVIS: Thank you, Mr. Lassiter.

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[1] All in favor of accepting Staff recommendation on
 [2] the erosion protection, signify by aye.
 [3] MR. ROSE: Aye.
 [4] MR. TAYLOR: Aye.
 [5] MR. LASSITER: Aye.
 [6] MR. WATTS: Aye.
 [7] CHAIRMAN DAVIS: Aye.
 [8] And opposed?
 [9] (No opposition.)
 [10] CHAIRMAN DAVIS: Gentlemen, by your vote,
 [11] you have accepted Staff recommendation on item
 [12] 5.C.
 [13] 5.D. - BID AWARDS
 [14] MR. WUELLNER: The next item I have for you
 [15] relates to bid awards. On November 15th, the
 [16] Airport Authority staff, consistent with Airport
 [17] Authority policy, opened bids for three
 [18] construction-related projects.
 [19] They were for the air traffic control tower
 [20] and related equipment, this is the equipment
 [21] element of this project; the Runway 31 ILS
 [22] system; and the airfield wash rack. All three
 [23] were advertised properly, and bids were -- excuse
 [24] me, bids were opened on the 15th of November, as
 [25] I stated.

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[1] recommendation.
 [2] CHAIRMAN DAVIS: Thank you, Mr. Taylor. And
 [3] do I have a second, please?
 [4] MR. ROSE: I second the motion.
 [5] CHAIRMAN DAVIS: Thank you, Mr. Rose. All
 [6] in favor of accepting Staff recommendation on the
 [7] control tower communications-related equipment,
 [8] signify by aye.
 [9] MR. ROSE: Aye.
 [10] MR. TAYLOR: Aye.
 [11] MR. LASSITER: Aye.
 [12] MR. WATTS: Aye.
 [13] CHAIRMAN DAVIS: Aye.
 [14] And opposed?
 [15] (No opposition.)
 [16] CHAIRMAN DAVIS: By your vote, gentlemen,
 [17] you have accepted that particular portion of the
 [18] bidding.
 [19] MR. WUELLNER: The Runway 31 ILS system, we
 [20] had three bids received for this, AIRSYS ATM at
 [21] \$737,000; Florida Industrial Electric at
 [22] \$818,379; and Military Construction Corporation
 [23] at \$1,024,456.
 [24] Bids were evaluated, and the low bidder of
 [25] AIRSYS ATM is -- at \$737,000, is recommended by

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[1] Relative to the air traffic control tower
 [2] communications equipment, we received one bid.
 [3] That bid came from AJT & Associates out of Cape
 [4] Canaveral, teamed with ATC Barton, which is
 [5] probably the nation's largest, if not the only
 [6] private-sector installer and provider of air
 [7] traffic control tower equipment. And they
 [8] submitted a bid of \$410,197.
 [9] It was consistent with the engineer's
 [10] estimate in the project related to the equipment,
 [11] and it would be Staff's recommendation that the
 [12] Airport Authority accept the bid of \$410,197
 [13] subject to Florida DOT concurrence in that bid
 [14] award.
 [15] CHAIRMAN DAVIS: Do you want to handle these
 [16] one at a time?
 [17] MR. WUELLNER: I think so, unless you want
 [18] to --
 [19] CHAIRMAN DAVIS: Gentlemen, any -- any
 [20] public comment?
 [21] (No public comment.)
 [22] CHAIRMAN DAVIS: Gentlemen, any discussion
 [23] on the traffic control portion of this and the
 [24] related equipment? Mr. Taylor?
 [25] MR. TAYLOR: I move approval of Staff

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[1] Staff for approval and recommendation to Florida
 [2] DOT for concurrence.
 [3] CHAIRMAN DAVIS: Thank you, Mr. Wuellner.
 [4] Any public comment on Runway 31 instrument
 [5] system? Yes, sir.
 [6] MR. BREDERODE: Just a question, if I may.
 [7] My name is Rick van Brederode. What is ILS?
 [8] MR. WUELLNER: It's an acronym. It stands
 [9] for Instrument Landing System.
 [10] MR. BREDERODE: Instrument Landing System?
 [11] MR. WUELLNER: Yes, sir.
 [12] MR. BREDERODE: So, is it intended then that
 [13] there would be more out-of-hours, let's say
 [14] nighttime landings at this airfield --
 [15] MR. WUELLNER: Basically, it's just a --
 [16] MR. BREDERODE: -- as a result of ILS?
 [17] MR. WUELLNER: Basically it's just a
 [18] different type of nav aid than we have right now.
 [19] CHAIRMAN DAVIS: Thank you, sir. Anything
 [20] else, gentlemen? Mr. Lassiter?
 [21] MR. LASSITER: Just a quick question. How
 [22] close was that to the engineer's estimate?
 [23] MR. WUELLNER: Engineer's estimate was
 [24] \$751,000.
 [25] MR. LASSITER: Okay. Thank you.

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[1] CHAIRMAN DAVIS: Anything else, gentlemen?

[2] If not, I'll entertain a motion that we accept

[3] Staff recommendation on the ILS system, awarding

[4] to AIRSYS ATM.

[5] MR. WATTS: Mr. Chairman, I make that

[6] motion, please.

[7] CHAIRMAN DAVIS: Thank you, Mr. Watts. A

[8] second, please?

[9] MR. ROSE: I second the motion,

[10] Mr. Chairman.

[11] CHAIRMAN DAVIS: Thank you, Mr. Rose. All

[12] in favor of accepting Staff recommendations on

[13] the ILS system for AIRSYS ATM, signify by aye.

[14] MR. ROSE: Aye.

[15] MR. TAYLOR: Aye.

[16] MR. LASSITER: Aye.

[17] MR. WATTS: Aye.

[18] CHAIRMAN DAVIS: Aye.

[19] And opposed?

[20] (No opposition.)

[21] CHAIRMAN DAVIS: By your vote, gentlemen,

[22] you have accepted Staff recommendation on the

[23] second item. Mr. Wuellner?

[24] MR. WUELLNER: Thirdly, the airfield wash

[25] rack. Six bids were received, again opened on

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[1] MR. WUELLNER: It's actually slightly more,

[2] but there was a -- the engineer estimate we had

[3] been given did not include the addendas issued

[4] during the plans, which brought the price up

[5] slightly. So, it is consistent with the

[6] engineer's estimate.

[7] CHAIRMAN DAVIS: Thank you. Anything else,

[8] gentlemen? Mr. Taylor?

[9] MR. TAYLOR: I move that we accept Staff

[10] recommendation.

[11] CHAIRMAN DAVIS: Thank you, Mr. Taylor. Do

[12] I have a second, gentlemen?

[13] MR. LASSITER: Second.

[14] CHAIRMAN DAVIS: Thank you, Mr. Lassiter.

[15] All in favor of accepting Staff recommendations

[16] on our airfield wash rack, signify by aye.

[17] MR. ROSE: Aye.

