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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, February 11, 2002
 [6] from 4:00 p.m. to 5:43 p.m.
 [7] *****
 [8] BOARD MEMBERS PRESENT:
 [9] WILLIAM "BILL" ROSE, Chairman
 [10] DENNIS R. WATTS, Secretary-Treasurer
 [10] JOSEPH CIRIELLO
 [11] *****
 [12] BOARD MEMBERS ABSENT:
 [13] CHARLES LASSITER
 [14] *****
 [15] ALSO PRESENT:
 [16] SUSAN BLOODWORTH, Esquire, Rogers, Towers, Bailey,
 [17] Jones & Gay, P.A., 170 Malaga Street, St. Augustine,
 [17] FL, 32084, Attorney for Airport Authority.
 [18] EDWARD WUELLNER, A.A.E., Executive Director.
 [19] BRYAN COOPER, Assistant Airport Director.
 [20] *****
 [21]
 [22]
 [23] St. Augustine Court Reporters
 [24] 1510 N. Ponce de Leon Blvd., Suite A
 [24] St. Augustine, FL 32084
 [25] (904) 825-0570

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[1] P R O C E E D I N G S
 [2] CHAIRMAN ROSE: It's 4 o'clock. Our
 [3] Director is on the phone, but we can take care of
 [4] some of the initial items on the agenda and I
 [5] think he'll be here in a few minutes. So we've
 [6] got a quorum, I'll call the meeting to order.
 [7] We'll begin with the pledge to the flag.
 [8] (Pledge of Allegiance.)
 [9] APPROVAL OF MINUTES
 [10] CHAIRMAN ROSE: We have three sets of
 [11] minutes to approve and we'll take them one at a
 [12] time. I'll begin with the regular meeting that
 [13] we held on December 17th and those minutes are in
 [14] your package. Are there any corrections or
 [15] comments on those minutes?
 [16] (No corrections or comments.)
 [17] CHAIRMAN ROSE: If not, then they'll stand
 [18] approved as they were distributed. And we'll
 [19] move on to the special meeting of December 27th.
 [20] And they are -- those minutes are in your
 [21] package. Are there any comments or corrections
 [22] on those -- on that set of minutes?
 [23] (No corrections or comments.)
 [24] CHAIRMAN ROSE: Hearing none, those minutes
 [25] will be accepted as they were distributed. And

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[1] finally, we have the organization meeting that
 [2] was held on the 8th of January. Are there any
 [3] corrections or additions to those minutes?
 [4] (No corrections or comments.)
 [5] CHAIRMAN ROSE: Hearing none, we'll declare
 [6] those minutes accepted as they were distributed.
 [7] And Mr. Treasurer, we're -- how are we doing with
 [8] our financial reports?
 [9] ACCEPTANCE OF FINANCIAL REPORTS
 [10] MR. WATTS: Mr. Chairman, we're still
 [11] waiting for the audit to come back from the
 [12] comptroller and Mr. Wuellner, we should have it
 [13] probably by next meeting.
 [14] CHAIRMAN ROSE: Okay. So we'll -- we'll
 [15] catch up with our financial reports --
 [16] MR. WATTS: Yes.
 [17] CHAIRMAN ROSE: -- next month.
 [18] MR. WATTS: Yes.
 [19] CHAIRMAN ROSE: Is there anyone here from
 [20] the county? I don't see Jim here. Aero Sport?
 [21] Do we need to wait for -- maybe we better wait
 [22] for Ed.
 [23] MR. SLINGLUFF: Yeah, I think it would be
 [24] better.
 [25] CHAIRMAN ROSE: He must be talking to his

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[1] wife.
 [2] (Short pause.)
 [3] CHAIRMAN ROSE: Do you think Ed's going to
 [4] be a while?
 [5] AIRPORT SECRETARY: Another couple of
 [6] minutes. That's -- Christine just checked with
 [7] him and he said a couple of minutes. It's for
 [8] clarification on one of the items.
 [9] (Commissioner Bryant enters the room.)
 [10] CHAIRMAN ROSE: There comes the county
 [11] commission. Mr. Commissioner, you're not late
 [12] because our Executive Director is on the phone.
 [13] COMMISSIONER BRYANT: Okay. I'm glad I'm
 [14] not late.
 [15] CHAIRMAN ROSE: But you'll be first up when
 [16] he comes in.
 [17] COMMISSIONER BRYANT: I don't have a report.
 [18] CHAIRMAN ROSE: Is there anything while
 [19] we're waiting?
 [20] COMMISSIONER BRYANT: I'm waiting to hear
 [21] all the wonderful things y'all have to say.
 [22] (Short pause.)
 [23] CHAIRMAN ROSE: Here he is. Are you ready
 [24] for us?
 [25] MR. WUELLNER: My apologies. I've been on

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[1] not been given any information on is the
 [2] completion process, one for the ramp paving and
 [3] the road access to our business tenants, the
 [4] priority and sequence of these completions.
 [5] For more than 14 months, we have not had the
 [6] use and income of 15 T-hangars. We do have an
 [7] offset in our lease for this, however, it's still
 [8] imposing a shortfall for customers that want to
 [9] rent interim hangar space from us.
 [10] In the fall of 2000, we asked for customers
 [11] to pardon the inconvenience of the ramp
 [12] construction area, and in March of 2001, we had
 [13] to limit the jet parking on the main ramp during
 [14] the golf tournament. We told these annual
 [15] customers that next year, we would have increased
 [16] ramp space and no dust and dirt blowing around
 [17] the ramp. What do we do this year? Three weeks
 [18] in March and April is 25 percent of our fuel
 [19] sales.
 [20] A year ago, we displaced our -- one of our
 [21] major tenants, the flight school, and they are
 [22] operating out of temporary office trailers. But
 [23] then the access road has been obstructed a
 [24] majority of the time and this has also blocked
 [25] access to our other two major tenants. To date,

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[1] the phone with one of your attorneys.
 [2] CHAIRMAN ROSE: One of my attorneys? Good
 [3] Lord, we're in trouble now.
 [4] MR. WATTS: Did you tell him the alimony
 [5] check's in the mail?
 [6] CHAIRMAN ROSE: Are you ready, Ed?
 [7] MR. WUELLNER: Yes, sir.
 [8] CHAIRMAN ROSE: Okay. We're down -- we've
 [9] gone through the preliminaries. We've down to
 [10] the reports. Jim Bryant?
 [11] 6.A. - COMMISSIONER BRYANT
 [12] COMMISSIONER BRYANT: No report.
 [13] CHAIRMAN ROSE: No report. And Aero Sport
 [14] has.
 [15] 6.B. - AERO SPORT
 [16] MR. SLINGLUFF: We are having an increase in
 [17] frustrations with the delays in construction on
 [18] the ramp area there. I think we share that with
 [19] everyone that uses the airport.
 [20] We understand the delays caused by company
 [21] failures and we respect the corrective contract
 [22] clauses that provide the Authority with some
 [23] guarantee that sooner or later these projects
 [24] will be completed.
 [25] However, what we don't understand and have

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[1] the office space is not complete and the road
 [2] access is far worse than it ever was.
 [3] Several of the tenant employees are
 [4] complaining to me directly about having to drive
 [5] their cars down there. They've asked for special
 [6] permission to be able to park on the ramp. This
 [7] is troubling during a time when we're also trying
 [8] to limit the cars on the ramp and security
 [9] concerns.
 [10] Understandably, frustrations are running
 [11] high and business activity is being impacted.
 [12] Aero Sport's key tenant for the new hangar and
 [13] offices has -- is threatening to leave St.
 [14] Augustine for Stuart, Florida. This alone would
 [15] be a loss of more than \$88,000 in rents, not to
 [16] mention the loss of fuel sales.
 [17] We understand the delays were caused by
 [18] others, all we want to know is who managed it --
 [19] who manages it now and what are the completion --
 [20] what the completion priorities are.
 [21] This is not just Aero Sport asking. Last
 [22] week, our operations manager, Tracine Anderson,
 [23] was asked to attend a security meeting at
 [24] Executive Jets in Columbus, Ohio. Ms. Anderson,
 [25] in front of the whole group, was asked

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[1] specifically about the ramp construction, when it
 [2] will be completed and the security breaches it is
 [3] causing. If Exec. Jets elects to stop using our
 [4] airport, it would have far-reaching impact on St.
 [5] Johns County, not just on Aero Sport.
 [6] So we hope that we can get things moving
 [7] quickly and in an orderly fashion. Our biggest
 [8] priority right now is the road access and ramp
 [9] completion. Thank you.
 [10] CHAIRMAN ROSE: Ed, do you plan to cover
 [11] this item in your project updates later on?
 [12] MR. WUELLNER: Yes, sir.
 [13] CHAIRMAN ROSE: All right. So we'll hold
 [14] any discussion until -- until the project update
 [15] item. Let's see. Northrop Grumman.
 [16] 6.C. - NORTHROP GRUMMAN
 [17] MR. LESLIE: No report.
 [18] CHAIRMAN ROSE: No report. Pilots
 [19] Association. Wayne George is here.
 [20] 6.D. - PILOTS ASSOCIATION
 [21] MR. GEORGE: Just a quick note to let the
 [22] Authority know that the Pilots Association has
 [23] elected new officers. We have eleven members on
 [24] our board and they've put together, I think a
 [25] fairly energetic program for the year, including

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[1] CHAIRMAN ROSE: All right.
 [2] MR. WUELLNER: And the other is related to
 [3] the selection of a wholesale fuel supplier for
 [4] self-fuel.
 [5] CHAIRMAN ROSE: Okay. I'll add those to the
 [6] agenda. After 7.D., will be 7.E. and F., okay?
 [7] MR. WUELLNER: Yes.
 [8] CHAIRMAN ROSE: Any other items on the
 [9] agenda? Okay, Ed. How about George McClure?
 [10] George (facetiously), how are you doing over
 [11] there?
 [12] 6.E. - AUTHORITY ATTORNEY
 [13] MS. BLOODWORTH: Great, thanks. I do have a
 [14] quick report on the vacancy, the status of
 [15] getting another board member appointed to the
 [16] board.
 [17] I spoke with the Governor's office on
 [18] Friday, and they had at that time four applicants
 [19] that they were considering, and indicated they
 [20] would be conveying the package either Monday,
 [21] today, or Tuesday to the Governor for
 [22] consideration of the four applicants.
 [23] It would take about a week or so for the
 [24] Governor to make a selection, advise the
 [25] applicant of the selection, advise the Secretary

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[1] some flyouts and some fly-ins for people, also.
 [2] So we're looking forward to them, you know,
 [3] grabbing the ball and running with it and
 [4] participating with everyone here.
 [5] I wanted to make sure that everybody that,
 [6] you know, needs to be on our distribution list
 [7] for our newsletter to understand, you know, what
 [8] these functions are is on the newsletter. If
 [9] anybody in the audience, you know, would like to
 [10] get on the newsletter, just see me after. But
 [11] Jim Asselta is the new president of the Pilots
 [12] Association.
 [13] CHAIRMAN ROSE: Who is it?
 [14] MR. GEORGE: Jim Asselta.
 [15] CHAIRMAN ROSE: Oh, yeah. Thank you. I
 [16] skipped over this when we were starting, but
 [17] is -- Ed, the agenda, it looks like you have a
 [18] couple of other items that were put in the
 [19] agenda. Is that --
 [20] MR. WUELLNER: Yes, sir. Two items to
 [21] consider adding, or we're suggesting you add, one
 [22] is a discussion relative to a specific sentence
 [23] in the proposed charter. We've been in contact
 [24] with our State Representative, who is moving the
 [25] bill through the legislature now.