[18] MR. TAYLOR: Aye.

[19] MR. LASSITER: Aye.

[20] MR. WATTS: Aye.

[21] CHAIRMAN DAVIS: Aye.

[22] And opposed?

[23] (No opposition.)

[24] CHAIRMAN DAVIS: Gentlemen, by your vote,

[25] you have accepted the Staff recommendation on our

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[1] the 15th of November, included Jerry's Johns And

[2] Construction here in St. Augustine, \$84,638;

[3] Industrial Services of Mobile, \$89,388; She's A

[4] General Contractor, \$97,945; DiMare Construction

[5] at \$99,500; BGCO of Jacksonville at \$109,000; and

[6] Mallon Construction at \$125,700.

[7] Bids were evaluated by the engineer and

[8] Staff, and Staff -- consequently, Staff

[9] recommends approval of Jerry's Johns And

[10] Construction for contract award for the airfield

[11] wash rack in the amount of \$84,638, and for

[12] its -- excuse me, for its further recommendation

[13] to Florida DOT for concurrence.

[14] CHAIRMAN DAVIS: Thank you. Any public

[15] comment?

[16] (No public comment.)

[17] CHAIRMAN DAVIS: Gentlemen, any discussion?

[18] (No discussion.)

[19] CHAIRMAN DAVIS: I have one question.

[20] Mr. Wuellner?

[21] MR. WUELLNER: Uh-huh.

[22] CHAIRMAN DAVIS: The company that we are

[23] accepting here as the one that came in with the

[24] low bid, is it below what we had anticipated for

[25] that wash rack?

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[1] airfield wash rack. Mr. Wuellner?

[2] 5.E. - AIR TRAFFIC CONTROL TOWER & ELECTRICAL VAULT

[3] MR. WUELLNER: Next item I have is related

[4] to the air traffic control and airfield

[5] electrical vault. We also solicited statements

[6] of qualifications and experience from all parties

[7] interested in being considered for the

[8] design/build of the air traffic control tower and

[9] electrical vault, airfield electrical vault. We

[10] received those. They were due no later than the

[11] 15th of November.

[12] The following firms submitted statements of

[13] qualifications. These also contain, as your

[14] agenda item that was at your positions this

[15] afternoon indicate, they in all cases include

[16] multiple firms, some as many as four to five

[17] team -- two of the team. We've listed the

[18] individual firm whose name was associated with

[19] the actual submittal, that is listed on the

[20] cover.

[21] You have a list, as a part of the

[22] attachment, that indicates all of the subs

[23] involved, for those of you that are interested in

[24] that.

[25] As I said, six bids were received. They

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[1] were evaluated by the evaluation committee. The
 [2] evaluation committee consisted of seven
 [3] individuals, including the Chairman of the
 [4] Airport Authority, Mr. Roland Lester of Florida
 [5] DOT, Mr. John Leslie of Northrop-Grumman;
 [6] Mr. Richard Weaver of Aero Sport; Mr. Wayne
 [7] George of the St. Augustine Pilots Association;
 [8] James Pearce of Kaiser-Earth Tech, and myself.

[9] The bids were discussed and evaluated and a
 [10] rank order established, 1 through 6, in order of
 [11] preference. And they include Haskell-AJT as the
 [12] number one ranked firm; number two ranked,
 [13] Fannin-Davis; number 3 ranked, DiMare
 [14] Construction; number 4 ranked is ARC Master
 [15] Builders; number 5, L.C. Gaskins; and number 6,
 [16] Global. As I mentioned, each of the teams'
 [17] additional participants are included on the
 [18] attachment.

[19] As provided in the bid solicitation, that it
 [20] would be Staff's recommendation that you adopt or
 [21] ratify the selection's short list in order, as
 [22] well as award the conceptual design contract to
 [23] the number one selected firm, Haskell, as
 [24] provided in the solicitation, in the amount of
 [25] \$10,000 to include the development of the

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[1] renderings and the detailed engineering estimates
 [2] of those renderings to be presented to the
 [3] Airport Authority at your December meeting,
 [4] consistent with the advertisement for further
 [5] consideration by the Airport Authority.

[6] CHAIRMAN DAVIS: Thank you, Mr. Wuellner.
 [7] Any public comment? Mr. Ciriello.

[8] MR. CIRIELLO: Ed, all you're asking for now
 [9] is a go-ahead. You don't really have figures in
 [10] like you did the other bids --

[11] MR. WUELLNER: Correct.

[12] MR. CIRIELLO: -- for construction, so you
 [13] have no idea what it's going to cost right now.

[14] MR. WUELLNER: Correct.

[15] MR. CIRIELLO: Okay. Thank you.

[16] CHAIRMAN DAVIS: Thank you, Mr. Ciriello.
 [17] Anyone else, please? Gentlemen, any discussion?
 [18] Mr. Lassiter?

[19] MR. LASSITER: Ed, in your -- in your
 [20] selection here, I know it's a long process of
 [21] interview and all like that. Is this clearly
 [22] heads and shoulders, or is this a very tight,
 [23] close --

[24] MR. WUELLNER: I think it would be the
 [25] consensus of the committee that they were -- they

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[1] were clearly number one. Number one and two were
 [2] probably the closest. The -- and there was
 [3] DiMare more or less in the middle, and the other
 [4] three were considered well below in terms of what
 [5] was provided to us.

[6] MR. LASSITER: Okay. Thank you.

[7] CHAIRMAN DAVIS: Anyone else, gentlemen? If
 [8] not, I'll --

[9] MR. WUELLNER: By the way, that rank, just
 [10] for anybody who is interested, I mean, that
 [11] ranking is a matter of public record and you're
 [12] certainly welcome to read the individual comments
 [13] of team members or evaluation team members and
 [14] the like. So...

[15] CHAIRMAN DAVIS: Anyone else? If not,
 [16] gentlemen, I'll entertain a motion to either
 [17] accept or reject Staff recommendation on the
 [18] selection of the selection committee for the
 [19] recommended ranking of the design team for the
 [20] air traffic control tower.

[21] MR. ROSE: Mr. Chairman, I recommend that we
 [22] approve the Staff recommendation on the ranking
 [23] of the firms for the air traffic control tower
 [24] and the airfield electrical vault, period.

[25] CHAIRMAN DAVIS: Thank you, Mr. Rose. I

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[1] think you need to also add to your motion that
 [2] you also accept the amount of \$10,000 for
 [3] rendering the detail from the engineer.

[4] MR. WUELLNER: That was -- the \$10,000 was a
 [5] matter of the bid solicitation. That was the
 [6] amount established in the bid. That's not a
 [7] quote from them. Simply that's the amount was
 [8] allotted to be paid to the number one firm to
 [9] develop those architectural concepts and detailed
 [10] engineering reports in order to establish a
 [11] contract value.

[12] CHAIRMAN DAVIS: I stand corrected. A
 [13] second, please?