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[1] of State, advise the Authority, and send out the
 [2] initial paperwork for their execution. And so,
 [3] the end is near in terms of having someone
 [4] present as an appointee --
 [5] CHAIRMAN ROSE: So probably for the next
 [6] meeting, we'll have someone appointed.
 [7] MS. BLOODWORTH: That's very possible. Very
 [8] possible.
 [9] CHAIRMAN ROSE: Anything else? Is that it?
 [10] MS. BLOODWORTH: That's it.
 [11] CHAIRMAN ROSE: Okay, Ed. The action items.
 [12] 7.A., the generator award.
 [13] 7.A. - BID AWARD - GENERATOR
 [14] MR. WUELLNER: Okay. The first item is for
 [15] the backup generator set. We've evaluated the
 [16] bids, and we received nine bids relative to the
 [17] provision of this.
 [18] As you remember, this was an item we pulled
 [19] out of the construction contract for the tower,
 [20] feeling we could save some money and markup and
 [21] taxes and a number of items. We left in there
 [22] the installation and all that is still a part of
 [23] the contract for the tower; this is just simply
 [24] the purchase of equipment.
 [25] This is the backup generator, 200 kW --

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[1] excuse me, yeah, kVa generator, transfer switch,
 [2] and the fuel tank that goes with it. And we
 [3] solicited bids for this, opened bids on the 1st
 [4] of February. The apparent low bidder is Bob
 [5] Mitchell Associates out of Tampa with a bid of
 [6] \$29,380, followed by Ring Power Corporation at
 [7] \$29,795 -- excuse me, \$-94, which is a difference
 [8] of \$414.
 [9] Ordinarily, we would recommend award to the
 [10] low bidder at 400 -- well, \$29,380; however, part
 [11] of the bid package requires the vendor to submit
 [12] the information necessary for us to evaluate the
 [13] bids fully in compliance with the specifications
 [14] that we sent out.
 [15] In this case, they did not do that. We do
 [16] not have any information relative to the fuel
 [17] tank, and as such, our recommendation is to go
 [18] ahead and consider that bid irregular and award
 [19] the bid to Ring Power in the amount of \$29- --
 [20] \$29,794.
 [21] Aside from those, there's some items that
 [22] were of some concern to us, although not -- it
 [23] doesn't appear there's a specification issue
 [24] otherwise. But the generator set being bid is a
 [25] product out of Italy, if I understand the

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[1] MR. WUELLNER: It covers airfield lighting,
 [2] the navigational aids and also the backup power
 [3] for the tower.
 [4] MR. SLINGLUFF: Great. Thank you.
 [5] CHAIRMAN ROSE: Board discussion? Joe?
 [6] MR. CIRIELLO: Yeah. Ed, this -- number
 [7] one, you said this generator set is manufactured
 [8] overseas.
 [9] MR. WUELLNER: Yes, sir.
 [10] MR. CIRIELLO: Does -- or do you know where
 [11] the generator set is made from the second lowest
 [12] bidder, I mean, where they're going to get it?
 [13] MR. WUELLNER: It is a -- I don't know that
 [14] I -- well, Ring Power is a Caterpillar, if my
 [15] memory's correct, supplier and provider.
 [16] MR. CIRIELLO: While you're looking, the
 [17] reason I asked is I'm an old steel worker, as
 [18] some of you guys know, and I firmly believe in
 [19] buying American. I'm not going to go so far as
 [20] saying buy union, like the union people do, even
 [21] though I was a union member for 38 years, but I
 [22] do believe in buying American as much as
 [23] possible.
 [24] And also on your 5.5, I also would rather
 [25] stick with local people just because they're

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[1] submittals properly. The transfer switch is out
 [2] of Canada.
 [3] And we have some -- and plus the company
 [4] that bid it is out of Tampa, and as you know, the
 [5] service time and our concern long term with the
 [6] cost of parts and availability of parts as well
 [7] as the lead time to service that machine could
 [8] end up costing the Airport Authority -- in fact,
 [9] I'm fairly certain in saying will cost us more
 [10] than \$414 over the life of this generator.
 [11] And as such, all of those things combined,
 [12] despite -- and the irregularity of the bid, it is
 [13] Staff's opinion that the Authority declare the
 [14] low bidder Bob Mitchell Associates is
 [15] nonresponsive based on the answer, or the package
 [16] submitted, and authorize the purchase of the
 [17] generator set from Ring Power in Jacksonville in
 [18] the amount of \$29,794.
 [19] CHAIRMAN ROSE: Thank you, Ed. Is there any
 [20] public comment on this issue? Yeah.
 [21] MR. SLINGLUFF: Last week, on Route 1, just
 [22] north of the airport, we did have a power line
 [23] down, which disrupted power to the airport. Ed,
 [24] the backup generator system, would that cover the
 [25] lights and approach phase?

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[1] local if they're, you know, worthy. So, with
 [2] those two parts of the recommendation, I would --
 [3] I'd personally go with what the staff has
 [4] recommended, but I just --
 [5] MR. WUELLNER: It is a Caterpillar product,
 [6] which is a U.S. firm. Now, whether, you know,
 [7] ultimate components parts --
 [8] MR. CIRIELLO: See, that doesn't mean that
 [9] it's made and stamped in the United States. Man,
 [10] I tell you going with Italy is not too bad.
 [11] Knowing their stuff, I'm -- that's not too good
 [12] of a recommendation.
 [13] MR. WUELLNER: Be careful. Be careful.
 [14] MR. CIRIELLO: No. I thought maybe you knew
 [15] that Ring Power's was definitely U.S. made. I
 [16] mean, otherwise, there would be no hard point in
 [17] taking the idea that the first -- the lowest
 [18] bidder --
 [19] MR. WUELLNER: Yeah, those were simply
 [20] additional items and concerns, were availability
 [21] of parts and the like.
 [22] MR. CIRIELLO: Yeah.
 [23] MR. WUELLNER: Clearly, in the case of Ring
 [24] Power, they're here in Jacksonville, first and
 [25] foremost. Second of all, they've got a

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[1] commitment to relocate that entire facility to
 [2] St. Johns County here in the next year or so.
 [3] MR. CIRIELLO: Yeah.
 [4] MR. WUELLNER: Plus, on top of that, they
 [5] additionally do business with the Airport
 [6] Authority as a lessee on the airport.
 [7] So, you know, I think all things considered,
 [8] and the fact that they did not provide all the
 [9] information requested in the bid to even properly
 [10] analyze it, you know, that's the basis for moving
 [11] on to number 2, not where it was ultimately
 [12] manufactured that meets the specifications.
 [13] MR. CIRIELLO: Okay.
 [14] CHAIRMAN ROSE: Anything else, Joe?
 [15] MR. CIRIELLO: No.
 [16] MR. WATTS: Ed, I was just wondering here,
 [17] it says that Bob Mitchell Associates was
 [18] nonresponsive. Have we tried to contact them at
 [19] all?
 [20] MR. WUELLNER: No. The -- nor would we in
 [21] any bidder case in this, because it's -- it was a
 [22] requirement of the bid solicitation to submit all
 [23] documents with the bid to allow us to properly
 [24] evaluate it. That's underlined in bold type in
 [25] the document itself, the bid solicitation.

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[1] didn't have the motion anyhow to properly discuss
 [2] things. It has nothing to do with this
 [3] particular bidding, but what I'm trying to find
 [4] out from the board members, I've already
 [5] discussed this at length with Ed about what we as
 [6] board members understand the bidding procedure to
 [7] be.
 [8] It seems that we've been running into some
 [9] difficulties with this bidder or this bunch --
 [10] construction company over on the terminal and
 [11] everything, and I -- I'm concerned about some of
 [12] that stuff. And I just wondered what the board
 [13] members' perception is of what our job is and
 [14] what we do once we go and award this bid, how far
 [15] we as board members are involved in it. Because
 [16] I think there needs to be some changes in the way
 [17] we contract this stuff out. I would just like to
 [18] hear what the board members -- of course it's
 [19] only you and Dennis here -- what your ideas are.
 [20] MR. WATTS: Mr. Chairman, Joe, I guess
 [21] looking through that bid right there, I've seen
 [22] them before, but I guess it's one of those things
 [23] where I just overlooked that. But as far as the
 [24] bid, I don't think we've really had that many
 [25] problems with any of the bids that we put out. I

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[1] Here's a copy of that (tendered).
 [2] MR. WATTS: Okay.
 [3] CHAIRMAN ROSE: I'll entertain a motion,
 [4] then.
 [5] MR. WUELLNER: The only thing in the
 [6] document that's underlined and highlighted
 [7] (indicating).
 [8] CHAIRMAN ROSE: I would entertain a motion
 [9] concerning the recommendation and Staff
 [10] recommendation to award the -- this contract to
 [11] Ring Power.
 [12] MR. CIRIELLO: I'll make a motion.
 [13] CHAIRMAN ROSE: We've got a motion.
 [14] MR. WATTS: I'll second it.
 [15] CHAIRMAN ROSE: All in favor?
 [16] MR. CIRIELLO: Aye.
 [17] MR. WATTS: Aye.
 [18] CHAIRMAN ROSE: Aye. Opposed?
 [19] (No opposition.)
 [20] CHAIRMAN ROSE: The motion is carried. The
 [21] award is to Ring Power.
 [22] MR. CIRIELLO: Oh.
 [23] CHAIRMAN ROSE: Excuse me.
 [24] MR. CIRIELLO: Excuse me, Ed. Mr. Chairman,
 [25] I should have said something earlier, but we

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[1] think they're fairly self-explanatory and, you
 [2] know, everything is done by procedure.
 [3] So, I just, you know, I think it's -- Joe, I
 [4] see where you're coming from, but I think that,
 [5] you know, our procedure that the Director uses is
 [6] very good.
 [7] MR. WUELLNER: If I could interject just a
 [8] little. We -- in Joe and I's discussion, there
 [9] are some items that, from even a staff side, we
 [10] would like to see tweaked in that document.
 [11] It's been four or five years since that --
 [12] that policy was established related to purchasing
 [13] there, and it's certainly due for a lookover and
 [14] make sure that it still meets the needs of this
 [15] agency. And I extended the offer to Joe to
 [16] assist us from a staff level in evaluating that
 [17] policy and look it over and making some
 [18] recommendations back to this board at a future
 [19] meeting, be it the next meeting or the meeting
 [20] after, something along that line.
 [21] CHAIRMAN ROSE: Well, our contract requires
 [22] a bonding agency, a bond on the contract.
 [23] MR. WUELLNER: Right. That's Florida
 [24] Statute.
 [25] CHAIRMAN ROSE: And I think we need to be

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[1] aggressive about -- about calling that bond when
 [2] the contractor doesn't perform. I know from
 [3] experience that that doesn't happen overnight.
 [4] It's a long, drawn-out affair.
 [5] So, maybe Joe's got a point, we ought to
 [6] take a look at it and see if there are things we
 [7] can do. Apparently, according to Ed, there are
 [8] some.
 [9] MR. CIRIELLO: In my discussions with Ed, my
 [10] concern is that -- and I don't know if there's
 [11] any legal backing on my ideas, but as a board,
 [12] when we give these bids out, it's our money and
 [13] we are the customer and the successful bidder is
 [14] the employee, so to speak.
 [15] And when I asked last month or so when we
 [16] was talking about the restaurant, could we go
 [17] over there and tell that contractor to jump --
 [18] dump doing whatever he's doing and jump on that
 [19] parking lot and get it out of the way because
 [20] it's causing us a lot of consternation, and I was
 [21] under the impression that we can't do that and
 [22] that bugs me.
 [23] I feel that we're the ones awarding this job
 [24] and we're the boss and we should have the right
 [25] to go over and there say, "We don't like what

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[1] you're doing, we want it to you do it our way,
 [2] and if you don't want to do it our way, get the
 [3] hell out of here." And I'm under the impression
 [4] that we just can't do that.
 [5] But I know you can put anything you want in
 [6] a contract, and somebody doesn't have to like it,
 [7] but we can put whatever we want in them. And I'd
 [8] just like to have more control for the board over
 [9] these contractors, and that's what my complaint
 [10] is. And that's what I'm trying to find out from
 [11] Ed, just how we can go about this.
 [12] CHAIRMAN ROSE: I think -- I think that the
 [13] issue that Joe brings up is one that really is --
 [14] we're not going to resolve that here today. I
 [15] think, Ed, knowing that that's an issue that
 [16] there's some concern on the board, on the board's
 [17] part, you might investigate that a little further
 [18] and maybe work with Susan and if there are ways
 [19] we can improve our contracting process, let's do
 [20] it.
 [21] MR. WUELLNER: You've got it.
 [22] CHAIRMAN ROSE: Joe, anything you want to --
 [23] MR. CIRIELLO: No, no. That's satisfactory.
 [24] CHAIRMAN ROSE: All right. 7.B.
 [25] 7.B. - BID AWARD - NORTHEAST HANGARS 5 & 6

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[1] MR. WUELLNER: Okay. Keeping in mind the
 [2] terminal project, because this is the only way I
 [3] can probably make the point, the low bidder -- I
 [4] just handed this out because the conversation
 [5] that delayed me getting in here was --
 [6] CHAIRMAN ROSE: Is that what we just got?
 [7] MR. WUELLNER: Yeah, was with our -- Gene
 [8] Atwood out of Roger, Tower -- Rogers, Towers'
 [9] Jacksonville office who does primarily
 [10] construction-related contracts and the like, whom
 [11] we worked with on several projects and have been
 [12] coordinating the Global project, or its
 [13] enforcement through the contract provisions, just
 [14] to give you a little background on what he's been
 [15] doing.
 [16] The problem we've run into -- we bid this
 [17] project, we bid this as hangars north -- the
 [18] northeast hangars number 5 and 6, which is the SK
 [19] Logistics building and the Ring Power facility.
 [20] It also is the infrastructure on the northeast
 [21] area. So there are three different elements to
 [22] this project.
 [23] The concern we have, the low bidder is
 [24] Cavalon Construction, which is a company out of
 [25] Macclenny. They are about, in round numbers,

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[1] \$90,000 less than the second bidder.
 [2] Now, the total bid on this project is
 [3] approximately, I'm going to use round numbers
 [4] just for discussion purposes, is approximately a
 [5] \$3 million project as it sits out on the street
 [6] or sat out on the street.
 [7] The concern I have with awarding to the low
 [8] bidder this time is several-fold. One, the --
 [9] the company is largely only a few employees large
 [10] in size. The job that they've quoted here is
 [11] approximately twice the size of their next
 [12] largest -- the biggest job they have completed to
 [13] date in their two-year history.
 [14] When we followed up on references with the
 [15] company, we had one, what I would consider an
 [16] adequate or average-type response from one of the
 [17] references. We also had one indicating a number
 [18] of problems and the fact that it was communicated
 [19] to me by the -- one of the directors of the
 [20] reference that they would not be contracted again
 [21] to do any work for them as a result of their
 [22] performance.
 [23] Our concern is that with all -- when you add
 [24] all these up, you've got a lot of little red
 [25] flags that make it difficult to get really really

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[1] warm and comfortable with the general contractor
 [2] with the price tag going into this of nearly \$3
 [3] million of work, which is something of scope or
 [4] order of magnitude to that of the terminal
 [5] project, in terms of dollars. And as such, you
 [6] have -- you have the recommendation letter from
 [7] the -- from Earth Tech.