[14] MR. WATTS: Second.

[15] CHAIRMAN DAVIS: Thank you, Mr. Watts. All
 [16] in favor of accepting Staff recommendation on
 [17] the -- just as it stands, signify by aye.

[18] MR. ROSE: Aye.

[19] MR. TAYLOR: Aye.

[20] MR. LASSITER: Aye.

[21] MR. WATTS: Aye.

[22] CHAIRMAN DAVIS: Aye.

[23] And opposed?

[24] (No opposition.)

[25] CHAIRMAN DAVIS: Gentlemen, by your vote,

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[1] you have accepted Staff recommendation on item
 [2] 5.E.
 [3] 5.F. - RESOLUTION 2000-09
 [4] MR. WUELLNER: Mr. Chairman, I have two
 [5] additional items for your consideration. One is
 [6] Resolution 2000-09, which is reference to a
 [7] supplemental JPA with Florida DOT in the amount
 [8] of \$150,000, Florida DOT share. And this would
 [9] be funds available for development of the airport
 [10] related to corporate hangar area.
 [11] This particular area we discussed with
 [12] Florida DOT is the area northeast -- northeast,
 [13] if you want to call it that, of Florida -- of
 [14] Ringpower and Luhrs, the extreme north end of the
 [15] airport there.
 [16] The conception -- this just initiates the
 [17] grant process with Florida DOT for the money.
 [18] Next month at your December meeting, you will get
 [19] the layout. It's basically done; they're having
 [20] printer-related -- plotter-related problems.
 [21] You will -- you will have a presentation
 [22] made by Kaiser as to the proposed layout of the
 [23] northeast area at your December meeting, also.
 [24] This merely authorizes Resolution 2000-09 and the
 [25] Chairman and Secretary's signatures thereto

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[1] CHAIRMAN DAVIS: Aye.
 [2] And opposed?
 [3] (No opposition.)
 [4] CHAIRMAN DAVIS: By your vote, gentlemen,
 [5] you have accepted Resolution 2000-09.
 [6] 5.G. - PURCHASE OF RACETRACK FACILITY
 [7] MR. WUELLNER: The last item I have is
 [8] related to -- we received a phone call soliciting
 [9] what our interest might be, and I need a little
 [10] direction as to how you want me to proceed.
 [11] We have been asked to consider purchasing
 [12] the racetrack facility. It's in an area
 [13] identified for the Airport Authority's future
 [14] expansion plans. And an offer by the current
 [15] owners and licensees to purchase the facility was
 [16] given to us informally.
 [17] It would require a fair amount of -- of
 [18] shuffling to identify funds as well as would
 [19] allocate a certain portion of DOT funds in a year
 [20] beginning July of next year, in the event you
 [21] were to -- want to move through it.
 [22] The parcel involved includes 107 acres of
 [23] property, including the development that's on it.
 [24] The asking price for it is \$1.8 million. This
 [25] has not been substantiated by appraisal or any

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[1] related to accepting the additional \$150,000 from
 [2] Florida DOT.
 [3] CHAIRMAN DAVIS: Thank you, Mr. Wuellner.
 [4] Any public comment?
 [5] (No public comment.)
 [6] CHAIRMAN DAVIS: Gentlemen, any discussion
 [7] on Resolution 2000-09?
 [8] (No discussion.)
 [9] CHAIRMAN DAVIS: If not, then I will
 [10] entertain a motion from the members -- from a
 [11] member to either accept or reject Staff
 [12] recommendation on Resolution 2000-09, the
 [13] Supplemental JPA.
 [14] MR. LASSITER: Move to accept Resolution
 [15] 2000-09.
 [16] CHAIRMAN DAVIS: Thank you, Mr. Lassiter.
 [17] Do I have a second?
 [18] MR. TAYLOR: Second.
 [19] CHAIRMAN DAVIS: Thank you, Mr. Taylor. All
 [20] members in favor of accepting Resolution 2000-09,
 [21] signify by aye.
 [22] MR. ROSE: Aye.
 [23] MR. TAYLOR: Aye.
 [24] MR. LASSITER: Aye.
 [25] MR. WATTS: Aye.

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[1] other method. That's just simply what they
 [2] communicated to us.
 [3] When you do the math out, it's a little less
 [4] than \$16,000 an acre. In terms of valuation,
 [5] that may not be too bad, when you consider that
 [6] the vacant property and the industrial park is
 [7] going for \$10,000 an acre conservatively. And
 [8] that's unimproved of any type. It's just raw
 [9] land, basically.
 [10] So, I need to know whether you want me to
 [11] try and find a way to make this happen. It's
 [12] got -- they've given me -- they don't have a date
 [13] yet, but they've given us some leeway beyond a
 [14] date that they wanted to do it, which was March
 [15] of the follow -- of next year. They think
 [16] they'll be able to extend that deadline further
 [17] than that in order to minimize any outflow of
 [18] Airport Authority capital that wasn't met by a
 [19] Florida DOT grant.
 [20] MR. ROSE: What -- how does that property
 [21] lie up on the map here?
 [22] MR. WUELLNER: Yeah, we -- we own property
 [23] that surrounds the racetrack on two, actually
 [24] three sides, the side as you're looking at it
 [25] toward the bottom left corner, immediately to the

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[1] right-hand side of the rail -- the racetrack.
 [2] MR. TAYLOR: Ed --
 [3] MR. WUELLNER: That piece.
 [4] MR. TAYLOR: -- you're saying here?
 [5] MR. WUELLNER: Yes. That little
 [6] triangle-shaped piece there kind of -- yeah.
 [7] That -- that piece is owned by the Airport
 [8] Authority.
 [9] MR. TAYLOR: And --
 [10] MR. WUELLNER: Immediately to your right,
 [11] that block that looks like it's in forest there,
 [12] that is owned by the Airport Authority. Then as
 [13] you move to the right-hand side or the upper
 [14] right-hand side of the racetrack there, right,
 [15] that area there is owned by the Airport
 [16] Authority.
 [17] There are also some larger blocks owned by
 [18] the Airport Authority moving up along the road
 [19] there -- down, down, down, down, down. That path
 [20] or road that runs right -- coming down toward the
 [21] racetrack, we have several parcels in there
 [22] equating to a couple of hundred acres.
 [23] MR. ROSE: The parcels they're talking about
 [24] is --
 [25] MR. WUELLNER: The racetrack property.