[8] We do recognize going into this project that
 [9] we are not in a position to award the entirety of
 [10] the contract, with having to expand the scope of
 [11] this project to accommodate the needs of SK
 [12] Logistics and in final discussions with SK as we
 [13] move through the project.

[14] The scope of the project was scaled back a
 [15] little bit or phased, I should say, when it came
 [16] to the SK portion of this job. You see it's the
 [17] single largest line item within the project as it
 [18] was bid. But it includes two 13,000-square-foot
 [19] buildings in addition to an office building
 [20] that's -- an office area that separates the two
 [21] hangars.

[22] One of the two hangars would be pulled out
 [23] of this project through negotiation, a negotiated
 [24] price, and ultimately awarded -- well, it
 [25] wouldn't be awarded as a part of this process, it

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[1] would be rebid at a time in the future when SK's
 [2] needs and use level would warrant it.

[3] We basically want to take our cue from them
 [4] as to when to put that project back out for bid.
 [5] It would be engineered. That would be usable
 [6] later on, but wouldn't do it. There's a
 [7] negotiation part that's going to have to come in
 [8] here to get it back, this project, within the
 [9] limits of the grants that are available to fund
 [10] this project.

[11] So, we're ultimately looking at awarding the
 [12] project in the \$2.3 to \$2.4 million area by the
 [13] time the negotiations are completed and we
 [14] eliminate that 13,000-square-foot building.
 [15] Perhaps even lower than that. We haven't
 [16] actually been able to do that because we haven't
 [17] identified the contractor for the job.

[18] With all those red flags and the like, we're
 [19] going to go on record from a staff side
 [20] indicating that, with the referenced problem,
 [21] that the Authority consider awarding the bid to
 [22] the number two job -- number two bidder, a firm
 [23] which -- with which we've had a great deal of
 [24] experience and what I would consider outstanding
 [25] results.

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[1] They have basically built the entirety of
 [2] the eastside corporate area, hangars 1 through --
 [3] is it 4 -- 1 through 4 on the east side and we've
 [4] had absolutely no problems with and consider to
 [5] be a local and reliable firm.

[6] To do that, you would need to make the same
 [7] basic declaration then, that the bid from bidder
 [8] number one, based on the references supplied, is
 [9] irregular and as such, you're going to move on to
 [10] the second bidder, in this case, if that's your
 [11] desire.

[12] You still can award it to number one, but as
 [13] I said, you've now been apprised of some of the
 [14] issues that are out there and concerns we have
 [15] with in this case awarding to bidder number one.

[16] I will tell you, because that's part of my
 [17] responsibility, you do have the option of
 [18] throwing them all out and rebidding it. That
 [19] does remain an option in this. It does delay the
 [20] progress of the project, but it does remain an
 [21] option.

[22] So, with that being said, it's really up to
 [23] you. Brian Thompson, the engineer on the
 [24] project, is here, and also the author of the
 [25] majority of the agenda item here. I'm not sure

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[1] if you have technical issues or issues related to
 [2] what we collectively found --

[3] CHAIRMAN ROSE: Your --

[4] MR. WUELLNER: -- in addressing --

[5] CHAIRMAN ROSE: Your report is that the
 [6] staff finds the low bidder not to be qualified to
 [7] do this work because of the -- your checks and --
 [8] reference checks and past experience.

[9] MR. WUELLNER: Yeah. It could be --

[10] CHAIRMAN ROSE: You're recommending that --

[11] MR. WUELLNER: I think, based on the
 [12] recommendations provided, the size of the firm
 [13] and the like, that we would -- you know, we have
 [14] some serious concerns about their ability to
 [15] perform this job.

[16] CHAIRMAN ROSE: So you're asking the board,
 [17] then, to declare the low bid not responsive and
 [18] we award to the second low bidder.

[19] MR. WUELLNER: Irregular. That's the term
 [20] Gene was using.

[21] CHAIRMAN ROSE: Is that it?

[22] MR. WUELLNER: Yes, sir.

[23] CHAIRMAN ROSE: Public comment?

[24] MR. HARVEY: Yeah. Mel Harvey, 417 Indian
 [25] Bend Road. Your low bid is not always the best

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[1] and the other firm is local. And speaking as a
 [2] taxpayer of St. Johns County, I would like to see
 [3] it awarded to local people, give more local
 [4] people work. Thank you.
 [5] CHAIRMAN ROSE: Jim?
 [6] COMMISSIONER BRYANT: Mr. Chairman, my
 [7] name's Jim Bryant, 232 North Ocean Trace Road.
 [8] Let me just pass along a situation that we had at
 [9] the county of a similar instance on an enclosure
 [10] of a landfill in the capping of the current sale.
 [11] We had a small company from South Florida
 [12] that came with an ultra-low bid and we chose to
 [13] go with that bid after we checked out all the
 [14] references, even though it was a small company.
 [15] We had to almost call in the performance
 [16] bond. Doing so would have bankrupt that company
 [17] and we -- and we're in litigation now trying to
 [18] salvage his company and also salvage the county
 [19] from paying out so much. So, I would recommend
 [20] also that you follow the Executive Director's
 [21] recommendation.
 [22] CHAIRMAN ROSE: Thank you. Yeah.
 [23] MR. JOHNSON: I'm Todd Johnson. I'm the
 [24] executive vice-president of Cavalon Construction
 [25] and I just wanted to express to you some of

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[1] the -- I know there was a reference of a project
 [2] we have going on in Fernandina Beach.
 [3] Obviously, the one side of the architects is
 [4] what you heard. They gave us a notice to proceed
 [5] September 30th and then gave us a building permit
 [6] on November 12th, but expected us to do
 [7] construction without a building permit. So, in
 [8] their -- in their opinion, we were behind
 [9] schedule, but we came in actually ahead of
 [10] schedule on that project. So, there's a lot of
 [11] issues still out there as far as -- that need to
 [12] be nailed down, but we're going to negotiate
 [13] those out and that's not a problem.
 [14] I've been a general contractor for 12 years,
 [15] been involved in projects in excess of \$20
 [16] million, including the Skyway Express. I built
 [17] the Corona del Mar next to the Conch House out
 [18] here when I was a -- certified another firm. I
 [19] was the qualifying agent, was the general
 [20] contractor.
 [21] The -- I've done quite a few pre-engineered
 [22] steel buildings and structural steel buildings.
 [23] We are a relatively new firm because I started a
 [24] firm with another gentleman and then started my
 [25] own firm two years ago. But if you have any

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[1] questions that you'd like to ask me.
 [2] As far as nonresponsive, I don't completely
 [3] agree with, as far as nonresponsive in those
 [4] terms. Obviously you have the right to choose
 [5] whoever you want by your documents. But as far
 [6] as -- we went into this bid with a very sharp
 [7] pencil.
 [8] I do have all my operational costs covered.
 [9] I have a full-time project superintendent and a
 [10] full-time quality control manager on the project
 [11] included in the costs. We sharpened the pencil
 [12] very tightly because we wanted to get a good
 [13] relationship going.
 [14] I've done work here. I did the EZFlow
 [15] project on south U. S. 1 and wanted to get in
 [16] good with the Authority, and we -- I went back
 [17] and reviewed all my costs and they are covered.
 [18] And our fee is very modest to -- just as far as
 [19] operational.
 [20] But the -- I have two full-time personnel on
 [21] the project. And we work with the
 [22] subcontractors. V.J. Usina, I worked with them
 [23] on the EZFlow. And I don't feel that I -- the
 [24] problems that you have, I understand on the
 [25] terminal, I've heard some things from some

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[1] subcontractors, I don't know the details on it,
 [2] but you wouldn't have those problems on this.
 [3] The only issues we have -- we are very good
 [4] with our documentation. We submit a progress
 [5] schedule in Microsoft Projects monthly or
 [6] biweekly, if the owner requires it.
 [7] And as far as Mr. Ciriello was talking about
 [8] coordination of the owner, normally all our --
 [9] all our correspondence goes through the
 [10] architect, but he can direct us through -- you
 [11] know, you can direct him through -- to us as far
 [12] as any -- if there's something that you want to
 [13] rearrange in the schedule as far as access roads
 [14] or you want a person to work on pipe, the water
 [15] line first, you know, we're very agreeable to
 [16] that kind of process.
 [17] MR. WUELLNER: I think the -- at the core of
 [18] our concern from the staff is the size of this
 [19] project relative to what has been completed under
 [20] this firm's name to date.
 [21] Secondary to that also is the relative
 [22] liquidity of the firm relative to the size of the
 [23] project again. And -- you know, you're less
 [24] than -- in this case, you'll be 8 or 9 percent
 [25] liquid in terms of -- including the receivables

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[1] and being able to -- I guess where I'm going is
 [2] conceivably any single pay request in a job this
 [3] size, especially a job of this duration, which
 [4] isn't a big long duration of project, that the
 [5] invoice potential in any single billing period of
 [6] a month is going to be substantially more than
 [7] your ability to cover from a pragmatic
 [8] standpoint.
 [9] MR. JOHNSON: For operational purposes, we
 [10] have plenty of cover and we have lines of credit.
 [11] But we haven't even had to use those whatsoever.
 [12] Typically, and I mean this is normal in the
 [13] industry, we will invoice for the amount,
 [14] percentage of completion -- work completed up to
 [15] that date and then we pay the subcontractors five
 [16] days after we're paid. And that's normal in the
 [17] industry. So, if V.J. Usina's invoice is for
 [18] \$150,000, no, we don't actually pay them
 [19] \$150,000.
 [20] MR. WUELLNER: I understand.
 [21] MR. JOHNSON: We certify their work as
 [22] complete and submit their pay with our pay and we
 [23] pay within five days of the release or approval
 [24] and release the funds.
 [25] So -- and I -- we had -- you mentioned that

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[1] grants up to the level I spoke of earlier to
 [2] cover the project elements.
 [3] MR. CIRIELLO: How much is that?
 [4] MR. WUELLNER: I think the total comes out
 [5] to --
 [6] MR. CIRIELLO: Round numbers.
 [7] MR. WUELLNER: -- \$2.2, \$2.3 million total
 [8] project.
 [9] MR. CIRIELLO: And the lowest bid is the
 [10] \$2.9.
 [11] MR. WUELLNER: Right. Realizing --
 [12] MR. CIRIELLO: So we're \$600,000 apart.
 [13] MR. WUELLNER: Well, realizing that this
 [14] is --
 [15] MR. CIRIELLO: Right, okay.
 [16] MR. WUELLNER: -- we're going to be peeling
 [17] out --
 [18] MR. CIRIELLO: So that's -- what I'm going
 [19] to ask now, would we be allowed, can we legally,
 [20] feasibly, pick one of these -- since we're going
 [21] to get, you say round, numbers \$2 million, could
 [22] we pick one of them, say number 5 or 6, and
 [23] decide that one of those is the most expedient
 [24] job that needs to be done and go ahead and build
 [25] it and use with whatever we can get out of that 2

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[1] other project was the UNF stadium, that was a one
 [2] and a half million dollar project that was
 [3] completed successfully, no problems. It ended up
 [4] it was completed in the black and the owner was
 [5] happy, and very satisfactory.
 [6] CHAIRMAN ROSE: Okay. Thank you.
 [7] MR. JOHNSON: Thank you.
 [8] CHAIRMAN ROSE: Comment?
 [9] MR. WUELLNER: Brian, did you have anything
 [10] to add?
 [11] MR. THOMPSON: No.
 [12] CHAIRMAN ROSE: Board comment?
 [13] MR. CIRIELLO: I have a number of questions
 [14] for Ed. This project is for building two
 [15] hangars, 5 and 6.
 [16] MR. WUELLNER: Yes, sir, and the site
 [17] development work.
 [18] MR. CIRIELLO: Well, yeah. Are they both
 [19] for the same customer, hangar 5 and 6?
 [20] MR. WUELLNER: No, sir. Hangar 5 is SK. 6
 [21] is Ring Power.
 [22] MR. CIRIELLO: Have we already made the
 [23] paperwork and got approval of how much money we
 [24] will get for this project?
 [25] MR. WUELLNER: Yes. You have existing

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[1] million and then maybe next year or six months
 [2] down the line put another bid out for the other
 [3] one?
 [4] In other words, you know, instead of doing
 [5] both of them at the same time because we don't
 [6] have the money and try to Jew these people down
 [7] and whatnot --
 [8] MR. WUELLNER: Well --
 [9] MR. CIRIELLO: -- why can't we just do one
 [10] of them and do the other one later?
 [11] MR. WUELLNER: Yeah, we --
 [12] MR. CIRIELLO: She's over there shaking her
 [13] head.
 [14] MR. WUELLNER: Two things. The scope of the
 [15] project changed after the bids -- we put it on
 [16] the street for bid. That's why we're changing
 [17] the scope of the project after the fact and
 [18] negotiating out a section of this project.
 [19] It really has nothing to do with the
 [20] available funds other than clearly we want to
 [21] bring it back within budget, also. The
 [22] escalation of the project in terms of dollars was
 [23] because the project scope had increased as a part
 [24] of the asking of SK Logistics and a change in
 [25] building codes and the like that we became

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[1] subject to by increasing the physical dimensions
 [2] of the project.
 [3] In direct answer, yes, we could have chosen
 [4] to bid this project as three separate projects;
 [5] the site development work, the hangar 5 project,
 [6] and the hangar 6 project. We elected to combine
 [7] it for the economies of scale and the savings and
 [8] the time schedule that could be afforded by
 [9] awarding this to a single developer.
 [10] If we did it separately, you literally have
 [11] to wait till the site guy is off the job before I
 [12] can allow the hangar guy to go on and do the
 [13] work. Either of the hangar projects. The two
 [14] hangars could still be done concurrently because
 [15] they're in separate locations, but the site
 [16] person would have to be in and off this job.
 [17] By putting them together, they can get
 [18] enough site work done to allow themselves to
 [19] begin the hangar project while they're finishing
 [20] up other elements. It was more an item of
 [21] keeping the time line as short as possible as at
 [22] least one of the two customers identified here is
 [23] expecting a new aircraft delivery in the early
 [24] summer.
 [25] MR. CIRIELLO: Well, are you saying that no

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[1] whatever so you could get more details and give
 [2] us more details so that we would feel -- we may
 [3] feel more comfortable with --
 [4] MR. WUELLNER: I'm not sure what else we
 [5] could provide you. We followed the references
 [6] that were provided by the contractor. We have,
 [7] you know, provided those results.
 [8] You -- it is certainly within your
 [9] prerogative to award it to whomever you can
 [10] substantiate as low bidder. And we're not saying
 [11] they can't perform. We're just simply put
 [12] pointing out that there are some items that give
 [13] us concern as a sponsor and should give you
 [14] concern. That doesn't mean that they can't be
 [15] overcome or aren't going to be satisfied by the
 [16] contractor. This guy could come in and do a
 [17] fantastic job and be the best guy we've ever
 [18] dealt with. I'm not trying to impugn his
 [19] reputation as a contractor at all.
 [20] I'm just simply pointing out some factual
 [21] items that he's presented to us -- we didn't go
 [22] out and dig up -- items that he presented to us
 [23] that give Staff a little concern. That doesn't
 [24] mean it's a
 [25] you-have-to-throw-it-out-and-give-it-up issue.

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[1] matter who we award the bid to, that we can get
 [2] the extra money we're going to need to do the
 [3] project? You're saying there's no problem there?
 [4] MR. WUELLNER: What I'm saying is there
 [5] really is no extra money. There is no extra
 [6] money needed, because while this bid is this,
 [7] we're going to go in -- once you select the low
 [8] bidder, we're going to go in and negotiate the
 [9] second part of the SK hangar out of the project.
 [10] We're going to get the unit costs identified with
 [11] the contractor and it's going to be reduced by in
 [12] the area of 700-plus thousand dollars.
 [13] So, while it's a \$3 million bid, by the time
 [14] it's done, it will be a \$2.3 million item, not a
 [15] \$3 million project. The other \$700,000 of
 [16] project would be bid at another time in the
 [17] future when SK indicates it's time to build that
 [18] project.
 [19] MR. CIRIELLO: Well, I guess I'm a little
 [20] soft-hearted. I have a little bit of a problem,
 [21] after hearing the gentleman from Cavalon, just
 [22] completely ignoring them and jumping over them
 [23] and just go to the next person.
 [24] Is there any possibility that we could table
 [25] this for a week or so and have another meeting or

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[1] That's your decision, not mine.
 [2] MR. CIRIELLO: Didn't he just --
 [3] MR. WUELLNER: You've heard what --
 [4] MR. CIRIELLO: -- give you a few things here
 [5] that he didn't give you before?
 [6] MR. WUELLNER: Did he give me --
 [7] MR. CIRIELLO: When he was defending his
 [8] company ability to do anything, didn't he just
 [9] clear up a few things you thought of?
 [10] MR. WUELLNER: I don't think so. I mean,
 [11] he's answered -- he's spoken specifically to the
 [12] items; but, I mean, I know how contractors are
 [13] paid as well as, you know, your Chairman --
 [14] MR. CIRIELLO: Yeah.
 [15] MR. WUELLNER: -- and there's no -- it's
 [16] just that there's a relatively small liquidity.
 [17] And without going into the details of his
 [18] business, which are not really -- I mean, his
 [19] business are not the public's business in that
 [20] respect. So, without going into those details, I
 [21] would be happy to meet with you individually on
 [22] it.
 [23] CHAIRMAN ROSE: I think we need to remember
 [24] that the issue before us is: Do we accept Staff
 [25] recommendation or not?

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[1] MR. WUELLNER: If you don't, you can make
 [2] your own or we can move on.
 [3] CHAIRMAN ROSE: Joe, have you got anything
 [4] else to say at this point?
 [5] MR. CIRIELLO: I'm just not real comfortable
 [6] with this right now. That's all. I don't know
 [7] why, I just think they aren't.
 [8] CHAIRMAN ROSE: Dennis?
 [9] MR. WATTS: Mr. Chairman, I think the
 [10] gentleman from Cavalon, I admire what he said and
 [11] I can understand where he's coming from with his
 [12] company. But I also have to agree with
 [13] Mr. Harvey and Mr. Bryant.
 [14] DiMare has done an excellent job here at the
 [15] airport. Even though their price is a little bit
 [16] higher, their quality of work has just -- is
 [17] fantastic. I know I've seen a lot of the work
 [18] that they've done with Ed on the airport.
 [19] And the gentleman back there, I can
 [20] understand, you know, his -- him wanting to get
 [21] the business and -- and as far as his references,
 [22] but, you know, it's one of these things where we
 [23] know what we're getting -- getting from somebody
 [24] like DiMare.
 [25] Just like Ed said, the gentleman back there,

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[1] MR. CIRIELLO: -- or you just want to say
 [2] yes or no yourself?
 [3] MR. WUELLNER: What I would like to do is
 [4] have the -- in the event you do that with either
 [5] firm, what we were going to ask you to do from
 [6] the staff is to allow us to negotiate this back
 [7] within the limits of the available grant funds,
 [8] which is -- we know we're going to pull out the
 [9] one hangar, the hangar 5 project, or half of that
 [10] hangar availability within that, and whatever
 [11] value engineering items that can be -- bring this
 [12] project back within the available grant funds.
 [13] That's the latitude we'd ask you to be able to
 [14] keep it on track.
 [15] We can bring back to you -- in the event we
 [16] can't do that, then I think we're looking at
 [17] rebidding it one way or the other. If we
 [18] couldn't do that with the low bid, there's no
 [19] basis to go on to the second bidder.
 [20] So, if we still can't get it within grant
 [21] funds, we're either eliminating an element of
 [22] this project or rebidding it with some changes
 [23] that bring it within tolerance, which is all time
 [24] and -- you know, primarily.
 [25] MR. CIRIELLO: Okay. Say you do this and

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[1] I mean, you know, a smaller job or something like
 [2] this, he could bid on it, win it, do the job and
 [3] it'd be fantastic and just get a record with us,
 [4] I guess. But I -- right now, as far as I'm
 [5] concerned, I'm leaning to go with Staff
 [6] recommendation on this.
 [7] CHAIRMAN ROSE: Okay.
 [8] MR. WUELLNER: My concern is strictly the
 [9] size of the project. It's not -- not this
 [10] gentleman's ability to do it. Because if he had
 [11] a little history directly with us, then we
 [12] would -- you know, it would be great all along; I
 [13] wouldn't have second thoughts about putting a
 [14] project of this magnitude on his lap, I really
 [15] wouldn't.
 [16] CHAIRMAN ROSE: Is there any further board
 [17] discussion? Joe?
 [18] MR. CIRIELLO: Ed, what you're saying if we
 [19] go with your recommendation, it would be DiMare?
 [20] MR. WUELLNER: Yeah, it would be the --
 [21] MR. CIRIELLO: You're saying that you would
 [22] go and renegotiate with them and try to do
 [23] something with the cost. If there's no jiggle
 [24] room in there, you will come back to the board --
 [25] MR. WUELLNER: No, I would come back.

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[1] you go and you negotiate with DiMare and you're
 [2] satisfied with the results and you're going to go
 [3] ahead with the project, will you, as a courtesy,
 [4] give the board a written report of the meeting so
 [5] that we can have it and read it and say, yeah, we
 [6] know what's going on?
 [7] MR. WUELLNER: Yes, sir.
 [8] MR. CIRIELLO: Other than --
 [9] MR. WUELLNER: I would be happy to do that.
 [10] MR. CIRIELLO: Okay. Because that's one of
 [11] my complaints about the board is we're never in
 [12] the loop. We don't know what's going on.
 [13] MR. WUELLNER: Certainly. You're welcome to
 [14] be --
 [15] MR. CIRIELLO: Once we turn something over
 [16] to you, we're out of it.
 [17] MR. WUELLNER: You're welcome to be involved
 [18] in the negotiation, as far as I'm concerned.
 [19] MR. CIRIELLO: And I want to be. That's
 [20] what I'm asking. If you come to some conclusion
 [21] that you don't have to come back to us to rebid
 [22] it --
 [23] MR. WUELLNER: Right.
 [24] MR. CIRIELLO: -- that you make an agreement
 [25] with whoever, that we would get a report on your

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[1] minutes or meeting or why you did what you did.
 [2] MR. WUELLNER: Right. And all we're asking
 [3] is to be able to go in the contract --
 [4] CHAIRMAN ROSE: I think you need to point
 [5] out that it's Ed's job to keep the board apprised
 [6] of any significant development and we expect you
 [7] to do that.
 [8] MR. WUELLNER: Yes, sir.
 [9] CHAIRMAN ROSE: Do we have a motion on this
 [10] issue?
 [11] MR. WATTS: Mr. Chairman, I make a motion
 [12] that we accept Staff's recommendation on the
 [13] awarding of the contract to DiMare based upon his
 [14] negotiation with DiMare.
 [15] CHAIRMAN ROSE: Is there a second to that
 [16] motion?
 [17] MR. CIRIELLO: Yeah, I'll second it.
 [18] MR. WUELLNER: And just for clarification,
 [19] that's to bring that within the terms of the
 [20] grant or the available funds. I just want to
 [21] make sure.
 [22] MR. WATTS: Thank you.
 [23] CHAIRMAN ROSE: All in favor -- any
 [24] discussion on the motion now?
 [25] (No discussion.)