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[1] MR. WUELLNER: I told them we would be
 [2] limited to an appraised value as a maximum. So,
 [3] if it doesn't appraise to that, then whatever
 [4] that number would be. If they're only asking
 [5] \$1.8 and it appraises to \$2.3, that's another
 [6] matter.
 [7] CHAIRMAN DAVIS: And we're looking for --
 [8] looking at an 80 percent on DOT?
 [9] MR. WUELLNER: Could be as much as 75. That
 [10] assumes the a percent payback, if you wanted to
 [11] avoid that 10 years, no-interest money, you could
 [12] 50/50 it up front.
 [13] CHAIRMAN DAVIS: Mr. Taylor?
 [14] MR. TAYLOR: Mr. Chairman, I have a feeling
 [15] we should pursue it. If we own three sides of
 [16] it, when you begin to look at the cost to prepare
 [17] a piece of ground for use -- you already have
 [18] your water runoff. You already have so many
 [19] things in place that make it useful.
 [20] The other land, we've got to start from zero
 [21] to begin to get permits to handle water runoff
 [22] and mitigation and environmental lines. It would
 [23] seem like this, clearly, if we have any use for
 [24] any of that other land, we certainly ought to be
 [25] able to find a use for this that is far advanced

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[1] MR. ROSE: -- the racetrack and the
 [2] improvements right around the racetrack.
 [3] MR. LASSITER: I think it's a little closer
 [4] than that.
 [5] MR. WUELLNER: The layout itself?
 [6] MR. LASSITER: I think what they are talking
 [7] about as a hundred acres is basically this square
 [8] right here (indicating). And the airport owns
 [9] this --
 [10] MR. WUELLNER: Picks it up from there.
 [11] MR. LASSITER: -- and this.
 [12] MR. WUELLNER: And we also own the west side
 [13] that -- or that south piece, too, that -- just
 [14] the little triangle there.
 [15] MR. LASSITER: But I think their hundred
 [16] acres is this block right in here (indicating).
 [17] MR. ROSE: Okay. Thank you.
 [18] MR. WUELLNER: Again, we haven't seen any
 [19] surveys or anything that establishes --
 [20] MR. LASSITER: Yeah.
 [21] MR. WUELLNER: So, essentially, you tell me
 [22] where you want me to go with it. Do you want me
 [23] to continue and try to get there or --
 [24] CHAIRMAN DAVIS: Ed, is this -- excuse me.
 [25] Is this \$1.8 firm, or is this just their figure?

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[1] beyond beginning with raw land.
 [2] MR. WUELLNER: DOT's interest in helping
 [3] also extended to that may make a site -- we've
 [4] had a plan for some time that included looking at
 [5] feasibility of a stand-alone heliport.
 [6] Some of that, because it's already in a
 [7] relatively developed state, might make a
 [8] supplement to that type of a plan. Obviously, at
 [9] least from a staff perspective, I mean, it was
 [10] not our first thought to operate it as a
 [11] racetrack, as a staff item obviously.
 [12] However, you know, the property or a portion
 [13] thereof could be made available through a lease
 [14] agreement to somebody who wanted to do that as an
 [15] interim or provide some cash flow. I'm sure the
 [16] community as a whole, some of the community,
 [17] anyway, would not like to see it closed entirely
 [18] by virtue of ownership. And, you know, I think
 [19] as long as we were insulated and once we're in
 [20] agreement in a lease and the like, that it might
 [21] provide some additional cash flow in support of
 [22] that, too.
 [23] MR. TAYLOR: Let me make one other small
 [24] comment to that. We just approved \$93,000 to
 [25] study how to shore up a line. And here's

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[1] property already permitted, approved, sitting
 [2] there in a useful posture.
 [3] CHAIRMAN DAVIS: Mr. Lassiter?
 [4] MR. LASSITER: I guess I take a little
 [5] different tact. I know that property well. But
 [6] the simple fact is, is that unless we're looking
 [7] out there and we see an immediate need, other
 [8] than acquiring more land, whether it be buffering
 [9] the airport or whatever, if it's because it's
 [10] become available and there's no plan for it and
 [11] it's really stretching out there to use \$400,000
 [12] of today's dollars for something that may take 20
 [13] years or 10 years even, seems to me that we're
 [14] taking funds that we all have a purpose here of
 [15] developing for the aviation community.
 [16] Now, I -- I'm somewhat mixed, and I know
 [17] that land well. At one time, I was in a group
 [18] that owned it. So -- and I know where the
 [19] location and all is.
 [20] But, again, as I sit on this Authority, I
 [21] think that I'm less -- I have less of an appetite
 [22] to go out, that far out and spend that kind of
 [23] money for something that may in years to come
 [24] down the road, unless we're planning to develop
 [25] that whole thing, and then I have some serious

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[1] to Tampa a few years ago to get on a cheap
 [2] airline to go north. They drive that far just to
 [3] get a cheap fare on those cheap airlines.
 [4] So, I can't see, like Mr. Lassiter said, any
 [5] reason why that land would be of value to this
 [6] airport. I don't think you'll ever see in our
 [7] lifetime, even some of you young guys up there,
 [8] where they'll move that highway and that
 [9] railroad. I don't see where you're going to get
 [10] another runway across the road here like that
 [11] plan over there.
 [12] I -- this airport is big enough, as far as
 [13] the runways and everything goes, to handle any
 [14] traffic that's going to come in. You're talking
 [15] small general aviation airports or airplanes and
 [16] even these corporates are.
 [17] Mr. Ed made a mention about a heliport,
 [18] which sounds like a decent idea, but I'm pretty
 [19] sure that anybody that's flying helicopters
 [20] wouldn't particularly like the idea to come here
 [21] and land way out there where that racetrack is
 [22] and then have to shuttle themselves in to the
 [23] airport. The idea of a helicopter is being able
 [24] to land right on an airport, just the same as an
 [25] airplane, to save time and effort and everything

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[1] problems with that as well. Thank you.
 [2] CHAIRMAN DAVIS: Anyone else? Any public
 [3] comment? Mr. Ciriello?
 [4] MR. CIRIELLO: You know, I can't see any
 [5] reason why you even have that property out there
 [6] now without wanting to get more. And I know it's
 [7] none of you guys' fault. I don't know the
 [8] history of the Authority and how far back you
 [9] started acquiring property. And that's why
 [10] your -- well, you probably wouldn't say you're in
 [11] a pickle over in Araquay Park. I would.
 [12] But somebody envisioned years ago to expand
 [13] this airport, make it like Daytona, another white
 [14] elephant, make it into an international airport.
 [15] And it might be small-minded on my part. This a
 [16] very good general aviation airport, and that's
 [17] all it's ever going to be.
 [18] Now, Jacksonville up there in the next few
 [19] years -- not few years, 10 or 15 or so -- is
 [20] already getting ready to put in like \$100 million
 [21] expansion into that airport to make it better and
 [22] bigger. Daytona is not that far away and it's
 [23] not that great. But Orlando isn't that far, and
 [24] it's already a good-size international airport.
 [25] I've known people who have driven from here