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[1] is related to parking because that's just how
 [2] luck has it here, these -- these folks went out
 [3] of business completely during this process. A
 [4] separate company, but they went out of business.
 [5] CHAIRMAN ROSE: Who, the parking lot?
 [6] MR. WUELLNER: The parking lot people. The
 [7] Black Diamond Construction was a sub to Global.
 [8] Global, if I understand correctly from our
 [9] engineer, informed them this morning that they
 [10] have three people that they are selecting from
 [11] and they will, within the next several days, make
 [12] the selection and will have that site development
 [13] person on board and under their subcontractor
 [14] arrangements to facilitate getting the parking
 [15] and the balance of that little bit of underground
 [16] that's got to be completed for this job.
 [17] The balance of the job has begun again, you
 [18] know, not to any great lengths at this moment,
 [19] but a lot of that's being -- requires other
 [20] trades to get their work done before they get in
 [21] there. The elevator people are in there. The
 [22] electrician continues at work.
 [23] As I said, they're making the selection on
 [24] their new site -- or site contractor, if you
 [25] will, for their submittal to us on who that is

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[1] CHAIRMAN ROSE: All in favor?
 [2] MR. CIRIELLO: Aye.
 [3] MR. WATTS: Aye.
 [4] CHAIRMAN ROSE: Aye. Motion is carried.
 [5] Item C., Ed. Project updates.
 [6] 7.C. - PROJECT UPDATES
 [7] MR. WUELLNER: All right. I am happy to
 [8] report that as of today, the restaurant has
 [9] reopened.
 [10] CHAIRMAN ROSE: That's good news.
 [11] MR. WUELLNER: Terminal -- terminal project,
 [12] by way of update, this is what we have been told.
 [13] When we pressed all the issues through our
 [14] attorney relative to the contract, we finally got
 [15] information from the general contractor on the
 [16] terminal job that indicated to us that what has
 [17] happened is they have gone to their bonding
 [18] company as well as other credit companies and
 [19] have secured adequate funding and financing
 [20] backup to facilitate this and their continued
 [21] existence.
 [22] They have to our knowledge paid, if not all,
 [23] the majority of subs out there on this job to
 [24] date, with one exception, the contractor that's
 [25] doing the site development work, which of course

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[1] because we do have the approval of the site
 [2] subcontractor on that. And I'm sure Brian will
 [3] be on top of that, Brian Thompson, on top of
 [4] that.
 [5] CHAIRMAN ROSE: Is this something that's
 [6] been worked out after -- did we contact the
 [7] bonding company?
 [8] MR. WUELLNER: We -- I think we forced the
 [9] issue -- yes, we did notify the bonding company
 [10] of an impending termination --
 [11] CHAIRMAN ROSE: And then the bonding company
 [12] got with the general contractor and they arranged
 [13] these credit arrangements.
 [14] MR. WUELLNER: Actually, that had been in
 [15] the works. What Global was doing was a poor job
 [16] of telling us --
 [17] CHAIRMAN ROSE: Yeah, okay.
 [18] MR. WUELLNER: -- just keeping us informed
 [19] of what they were doing basically during the
 [20] month of December.
 [21] CHAIRMAN ROSE: All right. Does it look
 [22] like we'll move ahead with some dispatch now?
 [23] MR. WUELLNER: We're comfortable we are. We
 [24] are meeting weekly with the president of Global
 [25] Engineer -- or Global Construction. Brian's met

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[1] within the last several weeks. We've got another
 [2] one set up for this coming Monday and they are to
 [3] have us the answers -- is my understanding from
 [4] the morning. They're to have us the answers and
 [5] the contractor a board for the paving or it's
 [6] basically going to be our position that we're
 [7] going to pull that element out of the contract
 [8] and we're going to facilitate its conclusion.

[9] We have told them personally that that has
 [10] to be done before your March events. I mean, we
 [11] are very aware of what's going on there and
 [12] it's -- it is a priority.

[13] CHAIRMAN ROSE: Are you -- do you have any
 [14] other project updates that you --

[15] MR. WUELLNER: Yeah. The tower, if you saw
 [16] the paper this morning, you see that that came
 [17] out of the ground in the last six days and is
 [18] proceeding very nicely and along -- if not ahead
 [19] of project schedules and will likely be completed
 [20] by the end of -- end of May in terms of hard
 [21] construction and then the electronics

[22] installation we referred to in the month of June.

[23] So it should be ready to be occupied hopefully
 [24] July 1st. That's the way it's looking right now.

[25] ILS, this was somewhat tied to the generator

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[1] bid because the primary power into the vault, the
 [2] power of the transformers in the field had to go
 [3] through the transfer switch, which was a part of
 [4] the generator bid here.

[5] So, they will -- once that's -- we notify
 [6] them tomorrow of the bid results there, we can
 [7] get the transfer switch on the way. I'm sure it
 [8] shouldn't be too big a lead time, at which time
 [9] we -- they'll be able to wrap up here. We are on
 [10] a track to hit the April publication date for the
 [11] approach plates.

[12] CHAIRMAN ROSE: Any other project update?

[13] MR. WUELLNER: The last item is some good
 [14] news for a change. FAA has notified us that we
 [15] will be receiving the grant funds for the
 [16] completion of parallel Taxiway B through the
 [17] middle of the airport. So that equates to
 [18] approximately a \$1.8 million project in total,
 [19] and they instructed us to go ahead and get the
 [20] bids out on the street. That engineering's been
 [21] done for a while.

[22] So, it's hitting the streets and you will
 [23] see bids and grants and hopefully all of that
 [24] stuff at your March meeting and be in a position
 [25] to go to construction very quickly on that. So

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[1] that will take care of projects.

[2] CHAIRMAN ROSE: Any public comment on the
 [3] updates that we have just heard about?

[4] MR. SLINGLUFF: Ed, it's good news with
 [5] the -- for the terminal project. When will we
 [6] have some dates, and is there going to be a
 [7] reprioritization of any of the work out there?

[8] MR. WUELLNER: That is --

[9] MR. THOMPSON: It has been reprioritized.
 [10] Ed has made it clear to the contractor, I have
 [11] made it clear to the contractor. He is
 [12] scheduling paving work the first week of March.

[13] MR. SLINGLUFF: Okay. Great. So that's
 [14] good news. The tower is terrific. Man,
 [15] that's -- it looks great.

[16] During the golf tournaments here, we're
 [17] wondering if it's possible to have the FAA come
 [18] in and run a temporary tower. It's been done at
 [19] several other fields. Hilton Head does it every
 [20] March during their Heritage Golf Tournament and
 [21] the tennis tournaments up there. They've got a
 [22] mobile tower that they bring in. It's on a
 [23] trailer. And this is a request that's coming to
 [24] us from the jet pilots.

[25] MR. WUELLNER: Were you able to get any

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[1] information on that? I asked you about that.

[2] MR. COOPER: I put two calls in to FAA and
 [3] they say they've got a list and they have not got
 [4] back to me with a date whether or not they can do
 [5] that or not. But they haven't said no on it.
 [6] I'm still waiting for the response.

[7] MR. WUELLNER: Will you please follow up on
 [8] that?

[9] MR. COOPER: Yes.

[10] MR. SLINGLUFF: Thank you.

[11] MR. CIRIELLO: Yeah. Ed, I've some things I
 [12] was going to talk at the end of the meeting, but
 [13] this is the time now on the tower. Are we locked
 [14] in for the people who's going to do the actual
 [15] operating of the tower?

[16] MR. WUELLNER: Yes. We have no say-so in
 [17] it. FAA Southern Region awards a contract -- FAA
 [18] in D.C. awards the contract tower contracts based
 [19] on region within the U.S., FAA regions, and that
 [20] vendor does all of that region's work.

[21] So, that selection was actually made about a
 [22] year ago, I think, of who -- who's going to do
 [23] Southern Region for the next several years. The
 [24] company's RVA. They're out of Virginia but have
 [25] an office in Orlando.

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[1] MR. CIRIELLO: But we have no control over
 [2] how long they'll -- on the contracting, like for
 [3] X number of years or whatever?
 [4] What I'm getting at is, is it possible, and
 [5] this might take a few years or so, that we could
 [6] look into the possibility of utilizing this
 [7] tower, like Beaver County, as a teaching tower
 [8] and the tower personnel would actually be
 [9] teaching the college students and they get a
 [10] two-year associate degree and they move right
 [11] into the FAA, you know, tower operations and --
 [12] what are those radar guys? Approach control
 [13] people.
 [14] So, what I'm saying is if we get locked in
 [15] or if we have anything to say about the contract,
 [16] can we maybe have something entered that says if
 [17] we can do this and look at it and make it
 [18] possible, if we can go ahead and do that?
 [19] MR. WUELLNER: I honestly don't know the
 [20] answer to that. I don't know whether they can
 [21] work a -- for lack of better terms, a training of
 [22] industry-type program with the local college and
 [23] allow that to happen or not. I don't know.
 [24] Their contract is specifically with the
 [25] Federal Government. Our agreement's with the

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[1] never been an issue or we never really intended
 [2] to -- I mean, we were always hopeful of getting
 [3] in the Contract Tower Program and letting them
 [4] pay that operating cost, but --
 [5] MR. CIRIELLO: Well, how do I get to the
 [6] point to where the board or staff or somebody
 [7] would look seriously into this possibility and
 [8] see if it can be worked out?
 [9] MR. WUELLNER: I think we've got to contact
 [10] the community college or whoever you want to use
 [11] as a basis for it and see whether --
 [12] MR. CIRIELLO: Well, it's the only one in
 [13] the country that does this. That's the community
 [14] college of Beaver County at the Beaver County
 [15] airport. They're the only ones that have an
 [16] actual on-site control tower teaching facility.
 [17] Other places, like Embry-Riddle, has classroom
 [18] stuff and use these kind of things like computers
 [19] and that, but they don't have anybody actually in
 [20] a control tower doing it.
 [21] MR. WUELLNER: Well, you're going to -- in
 [22] order to do this, you have to develop the
 [23] curriculum of the school or come to some
 [24] arrangements. So, we can help you look into it.
 [25] MR. CIRIELLO: Okay.

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[1] Federal Government. It just kind of gets --
 [2] we're just the location of where that contract
 [3] is.
 [4] MR. CIRIELLO: But is it renewable?
 [5] CHAIRMAN ROSE: I think that's an issue to
 [6] take up with FAA at the time that --
 [7] MR. WUELLNER: They would ultimately have to
 [8] concur in it. It's their vendor that's allowing
 [9] it. But whether they engage in those kind of
 [10] programs, I honestly don't know.
 [11] MR. CIRIELLO: The FAA --
 [12] MR. WUELLNER: We can certainly try to find
 [13] out.
 [14] MR. CIRIELLO: -- finally approved the one
 [15] for Beaver County. They had to -- what I'm
 [16] getting at is say if it's a two-year period, then
 [17] at the end of two years when you have to renew
 [18] the contract, you would have a window that if you
 [19] had everything locked in place, you'd say we're
 [20] bringing a teaching college in here and we're
 [21] going to let them do it and then --
 [22] MR. WUELLNER: Well, you always -- you know,
 [23] you have the option at any time to drop out of
 [24] the FAA Contract Tower Program if you're willing
 [25] to pay the operating cost of the tower. That's

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[1] CHAIRMAN ROSE: Okay?
 [2] MR. CIRIELLO: Yeah.
 [3] CHAIRMAN ROSE: Dennis, have you got any
 [4] project updates?
 [5] MR. WATTS: No, I think Ed's covered it
 [6] pretty well.
 [7] CHAIRMAN ROSE: All right. The multimodal
 [8] center.
 [9] MR. WUELLNER: If you don't mind, let me get
 [10] the other two items and we'll come back to that,
 [11] if that's all right with you.
 [12] CHAIRMAN ROSE: All right. Well, let's go
 [13] with the --
 [14] 7.D. - WHOLESALE FUEL SUPPLIER AWARD
 [15] MR. WUELLNER: Wholesale fuel supplier
 [16] award. If you remember, in May of 2001, you
 [17] tabled the award of the contract, allowing that
 [18] to wait till we had the facility constructed and
 [19] also to entertain any request to operate it in
 [20] our stead.
 [21] At this time, with the lead time for the
 [22] self-fuel, that's begun construction, for your
 [23] information, and will be finished by the end of
 [24] March. And the lead time for signage related to
 [25] that is approximately four to six weeks.