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[1] else.
 [2] So, it's just my personal opinion. I don't
 [3] think you need to put the expense into buying
 [4] that land. Of course, 20 years, 15, 10 years
 [5] down the line, you want it or need it, I can't
 [6] envision why, it would cost a heck of a lot more
 [7] money; I understand that.
 [8] But you've already got taxpayers complaining
 [9] about this airport being on the tax rolls, and
 [10] again, when I say you people, I don't mean
 [11] exactly all of you guys. It's happened before
 [12] your time. But money has been spent where I feel
 [13] that it shouldn't have been spent, and then that
 [14] makes the taxpayers help finance this airport.
 [15] So, I -- I don't really think it's a good
 [16] idea to buy that racetrack. In fact, is it doing
 [17] so bad that they want to eliminate that
 [18] racetrack? I thought that was a pretty good
 [19] thing out here. I've never gone to it, but --
 [20] MR. WUELLNER: According to the owners,
 [21] they're liquidating it because it's not --
 [22] MR. CIRIELLO: They want to get out of the
 [23] business because he's not making any money. But
 [24] I just can't see that it -- it's land that's too
 [25] far away from the airport to be of any -- what

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[1] word am I looking for -- immediate value to the
 [2] airport as far as you say building -- even if you
 [3] put in an industrial park out there, it's far
 [4] enough away from the actual airport to make
 [5] shuttling of the businesses from the industrial
 [6] park to make any sense of it.
 [7] Of course, I have nothing to say about it.
 [8] I'm just giving you my opinion. I think you
 [9] ought to forget it.
 [10] CHAIRMAN DAVIS: Thank you, Mr. Ciriello.
 [11] Mr. Marsh?
 [12] MR. MARSH: Mark Marsh, 1827 Swiss Oaks.
 [13] I'll take the opposed view, even though I'm going
 [14] to congratulate Joe for winning the election.
 [15] But I think that, as the board sitting here, and
 [16] I've been on the board twice, if you don't buy
 [17] that land, it'd be a shame, because if you could
 [18] pick that land up at anywhere, \$15-, \$16-,
 [19] \$18,000 an acre, and it looks like to me some of
 [20] the storm water has been done on that property
 [21] and everything.
 [22] If it could be developed quicker than some
 [23] of the other property we've got, I think it would
 [24] be an excellent investment, and it would be to
 [25] the Airport's advantage to protect that site

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[1] MR. WUELLNER: Okay.
 [2] MR. ROSE: You know, everyone had good
 [3] comments here, and if we had a little more
 [4] information, we could maybe make a better
 [5] decision for you. But I'd like to suggest that
 [6] the Staff look into that issue.
 [7] MR. WUELLNER: And another -- the only other
 [8] interesting item I'd throw out there is that
 [9] regardless of what the airport does, I think
 [10] you're going to see the County go ahead and build
 [11] 312's extension, and if that does happen, you're
 [12] looking at basically right next to the parcel,
 [13] next to the racetrack if that does happen.
 [14] That's the corridor identified, so --
 [15] MR. ROSE: I think we should go ahead --
 [16] MR. WUELLNER: -- the character of that
 [17] whole property could change dramatically.
 [18] MR. TAYLOR: Mr. Chairman?
 [19] CHAIRMAN DAVIS: Mr. Taylor?
 [20] MR. TAYLOR: I -- I'm in accord with Bill
 [21] Rose. And you spoke to dealing with the
 [22] financial issue. I think we've been well-served
 [23] by Kaiser in looking at our long-range plan, and
 [24] I'd like to get their opinion as well as to
 [25] how -- a way to acquire this improved property,

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[1] instead of letting some developer come in and buy
 [2] it and put stuff around it that we might have to
 [3] pay twice that much or three times that much, you
 [4] know, ten years down the road.
 [5] So, I would strongly urge the board to look
 [6] at that piece of property, because it would be an
 [7] excellent industrial site for the area.
 [8] CHAIRMAN DAVIS: Thank you, Mr. Marsh.
 [9] Anyone else? Mr. Rose?
 [10] MR. ROSE: Ed, go back to your opening
 [11] statement on this issue. The question that --
 [12] that you put before us is do we want you to
 [13] continue to explore this option and just how
 [14] might we go about doing it, how might we use the
 [15] land, the various -- what is the cost of that
 [16] exploration process?
 [17] MR. WUELLNER: It would be primarily
 [18] Staff-related time. I mean, we're just going to
 [19] look at it in terms of how to facilitate the
 [20] financial transaction versus how to facilitate
 [21] its ultimate use. That wasn't --
 [22] MR. ROSE: Well, it seems to me that we
 [23] would be remiss if we didn't ask you to go ahead
 [24] and see -- you know, paint us a little better
 [25] picture so we can --

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[1] how it might be integrated for our benefit, maybe
 [2] on an earlier term than long term.
 [3] MR. WUELLNER: I'm sure we can do some of
 [4] the letter agreement with Kaiser, look at that,
 [5] two different aspects to what we're looking at.
 [6] MR. ROSE: Do you need a motion,
 [7] Mr. Chairman?
 [8] CHAIRMAN DAVIS: Yes, Mr. Rose, I do.
 [9] MR. ROSE: Well, I'd like to move that we
 [10] instruct our Director to -- to proceed with the
 [11] investigation of the options of buying this
 [12] property.
 [13] CHAIRMAN DAVIS: Thank you, Mr. Rose. Do I
 [14] have a second?
 [15] MR. WATTS: Yes, and I second that.
 [16] CHAIRMAN DAVIS: Thank you, Mr. Watts. All
 [17] in favor of Staff investigating this property,
 [18] signify by aye -- signify by aye.
 [19] MR. ROSE: Aye.
 [20] MR. TAYLOR: Aye.
 [21] MR. LASSITER: Aye.
 [22] MR. WATTS: Aye.
 [23] CHAIRMAN DAVIS: Aye.
 [24] And opposed?
 [25] (No opposition.)

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[1] CHAIRMAN DAVIS: Mr. Wuellner, please look
[2] into it.

[3] MR. WUELLNER: Will do. I just want to make
[4] you aware of what's coming up next month, so you
[5] can be thinking about it. We've got the terminal
[6] expansion project will be out there. Bids will
[7] have been opened and reviewed for a contract
[8] award, hopefully. The air -- air traffic control
[9] tower's conceptual plan and the engineering
[10] estimates that should form the basis of the
[11] contract will be here.

[12] You're going to have -- our attorneys will
[13] be presenting the latest version of a codified
[14] charter for recommendation for legislative
[15] action. The northeast area layout's going to be
[16] on that agenda, as well as you will have the
[17] results of the '99-2000 audit, financial audit.

[18] So, you've got a fairly busy month in
[19] December, also. That's all I have.

[20] CHAIRMAN DAVIS: Thank you, Mr. Wuellner.
[21] Authority members. Any comments, Mr. Rose?

[22] 6.B. - MR. ROSE

[23] MR. ROSE: Yes, I have one comment, that Joe
[24] Taylor took me by surprise when he mentioned the
[25] architecture of these buildings. I know we've

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[1] talked about that. It's been an issue before.

[2] And I wasn't quite ready to comment, but I'd
[3] like to comment now in that I -- I agree with
[4] Joe. I think we have a unique style of
[5] architecture here. The City has gone to great
[6] pains to -- to restore its buildings and maintain
[7] its buildings in such a way that they -- they
[8] reflect our Spanish heritage.

[9] We have the new hotel downtown, and we've
[10] got offices on U.S. 1. A number of private
[11] individuals have done that -- have so designed
[12] their buildings. And I think that, you know,
[13] these are nice designs; but, you know, 50 years
[14] from now, they'll say, oh, yeah, that was the way
[15] they built everything back in the -- back in the
[16] late 1900s and early 2000s.

[17] We ought to have something that reflects
[18] what this town stands for, the oldest city in
[19] the -- in the United States. And it ought to
[20] reflect an architectural style that has -- has
[21] survived many years here in St. Augustine and
[22] would survive many more. And I'd like to see
[23] that -- that type of architecture on our
[24] buildings.

[25] CHAIRMAN DAVIS: Thank you, Mr. Rose.

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[1] Mr. Taylor?

[2] 6.C. - MR. TAYLOR

[3] MR. TAYLOR: I like the way Mr. Rose speaks.
[4] If the bids are coming in, I have a feeling that
[5] this horse is way out of the barn.

[6] MR. ROSE: Yeah.

[7] MR. TAYLOR: And I guess -- as you know, I'm
[8] a short-term member, but I'd like to see that --
[9] there won't be another shot now for how many
[10] years? But I'm disappointed that we didn't see
[11] something prior to this. You know, this building
[12] we're in right now leaks in that corner.

[13] MR. WUELLNER: Did. Did.

[14] MR. TAYLOR: Did. And all of these have the
[15] same form on them.

[16] MR. WUELLNER: No, this is entirely
[17] different.

[18] MR. TAYLOR: Okay. Well, in any event, yes,
[19] I have to admit I am disappointed that that does
[20] not nearly reflect what I think is appropriate
[21] for St. Augustine.

[22] MR. WUELLNER: Can I comment? Or am I --

[23] CHAIRMAN DAVIS: Mr. Wuellner?

[24] MR. WUELLNER: One of the reasons we ended
[25] up with this architecture was simply the fact

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[1] that the relative newness of the existing
[2] terminal and the fact that we needed something,
[3] we felt, that blended with the existing
[4] architecture and didn't duplicate the expense of
[5] modifying the other.

[6] I fully agree that back when the whole thing
[7] was done, we would have probably made a better
[8] decision going with an architecture style that
[9] reflected the community a little better, but
[10] that's all hindsight. You know, we can't -- we
[11] can, I guess, if we want to throw enough money in
[12] it, change the overall architecture of the
[13] terminal area and that.

[14] We tried as Staff to make that fit and
[15] complement it and get away from some of the
[16] extreme starkness of the original architecture
[17] without having to redo that terminal. And as a
[18] result --

[19] MR. ROSE: You can't make it look like a
[20] fort?

[21] MR. WUELLNER: I'm sure they can make it
[22] look like anything. Have you seen some of the
[23] architecture? You've seen the one in Orlando
[24] where it's upside down.

[25] MR. ROSE: Yeah, okay.

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[1] MR. TAYLOR: Mr. Chairman, I'll just finish
 [2] my comment. I have the utmost respect for Ed and
 [3] his staff. I think we've been truly fortunate to
 [4] have him here, and I guess that's the first time
 [5] I've ever said anything in one of these meetings
 [6] that might be a little different from the
 [7] direction he's led us.

[8] CHAIRMAN DAVIS: Thank you, Mr. Taylor.
 [9] Mr. Lassiter?

[10] 6.D. - MR. LASSITER

[11] MR. LASSITER: Well, I'll put my two cents'
 [12] worth in, too. I have to agree with what Bill
 [13] said. We don't have, my opinion, the most
 [14] attractive terminal building or the support
 [15] beside it, but the facts of the matter, as been
 [16] stated, that we didn't get our shot at it;
 [17] somebody else did. And we have to live with what
 [18] somebody else took their shot at. And,
 [19] unfortunately, I think we were in an age when the
 [20] airports were to be futuristic, and we ended up
 [21] with a more futuristic building than, shall we
 [22] say, the historical building that I think we all
 [23] find very attractive.

[24] Having said that, I think Ed is right; you
 [25] cannot take one section of this and then try to

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[1] stick something on it and then try to do
 [2] something later on. You'll end up with the most
 [3] ugly, eclectic group of buildings, and everybody
 [4] will say, God, that is horrible. And quite
 [5] frankly --

[6] MR. ROSE: It will be a nice ugly place.

[7] MR. LASSITER: Well, parts of it would be.
 [8] So, it -- it was not in Ed's reign or in ours, so
 [9] we can truly say that this is the worst of the
 [10] best or the best of the worst or whatever way you
 [11] want to put it.

[12] So, I think we're going to have to live
 [13] with, shall we say, less than what we would like
 [14] to have ideally. That's all I have.

[15] CHAIRMAN DAVIS: Mr. Watts? Thank you,
 [16] Mr. Lassiter.

[17] 6.E. - MR. WATTS

[18] MR. WATTS: After seeing the picture and
 [19] hearing Mr. Taylor's comments, I don't think it's
 [20] Wichita. I think it looks more like Cleveland.
 [21] But, I mean, don't get me -- it's a beautiful --
 [22] I mean, it's really nice. And I -- and I go
 [23] along with what the other board members say. I
 [24] guess back -- back when this was first instituted
 [25] with -- with the terminal, I think something

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[1] should have been done at that time. But, you
 [2] know, as Charlie said, you know, it's an airport
 [3] and it's I guess looking to the future.

[4] So, I guess with that and what the staff has
 [5] come up with, I think -- I think it looks really
 [6] good. So, unless we wanted to spend a ton more
 [7] money, but --

[8] MR. TAYLOR: Don't want to do that.

[9] MR. WATTS: But at least we've got palm
 [10] trees out there, I guess.

[11] MR. McCLURE: Chairman Davis?

[12] CHAIRMAN DAVIS: Yes, sir.

[13] MR. McCLURE: I -- this raises something
 [14] that -- that I may need some instruction on. I
 [15] recognize I don't have a vote in this group, so I
 [16] appreciate the courtesy of the moment.

[17] I attended a wedding over Labor Day weekend
 [18] at my sister's hometown in Columbus, Indiana.
 [19] And Columbus doesn't have much to say for itself
 [20] other than being a small town in the middle of
 [21] cornfields in southern Indiana, except for the
 [22] fact that Cummins Diesel was started there, and
 [23] the son of the Cummins' heirs had a passion in
 [24] his life, and his passion was architecture.

[25] And his deal was that if you're building a

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[1] public building of any sort, a church, a
 [2] hospital, a jail, a library, a shopping mall, a
 [3] bank, you name it, I will pay for your
 [4] architect's fees if I can pick the architect.