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[1] We're coming up on that threshold here
 [2] pretty quick and we're going to need to make
 [3] decisions about who the fuel wholesale contractor
 [4] is that would put fuel in there and obviously get
 [5] whatever signage related to that in place.
 [6] And it's our recommendation that, as it was
 [7] back in May of last year, that you enter into a
 [8] one-year agreement with options to renew annually
 [9] with Chevron through The Hiller Group of Tampa
 [10] for supply, wholesale supply of aviation fuel to
 [11] the self-fuel facility.
 [12] CHAIRMAN ROSE: Public comment?
 [13] (No public comment.)
 [14] CHAIRMAN ROSE: Board questions or comments?
 [15] MR. CIRIELLO: Yeah. Not on the report that
 [16] Ed gives; I'm comfortable with that. But it's on
 [17] the subject.
 [18] This piece of paper that I gave all you
 [19] people, I got out of one of the aviation
 [20] magazines I receive. And you can read it, but my
 [21] question I guess is to the attorney over there.
 [22] On this self-fuel thing, since we're going
 [23] to be the ones sticking our neck out for it, if
 [24] people using the self-fuel facility is careless
 [25] and possibly causes something to happen that

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[1] here. I think what we may need to do, if we're
 [2] not already planning on doing it, is put some
 [3] signage out that maybe covers the same message on
 [4] the self-fuel facility.
 [5] MR. WUELLNER: There would be anyway.
 [6] MR. WATTS: There would be?
 [7] MR. WUELLNER: Yeah. And there are items
 [8] related to like grounding and the like.
 [9] MR. WATTS: Yeah.
 [10] MR. WUELLNER: The facility we're using
 [11] requires that ground to be in place before it
 [12] will allow you to pump fuel. It doesn't just --
 [13] MR. WATTS: Sure.
 [14] MR. WUELLNER: You know, you can't just say
 [15] I'm doing it or whatever. It senses whether it's
 [16] connected or not and whether it's got an adequate
 [17] ground before it allows you to dispense for
 [18] grounding purposes.
 [19] The rest is signage and the like in terms of
 [20] operating the facility. It's also going to be
 [21] checked on on a daily basis. It's not -- it's
 [22] not attending, but there's plenty of activity
 [23] around this airport by airport staff.
 [24] CHAIRMAN ROSE: We have a staff
 [25] recommendation to authorize an agreement with the

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[1] somebody down the line damages their aircraft,
 [2] can we, because we're the operators, be legally
 [3] held responsible for damage to their aircraft?
 [4] And that's what I'm getting at.
 [5] MS. BLOODWORTH: I'm assuming there will be
 [6] insurance in place for any liability or
 [7] negligence treatment.
 [8] MR. WUELLNER: There's liability in the --
 [9] that was in the construction facility as well as
 [10] there's routine liability insurance that we have
 [11] that will cover it, as well as there's over --
 [12] what do they call it?
 [13] MS. BLOODWORTH: Catastrophic?
 [14] MR. WUELLNER: I don't know.
 [15] CHAIRMAN ROSE: Isn't the answer, yes, we do
 [16] have a liability and we have insurance to cover
 [17] that liability?
 [18] MS. BLOODWORTH: Right.
 [19] MR. CIRIELLO: Okay. That's all -- that's
 [20] what I wanted to know.
 [21] MR. WATTS: Mr. Chairman -- Mr. -- Joe, is
 [22] this what you're talking about (indicating)?
 [23] MR. CIRIELLO: Yeah.
 [24] MR. WATTS: Okay. I was reading over this a
 [25] minute ago. I think there's some good points

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[1] Chevron to provide this wholesale fuel for a
 [2] period of one year with an option to renew. Any
 [3] discussion on that issue?
 [4] (No discussion.)
 [5] CHAIRMAN ROSE: I'll entertain a motion.
 [6] MR. WATTS: Mr. Chairman, I'll make that
 [7] motion, that we accept Staff's recommendation to
 [8] approve Chevron as the supplier or the wholesale
 [9] supplier for the fuel.
 [10] MR. CIRIELLO: Okay. Second.
 [11] CHAIRMAN ROSE: Joe?
 [12] MR. CIRIELLO: Yeah, second.
 [13] CHAIRMAN ROSE: All in favor?
 [14] MR. CIRIELLO: Aye.
 [15] MR. WATTS: Aye.
 [16] CHAIRMAN ROSE: Aye. Motion carried.
 [17] MR. WUELLNER: I did want to tell you I
 [18] provided another spreadsheet, and based on
 [19] today's retail prices as communicated to us, the
 [20] wholesale price, retail price, and based on again
 [21] \$2 a gallon, we're going to put our heads
 [22] together and get a policy for the March meeting
 [23] together on the method of setting retail price
 [24] and have this board adopt something --
 [25] CHAIRMAN ROSE: The resell function of the

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[1] wholesale price.
 [2] MR. WUELLNER: Correct. Or something.
 [3] CHAIRMAN ROSE: Okay.
 [4] MR. WUELLNER: We're going to come up with
 [5] some methods for you to give us direction.
 [6] CHAIRMAN ROSE: Okay.
 [7] 7.E. - CHARTER LANGUAGE
 [8] MR. WUELLNER: The last item I have that's
 [9] not the multimodal is, in discussions with
 [10] Doug -- Representative Wiles last week in
 [11] Tallahassee, concern was expressed over a
 [12] specific sentence proposed in the charter with
 [13] the Airport Authority, and he offered to get it
 [14] corrected or deleted within -- before it hits
 [15] committee here in the next few days, if it's the
 [16] direction of this Authority to do that.
 [17] The provision that gave him concern was the
 [18] question or the statement in here as being
 [19] unenforceable -- and I think our attorneys
 [20] generally agree with this, too -- where it states
 [21] that "Not more than two members of the person --
 [22] of the members shall be persons who are primarily
 [23] engaged in an aviation business," and -- yeah.
 [24] And that's the phrase that they would like
 [25] to delete out of there as being basically

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[1] some of the stuff that -- because of the Bosanko
 [2] thing, and one of the things was the language
 [3] about, oh, being -- working for the state and I
 [4] wanted to have that changed because I thought it
 [5] excluded too many people from running. And the
 [6] board at the particular time didn't want to fool
 [7] around with it, and I was under the impression
 [8] that, because it was in litigation, because it
 [9] was in litigation, the board wanted to leave as
 [10] it was.
 [11] And I was under the impression at the
 [12] particular time that the board said that down the
 [13] road, once we get a decision on the Bosanko
 [14] thing, if you want to come back and talk about
 [15] changing some language in this charter
 [16] codification, that you would be attentive to my
 [17] concerns.
 [18] I also talked to Doug Wiles on the phone a
 [19] couple of weeks ago and pointed out -- I asked
 [20] him if the codification had been done and he told
 [21] me no and I told him about my concern and a
 [22] couple of other spots in this charter that on one
 [23] of them, he agreed with me it had no business
 [24] being in there, and that was about that
 [25] multimodal thing.

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[1] unenforceable, since it's -- the position's
 [2] already elected, that would be, how would you --
 [3] either that or establish some rational criteria
 [4] to enforce that, which is going to be, as I
 [5] understand it, quite problematic. So, the
 [6] recommendation would be to delete that phrase
 [7] from the charter. I provided you just a copy of
 [8] the page that --
 [9] CHAIRMAN ROSE: All right. But you're --
 [10] what you're asking us to do, then, is to
 [11] authorize you to contact Representative Wiles and
 [12] have that -- that phrase removed that says "Not
 [13] more than two of the members of... shall be
 [14] persons who are primarily engaged in an aviation
 [15] business."
 [16] MR. WUELLNER: Correct.
 [17] CHAIRMAN ROSE: And that's --
 [18] MR. WUELLNER: That's it.
 [19] CHAIRMAN ROSE: Public comment?
 [20] (No public comment.)
 [21] CHAIRMAN ROSE: Board questions or comments?
 [22] MR. CIRIELLO: Yeah. Here we go. As you
 [23] guys recall when we were codifying or going, you
 [24] know, for this charter thing, I think when
 [25] Mr. McClure was here, I had some exceptions to

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[1] But at that point, nothing had been done,
 [2] and so I was going to have that in one of my
 [3] reports at the end of the meeting, to see if
 [4] we -- my recollection is right that you guys said
 [5] that we could talk after the Bosanko thing had
 [6] been settled, and I wanted to know if we could do
 [7] that.
 [8] And I'm not happy with changing just this
 [9] not more than two members. I think that whole
 [10] little paragraph in there or couple of sentences
 [11] that gave us the Bosanko deal should be
 [12] rewritten. The way I had it, it's -- put it to
 [13] the board when we were talking about it.
 [14] So, this one little particular item, I'm not
 [15] happy with. I'd rather go over the thing and
 [16] bring up my points again and see if I can get a
 [17] change of mind on the board. If not, my --
 [18] CHAIRMAN ROSE: I haven't got any problems
 [19] with going over that again. But I think the
 [20] point is here, though, this is -- you can't
 [21] enforce this. There's no way --
 [22] MR. WUELLNER: That's the concern.
 [23] CHAIRMAN ROSE: There's no way to know who's
 [24] running that -- you might have everybody running
 [25] for the board that is --

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[1] MR. WUELLNER: Yeah, there's no way that --
 [2] how do you determine --
 [3] CHAIRMAN ROSE: Am I in the aviation
 [4] business if my contract -- if I have a contract
 [5] to do striping on the airfield?
 [6] MR. WUELLNER: Well, you know, is it based
 [7] on the first person to file or, you know, some
 [8] other methodology? It's going to be hard to do.
 [9] CHAIRMAN ROSE: This is unenforceable. The
 [10] other issues are enforceable, but we may not want
 [11] to -- like Joe says, they may not be right in
 [12] there. You may not want them in there. This
 [13] is -- I think we ought to let Doug go ahead with
 [14] this and we can go ahead with the discussions.
 [15] MR. WUELLNER: You can still do that. You
 [16] can bring it right back to the legislature next
 [17] year and amend your charter. There's nothing
 [18] that prevents you from doing that.
 [19] MR. CIRIELLO: If they're talking about it
 [20] now, why wait?
 [21] MR. WUELLNER: I'm just throwing that out.
 [22] My concern is --
 [23] MR. CIRIELLO: I don't get why this two
 [24] members is unenforceable but the Bosanko thing
 [25] wasn't.

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[1] legitimacy of the provision as it's in your
 [2] charter now.
 [3] MR. CIRIELLO: Well, I don't think it's fair
 [4] because there's too many people that can't run
 [5] for the board just because they might have a job
 [6] with the state like she did, which has no
 [7] conflict of interest with the airport.
 [8] CHAIRMAN ROSE: Yeah, it does. Yeah, it
 [9] does.
 [10] MR. CIRIELLO: She was a hotel and
 [11] restaurant investigator.
 [12] CHAIRMAN ROSE: Yeah, and we have a
 [13] restaurant here and she inspects it.
 [14] MR. CIRIELLO: Well...
 [15] CHAIRMAN ROSE: Well, okay.
 [16] MR. CIRIELLO: Well, I still don't like it.
 [17] CHAIRMAN ROSE: Well, I need a motion. I
 [18] need a motion to either accept Ed's request that
 [19] we authorize him to tell Doug to remove this
 [20] particular phrase about two members, not more
 [21] than two members shall be persons primarily
 [22] engaged in an aviation business, and that's this
 [23] motion.
 [24] We can also entertain at a time that's
 [25] convenient to all of us a discussion on the other

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[1] MR. WUELLNER: That is entirely --
 [2] MR. CIRIELLO: As far as I'm concerned --
 [3] CHAIRMAN ROSE: The Bosanko issue covered
 [4] anybody. This just covers everybody except two.
 [5] How do you pick those two?
 [6] MR. WUELLNER: If three ran, how do you pick
 [7] the two that are qual- -- or, you know, legal to
 [8] be on there? It's much more cumbersome than
 [9] the -- the other one's fairly --
 [10] MR. CIRIELLO: I'm not going against what
 [11] you guys want, but I also want to have a chance
 [12] to get my language in there and I might as well
 [13] do it at the same time you do this, not wait a
 [14] year or six months down the line. That's all I'm
 [15] saying.
 [16] Let's try to see if we can't come to a
 [17] compromise and get my way, too. And it'd kill
 [18] two birds with one stone, because I think that
 [19] language stunk because it gave us problems. We
 [20] were without a board member for a whole year.
 [21] MR. WUELLNER: I don't think it will cause
 [22] you problems in the future.
 [23] MR. CIRIELLO: Huh?
 [24] MR. WUELLNER: Having had it upheld through
 [25] the appeals court, there's no issues with the

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[1] issues that Joe's concerned about. But this
 [2] doesn't address that. This is just this one
 [3] phrase. That's where I stand.
 [4] MR. WATTS: Mr. Chairman, I'll make that
 [5] motion that we do accept Ed's recommendation for
 [6] the charter.
 [7] CHAIRMAN ROSE: Okay. Is there any further
 [8] discussion on the board's part?
 [9] (No discussion.)
 [10] CHAIRMAN ROSE: Joe, have you got any?
 [11] MR. CIRIELLO: You need a second for
 [12] discussion.
 [13] CHAIRMAN ROSE: I need a second. Well,
 [14] we've already been discussing it.
 [15] MR. CIRIELLO: I know that, but...
 [16] CHAIRMAN ROSE: Okay. You're not going to
 [17] second it?
 [18] MR. CIRIELLO: No.
 [19] CHAIRMAN ROSE: Okay. I will second it.
 [20] MR. CIRIELLO: You're not supposed to be
 [21] able to do that, either.
 [22] CHAIRMAN ROSE: Yes, you can, Joe. Don't
 [23] get into that. That's --
 [24] MR. CIRIELLO: You know me. I'm a hard
 [25] head.

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[1] CHAIRMAN ROSE: I know, but I'm ready to
 [2] work on that. Now, do you want to discuss this?
 [3] I thought you might want to discuss this motion a
 [4] little bit before we vote on it.
 [5] MR. CIRIELLO: I already did. I said I'm
 [6] not comfortable with it without putting my part
 [7] in, too, or at least discussing that. There's no
 [8] guarantee of that, so I'm not going to vote it.
 [9] CHAIRMAN ROSE: Well, we have a motion and a
 [10] second. I'll call for the vote. All in favor,
 [11] say aye.
 [12] MR. WATTS: Aye.
 [13] CHAIRMAN ROSE: Opposed?
 [14] MR. CIRIELLO: No.
 [15] CHAIRMAN ROSE: I'll vote yes and the motion
 [16] carries.
 [17] MR. WUELLNER: All right. The last item --
 [18] CHAIRMAN ROSE: Now what?
 [19] 7.F. - MULTI-MODAL CENTER
 [20] MR. WUELLNER: Last item. I promised, based
 [21] on developments that have occurred since the last
 [22] Authority meeting, we've had quite a few changes
 [23] or updates on the multimodal center project
 [24] itself, and I wanted to kind of bring the board
 [25] up to speed and kind of clue you in on some stuff

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[1] DOT budget.
 [2] So, DOT is carrying the balance of their
 [3] funding request of about \$35-, \$40 million in the
 [4] out years of the five-year work program, but the
 [5] initial \$22 -- round numbers, \$22 million
 [6] required to get the first service established on
 [7] FEC is and will -- is and will be available
 [8] basically now to get that up and running.
 [9] Majority of that is in the form of
 [10] improvements to the actual rail line to allow a
 [11] much swifter-moving passenger train as compared
 [12] to freight along the same line and to provide the
 [13] signalization within the train itself to allow
 [14] that to happen.
 [15] There's some side track improvements in that
 [16] and the like, but included in that is some money
 [17] for the initial stations, as it was budgeted,
 [18] which is basically a glorified platform, within
 [19] the communities being served by the AMTRAK
 [20] service.
 [21] We've -- I already identified local bus
 [22] service needs. We have gotten letters of
 [23] interest now from the bus service. And I have
 [24] letters of interest from a limousine company
 [25] interested in occupying the facility.

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[1] that might be coming down the road and make sure
 [2] that you guys remain as informed as possible.
 [3] We're not asking you to do anything today
 [4] other than just begin to think about whether
 [5] everything's still in the direction you want to
 [6] go. There's a few things you can follow on the
 [7] screen, nothing -- I've got some handouts of the
 [8] exact same slides, so you can follow or listen
 [9] here.
 [10] We've been notified by the State of Florida,
 [11] as well as AMTRAK specifically, that it's their
 [12] intent at this point -- anyway, it's their intent
 [13] to begin operation in October of this year along
 [14] the FEC line, which would include the -- a St.
 [15] Augustine stop.
 [16] CHAIRMAN ROSE: You say that is their
 [17] intent?
 [18] MR. WUELLNER: That is their intent. They
 [19] have finalized -- based on a discussion with the
 [20] Governor back in late November or early December,
 [21] the Governor directed the Department of
 [22] Transportation Secretary, Tom Barry, to find the
 [23] money to get this first phase up and running and
 [24] to program the balance of the funds required in
 [25] future years within the five -- five-year Florida

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[1] We have had discussions in detail that
 [2] result in an agreement from rental car users or
 [3] providers, and tomorrow morning, while we have
 [4] preliminary interests from them, we will have a
 [5] more detailed discussion, I'm sure, on the
 [6] project itself with the folks from Greyhound.
 [7] They're going to be in our office in the morning
 [8] to begin that discussion.
 [9] We are looking at developing a phase, as the
 [10] direction we kind of got from this board and the
 [11] Board of County Commissioners collectively the
 [12] last time you met together, was to move this
 [13] along in a more phased and methodical method
 [14] rather than trying to get all of the money and
 [15] only one project and looking at the \$21 -- \$21
 [16] million project that was the multimodal center.
 [17] Can you advance that one, Bryan? We've
 [18] looked at the user groups that are interested.
 [19] You've got them listed there. We have either
 [20] letters on file or are actively in discussions
 [21] and will solicit -- solicit those letters so that
 [22] we have the documentation on file for your use
 [23] indicating the need and a letter of interest
 [24] basically to the project, obviously way short of
 [25] a lease, but -- but indicating their interest in

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[1] the facility and what their requirements would be
[2] for the facility if they were to consider moving
[3] in there.

[4] Next one, Bryan. There are other user
[5] groups. Part of the -- if you remember the
[6] initial -- what brought this project to interest
[7] of the Authority was the ability to expand the
[8] parking capability for the airport longer term.
[9] That would include uses such as tour busses, park
[10] and ride commuters, in concert with JTA down the
[11] road, and also provide additional parking for
[12] direct terminal-related services like the FBO,
[13] restaurant, and even Grumman employees, if
[14] absolutely necessary, should they ever need to
[15] use parking facilities over there.

[16] The interim facility would involve a few
[17] phases here. It would include developing the
[18] specifications and design for clearing and
[19] grubbing, an excavation required for the road
[20] improvements for the interim facility.

[21] Now, this interim facility would simply be a
[22] 100 x 12 foot deck for better terms. This would
[23] be a temporary facility built solely for the
[24] purpose of getting something that allows people
[25] on and off the train beginning in October, with a

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[1] more permanent construction and a more permanent
[2] facility being done somewhat concurrently, but
[3] there's physically and timewise no way to get
[4] something developed before October on the time
[5] line; it just can't work. Between the
[6] permitting, engineering and bidding it and going
[7] to construction and the like, there's just
[8] physically no way to get something of a permanent
[9] nature in place by October. So, when you look at
[10] that, it's about a \$60,000 effort to build a
[11] temporary facility and get it on line. And
[12] again, this is nothing more than a deck and a
[13] little bit of a gazebo on it.

[14] Go ahead, Bryan. Buildout of phase 1
[15] facility would include land acquisition of the
[16] property for the multimodal center, the train
[17] platform as AMTRAK has provided the
[18] specifications, modified a little bit to reflect
[19] this community's decor, if you will.

[20] But that's a 600-foot facility with a
[21] 300-foot covered area adjacent to the train
[22] loading and offloading area. This is the
[23] bare-bones facility that AMTRAK, that there's
[24] money available for in that AMTRAK grant --
[25] AMTRAK grant, but AMTRAK-related grant from

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[1] Florida DOT.

[2] We've developed building space requirements
[3] that put the facility somewhere in the 8- to
[4] 10,000-square-foot first phase. Would include
[5] again the land acquisition. Paving the roadway
[6] access to that. Provision of utilities.
[7] Whatever landscaping and development fees would
[8] be in there. That facility itself's about a
[9] \$700,000 item. The total cost is \$760,000 for
[10] this first phase development. This is the
[11] AMTRAK-related project.

[12] When you factor in the land acquisition for
[13] the multimodal, the overall clearing and grubbing
[14] for the first phase of construction, the
[15] excavation, drainage, utilities, access, parking
[16] spaces required we've indicated the needs for,
[17] the building, the washing and fuel facility for
[18] rental cars as well as in this case Sunshine Bus,
[19] landscaping and development fees, you're looking
[20] at about a \$4.4 million first phase effort.
[21] That's together. That's including the AMTRAK
[22] numbers.

[23] The funding as it looks today would break
[24] out something like this: Land acquisition
[25] dollars would accumulate to about \$1.6 million to

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[1] accumulate the 18 acres, in addition to the 8 or
[2] 9 that we already own in the area. The AMTRAK
[3] facility is \$760,000, as we indicated.

[4] There's about a \$2.1 million in round
[5] numbers first-phase multimodal, which is the
[6] permanent parking, the permanent building related
[7] to that for Sunshine Bus, Greyhound, the limo,
[8] the rental, that type of facility. The state
[9] funding, we believe will become available in
[10] total of about \$3.4 million for this. Local
[11] funds of about \$971- or approximately a million
[12] dollars of local funds would be expended on this
[13] over the course of the year, year and a half of
[14] development.

[15] One of the more exciting things that's
[16] happened in the last couple of weeks is the list
[17] for the TOPS program, which we presented an
[18] application to the State back late last -- late
[19] last year and which no money was identified for
[20] northeast Florida District 2 in DOT and no money
[21] was identified for District 4, which is down in
[22] the Fort Lauderdale area, the State of Florida's
[23] DOT, the House and Senate leaders, as well as the
[24] Governor's office has directed Florida DOT to
[25] revisit that TOPS program proposed funding and to

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[1] find approximately \$20 million to be
 [2] redistributed to District 2 and District 4 out of
 [3] that money that had been identified earlier. So
 [4] they're basically going to look at tweaking some
 [5] projects, and they'll be eliminating some
 [6] projects in other districts to facilitate some
 [7] projects in Northeast Florida.

[8] Our project, this multimodal facility, was
 [9] the number one ranked project in Northeast
 [10] Florida as submitted by Florida DOT. It is
 [11] probably the only project that was submitted this
 [12] year statewide that met all of the objectives of
 [13] the TOPS program in its entirety. It was the
 [14] only one that was truly multimodal in nature and
 [15] met the requirements of the program.

[16] So I think we've got an excellent shot here,
 [17] moving into the next few weeks and then into the
 [18] legislative session, of getting a sizeable chunk
 [19] of this money as a part of the TOPS program
 [20] identified for this facility through the State of
 [21] Florida.

[22] You already have 600 and -- well,
 [23] approximately \$900,000 of project that was
 [24] available in the AMTRAK-related portion. So if
 [25] you factor that back off, you're looking at

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[1] implemented beginning the end of this current
 [2] year. So there's a lot of work to be done there,
 [3] but we do have somebody at the table this time on
 [4] the statewide, just by luck of the draw in that
 [5] capacity. So, some real positive stuff.

[6] DOT has also identified some money --
 [7] they're not telling us how much yet; they're
 [8] waiting to see how much we need. But they've got
 [9] some other intermodal and transit monies that are
 [10] available within District 2 currently that
 [11] further keep me very very optimistic that the
 [12] funding's going to fall into place here shortly
 [13] to allow this first phase effort to be
 [14] constructed. So I'm real upbeat on that.

[15] Go ahead, Bryan. As this says, you've got
 [16] phase 1, about \$900,000 from Florida DOT that's
 [17] part of the AMTRAK set aside, and there's about
 [18] \$3.4 million in other funds. You can see that
 [19] some of the funding sources I just talked about
 [20] are identified there.

[21] Go ahead, Bryan. Local share estimated at
 [22] about \$971,000 at this point, approximately a
 [23] million dollars. We have yet to be -- you know,
 [24] if this looks like the direction you want to go,
 [25] we'll begin the efforts with the city and the

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[1] finding \$1.2 million for land and looking at
 [2] about \$1.7 in round numbers for the construction.
 [3] I think it's very possible you'll walk away with
 [4] that kind of money in the TOPS program when it's
 [5] reissued and relooked at here in the next few
 [6] weeks.

[7] We've been asked by Representative Wiles as
 [8] well as Representative Russell out of the other
 [9] side of the state, who is the House
 [10] Transportation Committee chair, to provide them
 [11] copies of the application as we submitted it, and
 [12] they're looking with great interest to see that
 [13] this project's treated fairly and equitably
 [14] across the state.