[5] And as a result of that, this little town in
 [6] south/central Indiana has buildings by Eero
 [7] Saarinen and I.M. Pei and all these people, and
 [8] it's a spectacular little community.

[9] So, in the codification process, you could
 [10] instruct me to provide in the new codification
 [11] that any member gets to appoint the architect of
 [12] his or her choice if they're willing to pay for
 [13] the architect's fees.

[14] MR. ROSE: I just changed my mind.

[15] CHAIRMAN DAVIS: Mr. Rose?

[16] MR. TAYLOR: Actually, blue's pretty good.

[17] MR. WATTS: Sure. I like that. Kind of
 [18] grows on you.

[19] 6.A. - CHAIRMAN DAVIS

[20] CHAIRMAN DAVIS: I have to tell Mr. Lassiter
 [21] he's a little kind when he says that terminal
 [22] looks futuristic. I had another couple of names
 [23] in mind. But I understand what Ed is saying; in
 [24] order to -- and I agree with you. It's not what
 [25] we -- we go through all of this about the

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[1] aesthetics of our tower and yet we come up with a
[2] terminal of this fashion.

[3] But I do understand what he's talking about.
[4] In order to make it -- you have to take the
[5] lesser of two evils. And the lesser of those two
[6] evils is to either go ahead and tear the whole
[7] thing down and start over, which we can't do,
[8] because we don't have the money, and people'd eat
[9] us alive if we tried, or we try to make that the
[10] best of what we could with what we have.

[11] And I guess we'll have to accept that that
[12] is the best of what we have and the best that can
[13] be in there. And I do appreciate your comments.

[14] Any public comment on any subject that we
[15] have not covered as a board? Yes, sir.

[16] PUBLIC COMMENT

[17] MR. BREDERODE: Should I go up there or
[18] here?

[19] CHAIRMAN DAVIS: Yes, please. And your name
[20] and address, please.

[21] MR. BREDERODE: Sure. My name is Rick van
[22] Brederode. I live at 320-F Village Drive here in
[23] St. Augustine, which if you extend that -- that
[24] runway about four miles that way, that's where I
[25] live. And although I'm not here to talk about

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[1] airport noise during the day, I am here to talk
[2] about airport noise at night.

[3] And I want to just point out the fact that
[4] about a year ago, my wife and I and others in our
[5] neighborhood were being awakened at about 4
[6] o'clock in the morning by a single-engine,
[7] propeller-driven, low, loud airplane that was
[8] landing at this airport.

[9] And I did a little research and talked to
[10] some folks, and I was led to believe that it was
[11] an airplane that was involved with a check
[12] delivery service or a check pickup service.

[13] And I wrote some letters, and I have copies,
[14] and I'd like to give them to perhaps the
[15] secretary. And this was about a year ago, as I
[16] said. And, magically, for some unknown reason,
[17] the flights stopped.

[18] About mid-October of this year, the flights
[19] resumed. And I've written some letters, wrote a
[20] letter to Mr. Bryant, who is not here, and copied
[21] some folks.

[22] But, for example, on November the 7th at 5
[23] o'clock, a jet came overhead. On the 8th at 4:10
[24] a.m., this little propeller plane came overhead.
[25] On the 10th at 4:25 a.m. -- I know these times

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[1] because it wakes me up, wakes my wife up, wakes
[2] people in our neighborhood up, and I -- I write
[3] the times down. 11/15, 4:12 a.m., little prop
[4] plane. And on the 17th at 3:55 a.m., before
[5] 4:00, the same thing: Low, loud, fast-moving.

[6] And because it wakes me up, I can hear about
[7] 15 minutes later a plane taking off. So, there's
[8] something going on at this airport at 4 o'clock
[9] in the morning that's commercial in nature, I
[10] believe, and it's waking me up. And I want to
[11] know what the policy is of this airport as far as
[12] commercial traffic out of hours. What are your
[13] hours of operation, what should they be? And
[14] that's the reason for my being here today. Thank
[15] you.

[16] CHAIRMAN DAVIS: Thank you, sir.
[17] Mr. Wuellner? Are we on a 24-hour schedule?

[18] MR. WUELLNER: The airport's open 24 hours a
[19] day, 7 days a week. It's literally a
[20] determination by the pilot as to whether they
[21] choose to come in here or not at those hours of
[22] day.

[23] We have spoken on a number of occasions, and
[24] in fact, finally got to the right person when it
[25] stopped the first time. It is indeed a

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[1] check-hauling service out of Orlando that -- you
[2] know, as they explained the nature of the
[3] business to us, they come in here, and literally
[4] they're on the ground minutes, 10, 15 minutes,
[5] tops, and they turn around and depart.

[6] Now, they happen to fly among the world's
[7] loudest single-engine airplane on this route.
[8] They have multiple airplanes within their service
[9] because they're picking these up all over.

[10] Two things are going on. Because of the
[11] nature of that type of flying, and it is indeed
[12] commercial -- commercial-type flying. It's a
[13] business that survives on flying. But because of
[14] the nature of that business, they go through a
[15] lot of pilots, and they go through, you know,
[16] minimal training other than in the specific
[17] airplane. Procedures related to an airport that
[18] might lessen their impact don't norm -- don't
[19] easily get passed along or get passed along very
[20] well -- it's not so much the ease of it. They
[21] don't get passed along very well to the
[22] individual pilots who fly those routes.

[23] That's why it's also inconsistent in its
[24] nature. You'll have a day where it's loud; two
[25] days later, you know, you're not bothered by it;

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[1] and then it picks up again for a day or two as a
 [2] particular pilot, who didn't get the message, so
 [3] to speak, is doing a procedure that while might
 [4] be appropriate during the day, at nighttime
 [5] subjects an area to more noise than they need to
 [6] have.

[7] It's not that they're doing anything what I,
 [8] quote, unquote, illegal, because there's nothing
 [9] illegal about it at this point, nothing we've
 [10] been able to identify as illegal about it.

[11] And the sad fact of the matter is that for
 [12] our purposes, our control over those aircraft
 [13] ceases the minute their wheels come off the
 [14] ground. And until they put them on the ground
 [15] again here, we have no authority over it.

[16] Now, we will continue to work with that
 [17] check company, because we know who it is, and see
 [18] if we can't continue to -- to stress with them
 [19] the importance of establishing an arrival and a
 [20] departure route into this airport that bypasses
 [21] the majority of residential neighborhoods.

[22] I know exactly what the guy's talking about,
 [23] because I have attempted. And you physically
 [24] can't make it -- and I live eight-tenths of a
 [25] mile from the house -- from the time you hear

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[1] that airplane arrive or coming in to the time you
 [2] hop out of bed, get dressed, and get in the car
 [3] and drive over here, they're on departure roll
 [4] out of here. I mean, it's literally that -- that
 [5] quick an operation, because I have last year
 [6] attempted to do that two or three times.

[7] And, again, unfortunately, you could sit
 [8] there a week and not catch the individual and
 [9] have it -- be able to talk to them about it
 [10] because they're not necessarily on the route
 [11] every night.

[12] The other thing that's going on is
 [13] they're -- it's my understanding that the nature
 [14] of that business, the check-hauling portion, is
 [15] basically evaporating. The need to -- to move
 [16] checks physically around the country is by nature
 [17] on its way out. And I don't think that the
 [18] overall problems are going to last too many
 [19] more -- I'd like to say, it's a few months, but I
 [20] think over the course of the next year or two,
 [21] that business is going to be difficult to
 [22] sustain. It's just not going to be there
 [23] anymore, because it's being done electronically.

[24] That doesn't solve the problem. The only
 [25] thing we can do is continue to work with the

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[1] check-hauling company and see if we can't get
 [2] them to pass along to all the people who are
 [3] likely to fly into St. Augustine a preferred
 [4] route in and out of this airport.

[5] MR. BREDERODE: Mr. Davis, may I follow up?

[6] CHAIRMAN DAVIS: Yes. Go ahead.

[7] MR. BREDERODE: I appreciate what
 [8] Mr. Wuellner's saying, but I guess -- I've got a
 [9] daughter that lives in Minneapolis, and that
 [10] airport shuts down at 10 o'clock at night, and it
 [11] opens up at 6 o'clock in the morning.

[12] This airport apparently has no rules, no
 [13] hours, no hours of operation, particularly for
 [14] commercial flights. And you're talking about
 [15] expanding; you're talking about doing all of
 [16] these wonderful things.

[17] I would like personally to be able to take a
 [18] commuter airport -- airplane out of here. I fly
 [19] on business from time to time. But I do not want
 [20] airplanes buzzing in and out of here at 2:00,
 [21] 3:00, 4 o'clock in the morning under any
 [22] circumstance. And my request to the board would
 [23] be to consider some hours of operation where,
 [24] unless it's an emergency situation, planes don't
 [25] fly. Thank you.

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[1] CHAIRMAN DAVIS: Thank you, sir. Any other
 [2] comment from the public? Gentlemen?

[3] (No comment.)

[4] CHAIRMAN DAVIS: Mr. Taylor, we have how
 [5] many? Thank you for joining us at our meeting.
 [6] Our next meeting will be December 18th at 4 p.m.
 [7] And if there's no other comment, gentlemen, this
 [8] meeting is adjourned.

[9] (Thereupon, the meeting adjourned.)

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[1] REPORTER'S COURT CERTIFICATE

[2]

[3] STATE OF FLORIDA)

[4] COUNTY OF ST. JOHNS)

[5]

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

[7] was authorized to and did stenographically report the

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

[9] record of my stenographic notes.

[10]

[11] Dated this 5th day of December, 2000.

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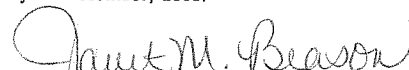
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JANET M. BEASON, RPR-CP, RMR, CRR
Notary Public - State of Florida
My Commission No.: CC 705710
Expires: April 30, 2002

Airport Regular Meeting - Nov. 20, 2000

\$	3	ABSENT 1/13 absolute 30/16 accept 27/4, 27/6, 32/18, 34/12, 37/2, 39/9, 43/17, 44/2, 46/11, 46/14, 69/11 ACCEPTANCE 2/4, 4/4, 4/6, 32/20 accepted 27/23, 33/11, 35/17, 37/22, 39/25, 45/1, 47/5 accepting 3/18, 27/13, 33/1, 35/6, 37/12, 38/23, 39/15, 44/16, 46/1, 46/20 accident 26/18 accord 59/20 achieved 15/19 acquire 59/25 acquiring 23/11, 53/8, 54/9 acquisition 24/12, 24/13 acre 48/4, 48/7, 57/19 acres 29/17, 29/18, 47/22, 49/22, 50/7, 50/16 acronym 36/8 act 6/9, 8/13, 8/24, 9/16, 11/1, 12/8, 12/16 ACTION 2/8, 7/7, 11/12, 12/11, 15/18, 15/20, 16/13, 16/16, 16/17, 16/24, 18/5, 18/11, 19/10, 20/16, 20/22, 61/15 action's 17/18 actions 16/5, 28/24 acts 9/4, 9/21, 12/3 add 20/21, 20/22, 44/1 addendas 39/3 additions 21/10 address 26/15, 29/16, 29/21, 69/20 adjourned 76/8, 76/9 ADJOURNMENT 2/20 administration 12/16 administrator 12/1 admit 63/19 adopt 41/20 advanced 51/25 advantage 57/25 adverse 28/24 advertised 33/23 advertisement 42/4 advise 5/11 Aero 2/6, 24/13, 25/7, 41/6 aesthetics 69/1 afternoon 3/2, 40/15 age 65/19 agenda 4/9, 40/14, 61/16 agree 62/3, 64/6, 65/12, 68/24 Agreement 24/19, 27/7, 28/3, 29/25, 52/14, 52/20, 60/4 Agreements 29/11 aid 36/18 Air 2/11, 2/13, 33/19, 34/1, 34/6, 40/2, 40/4, 40/8, 43/20, 43/23, 61/8 aircraft 26/13, 73/12 aircrafts 26/16 Airfield 2/13, 33/22, 36/14, 37/24, 38/10, 39/16, 40/1, 40/4, 40/9, 43/24 airline 55/2 airlines 55/3 airplane 22/1, 24/14, 55/25, 70/7, 70/11, 72/7, 72/17, 74/1, 75/18 airplanes 55/15, 72/8, 75/20 AIRPORT 1/1, 1/18, 1/20, 3/4, 4/19, 4/21, 6/3, 6/14, 23/13, 29/8, 33/16, 34/12, 41/4, 42/3, 42/5, 45/9, 45/15, 47/13, 48/18, 49/7, 49/12, 49/15, 49/18, 50/8, 53/9, 54/13, 54/14, 54/16, 54/21, 54/24, 55/6, 55/12, 55/23, 55/24, 56/9, 56/14, 56/25, 57/2, 57/4, 59/9, 67/2, 70/1, 70/2, 70/8, 71/8, 71/11, 72/17, 73/20, 75/4, 75/10, 75/12, 75/18 Airport's 23/13, 57/25, 71/18 airports 55/15, 65/20 AIRSYS 35/20, 35/25, 37/4, 37/13 AJT 34/3 alive 69/9 alleged 6/18 alleges 5/23, 8/1 allocate 47/19 allotted 44/8 allowed 29/20 allows 23/1, 28/16 aluminum-coated 21/25 amend 6/10 Amended 7/21 amendments 6/8 amount 25/1, 30/1, 38/11, 41/24, 44/2, 44/6, 44/7, 45/7, 47/17 announced 25/9 Answer 7/1, 15/19, 16/8, 16/18, 19/23, 20/4 answers 14/16, 19/23
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