[15] What further helps is that in my capacity as
 [16] current president of Florida Airport Managers'
 [17] Association, I think we provided a letter to that
 [18] effect, but I've been appointed to the State
 [19] Strategic Intermodal System Planning Committee
 [20] that's being organized under the Secretary of
 [21] Transportation for the state.

[22] So we have a real chance of being a part of
 [23] that strategic intermodal system plan that the
 [24] consensus building is being done right now within
 [25] the state or op -- supposed to be adopted and

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[1] county to look at how they can participate in the
 [2] project financially and physically so that we get
 [3] a good broad-based representation that -- I know
 [4] Mr. Ciriello's expressed, you know, as a point of
 [5] interest that the county get very involved
 [6] financially and certainly from the structural
 [7] standpoint in the project.

[8] So we're going to meet with them, if that's
 [9] the continued direction this board wants to go
 [10] and see just where and how they can be partners
 [11] with us in putting this project on the board.

[12] And obviously there's a revenue contribution
 [13] at some point, that if you have some money set
 [14] aside -- we don't anymore -- but we have money
 [15] that we placed in reserve that was originally
 [16] identified for multimodal that could be available
 [17] this year, but it's looking like the construction
 [18] and the like would be pressed into next fall for
 [19] the hard construction that's not associated with
 [20] the temporary platform. So, reality is it's
 [21] probably a next-year budget issue for the
 [22] Authority and even the Board of County
 [23] Commissioners, should they wish to participate in
 [24] it.

[25] Bryan. And obviously there are benefits to

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[1] the airport; a number of items being consolidated
 [2] here at the airport, additional lease revenues.
 [3] There is some possibility, depending on how this
 [4] thing phases together, that some of the property
 [5] acquired for the ultimate facility could continue
 [6] to be leased and continue to be rented to the --
 [7] by the Air -- rented by the Airport Authority to
 [8] the private sector for additional revenue.
 [9] Obviously we'd pick up additional parking.

[10] If we continue the program, other project
 [11] elements that connect the terminal to the other
 [12] side of the street and should provide some relief
 [13] in the terminal as it exists today. And of
 [14] course purchasing all the land today is -- at
 [15] today's cost versus values later on once the
 [16] project's kind of been let out of the bag in
 [17] terms of scope. And that's in a nutshell.

[18] We're hoping to be in a position, if Florida
 [19] DOT is in such a position, that at next month's
 [20] meeting, you might begin to see a first piece.
 [21] Particularly the AMTRAK portion of this might be
 [22] at a point where they could begin to issue a
 [23] grant, at which case we would be obviously coming
 [24] back to this board for some action related to
 [25] that grant.

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[1] MR. WATTS: Copy of our intermodal.
 [2] CHAIRMAN ROSE: Any public comment on this
 [3] presentation? Excuse me, Joe. I wasn't --

[4] MRS. HARVEY: Shirley Harvey, 417 Indian
 [5] Bend Road. I want to know in what phase is the
 [6] walkover across the highway coming in? How long
 [7] will that be?

[8] MR. WUELLNER: My best guess is three to
 [9] five years.

[10] MRS. HARVEY: Okay.

[11] MR. WUELLNER: It's got to get program --
 [12] funding has got to be programmed with DOT. The
 [13] only chance that it would be sooner is, if for
 [14] some miracle within this TOPS reallocation that's
 [15] going on right now if they were to offer the
 [16] entirety of what we had asked for, that money
 [17] might be available sooner. But otherwise it's
 [18] going to take a normal programming process, which
 [19] puts it three to five years out.

[20] MRS. HARVEY: How much -- I don't know if
 [21] I'm using the right terminology, but how much
 [22] revenue is all this going to bring in to the
 [23] airport?

[24] MR. WUELLNER: The first phase should be
 [25] entirely in the black in terms of operating cost.

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[1] I promised Joe and I promised the public --
 [2] I was on the radio a few weeks ago -- that, you
 [3] know, we weren't going to railroad this through
 [4] today. This was not -- you know, there's no need
 [5] to. I don't have anything for you to approve or
 [6] disapprove today, either. But I want to make
 [7] sure that you're up to speed on it.

[8] It's going to continue to develop. If it's
 [9] the continued direction you want us to apply
 [10] staff resources, then we'll continue to do that,
 [11] keep you informed, and as the funding becomes
 [12] available, it will require specific action and
 [13] we'll continue work to get everybody involved and
 [14] keep everybody involved.

[15] CHAIRMAN ROSE: Thank you. Okay. We move
 [16] to -- what?

[17] MR. CIRIELLO: Public comment on this
 [18] multimodal?

[19] CHAIRMAN ROSE: Well, okay. Go ahead. I
 [20] thought we'd do that under the -- you know, when
 [21] we have each board member. Go ahead.

[22] MR. CIRIELLO: Do you need public comment?
 [23] You want to ask them if they want to say
 [24] anything?

[25] CHAIRMAN ROSE: All right. What is this?

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[1] The additional phases are going to be evaluated
 [2] as they come up and we identify the tenants for
 [3] it.

[4] These are basically first-foot-in-the-door
 [5] leases for these entities. They'll all be market
 [6] value leases, that's our intent, and they'll be
 [7] all leased space. So, it's not space that's
 [8] speculative or nonrevenue generating-type space.
 [9] It's our intent to make, might not say
 [10] profitable, but certainly break even.

[11] CHAIRMAN ROSE: Other comment? Public
 [12] comment? Board discussion?

[13] MR. CIRIELLO: Yeah. Ed, I have a question,
 [14] but a comment first. Of all the reading that
 [15] I've been doing in the paper about AMTRAK,
 [16] they're behind the eight ball. They're not doing
 [17] so good.

[18] The government's really hard on their tails,
 [19] they're trying to get them out of business. They
 [20] want to privatize it and everything else, and
 [21] it's not as rosy a picture as it makes out to be.
 [22] But when you mentioned that the local cost, I
 [23] imagine you're thinking St. Johns County as a
 [24] whole is about \$900,000.

[25] MR. WUELLNER: Potentially, yes.

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[1] MR. CIRIELLO: Okay. That's -- how much of
[2] that would this Airport Authority actually be
[3] responsible for?

[4] MR. WUELLNER: I think the number we put up
[5] on the screen, based on our just estimates of
[6] other participation, was about \$670,000.

[7] MR. CIRIELLO: So this thing --

[8] MR. WUELLNER: And there may be other --
[9] there may be significant latitude in that.
[10] That's just a wag at this point.

[11] MR. CIRIELLO: But if this thing gets
[12] started, I can see getting it started real cheap,
[13] just putting like you say that platform with a
[14] little parking --

[15] MR. WUELLNER: Right.

[16] MR. CIRIELLO: -- to see how it's going to
[17] take off. But if for some reason it takes a year
[18] or two or whatever to go belly up, the Airport
[19] Authority itself could be in the hole for six
[20] hundred grand.

[21] MR. WUELLNER: Agreed.

[22] MR. CIRIELLO: And that's --

[23] MR. WUELLNER: The structure I see --

[24] MR. CIRIELLO: -- that's the part that
[25] bothers me.

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[1] MR. WUELLNER: Well, the structure I see
[2] occurring here is that we probably need -- at
[3] some point in the next couple of months, need to
[4] move ahead under the assumption that they're
[5] going to remain viable and the like and look
[6] toward the temporary deck, if you will. There's
[7] about a \$60,000 total project in that number.

[8] Congress is currently -- as you properly
[9] said, is currently going to deal with the AMTRAK
[10] issue and whether it's going to remain, it's
[11] going to remain in a different form, it's going
[12] to cease to exist, or whatever. Their allocation
[13] funding-wise and their mandate is through the
[14] balance of this current year, at which point that
[15] decision had to be made.

[16] Congress will set their budget over the
[17] course of the next six months going into the next
[18] fiscal year. At that point, we should have a
[19] real firm idea of what their intentions are
[20] toward AMTRAK's future. And in the event there
[21] is no future for them, we've -- the maximum
[22] commitment, assuming we were in construction at
[23] that point, would be \$60,000, most of which or 80
[24] percent -- yeah, 80 percent of it being paid for
[25] by the State of Florida. So, you know, \$15,000

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[1] would be the potential outflow of local funds
[2] through the Airport Authority in the event AMTRAK
[3] ceases to exist and no one operates passenger
[4] rail service.

[5] I think we can hold the construction of
[6] permanent facilities until that decision's made
[7] so that we don't have -- you know, there should
[8] be -- you know, other than the normal who knows
[9] what's going to happen on the federal side.

[10] But once a decision's made to either
[11] continue with AMTRAK, continue with a new version
[12] of AMTRAK and that identifies Florida as a
[13] continued service area, then I would recommend we
[14] continue moving with a more permanent facility.
[15] But that's all going to play out over the next
[16] several months.

[17] We're not asking to -- even anticipating
[18] right now moving through anything that would
[19] create a permanent facility that we couldn't get
[20] out of in terms of committing a lot of dollars.
[21] Even a worst-case scenario, let's say we don't
[22] commit to the temporary \$60-, I mean, it may be
[23] that with what's being told at Congress, the
[24] direction that they're given, we may be able to
[25] go to design or take another step toward a

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[1] permanent facility, but, there again, it's a
[2] minor amount of money compared to committing the
[3] \$4 million into the project.

[4] So we've got a lot of questions, too, and we
[5] agree that it won't make any sense to build
[6] something that's not going to be utilized.
[7] That's idiotic.

[8] MR. CIRIELLO: Okay.

[9] CHAIRMAN ROSE: Okay. Is that it?

[10] MR. CIRIELLO: Yeah.

[11] CHAIRMAN ROSE: Dennis?

[12] MR. WATTS: Ed, just one thing here I wanted
[13] to ask. The gazebo, the initial project I guess,
[14] would that be planned out where it would be
[15] incorporated into the whole project?

[16] MR. WUELLNER: No. That structure would
[17] ultimately be removed when permanent
[18] construction's begun. It's going to be -- it's
[19] got to be located such that it can continue --
[20] you couldn't build a permanent facility no matter
[21] what.

[22] It would be located outside of the project
[23] area for the new so that it could continue to
[24] load and unload passengers while the facility --
[25] the permanent facility's being built.

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[1] So, ultimately that \$60,000 structure,
 [2] whatever that all encompasses, would be torn down
 [3] and be removed, sold, maybe we could find another
 [4] spot on the airport for it, I don't know.
 [5] MR. WATTS: Maybe donate it to the county.
 [6] MR. WUELLNER: You know, those are decisions
 [7] to go through later.
 [8] MR. WATTS: Okay. Thank you.
 [9] CHAIRMAN ROSE: Any other discussion on the
 [10] presentation?
 [11] (No discussion.)
 [12] 8.A. - CHAIRMAN ROSE
 [13] CHAIRMAN ROSE: Okay. We'll move into the
 [14] comment by board members. First -- I'll kick
 [15] this off. Joe, I want to apologize to you for
 [16] being short, talking about the vote a minute ago.
 [17] We were talking about whether I had the authority
 [18] to vote.
 [19] MR. CIRIELLO: Oh.
 [20] CHAIRMAN ROSE: But I think it's my
 [21] responsibility to vote, being elected to
 [22] represent people in this district. And as long
 [23] as there is a discussion and the board can vote
 [24] one way or the other, but if it's a tie, then
 [25] I'll break the tie.

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[1] charter and our --
 [2] CHAIRMAN ROSE: Right.
 [3] MR. CIRIELLO: -- and in our big book where
 [4] we have procedures for how our people are
 [5] supposed to construct themselves. I wanted to
 [6] specifically mention we would or we wouldn't.
 [7] If you go strictly by Roberts Rules of
 [8] Order, the Chairman can't make motions unless he
 [9] passes the gavel. He can't vote except to create
 [10] or pass a tie. And that's why I, you know,
 [11] that's why I keep saying you can't do this, you
 [12] can't do that. But we have no real bylaws --
 [13] CHAIRMAN ROSE: Okay.
 [14] MR. CIRIELLO: -- that say we can't bend
 [15] them.
 [16] CHAIRMAN ROSE: All right. I don't want to
 [17] get into the discussion at this point. Give us
 [18] the report.
 [19] MS. BLOODWORTH: Okay.
 [20] CHAIRMAN ROSE: In the meantime, I'm going
 [21] to continue to vote.
 [22] Okay. We have one item that has been placed
 [23] on the agenda and that is salary adjustment for
 [24] our Executive Director. And I think -- let's
 [25] see, I had it here. Ed, you passed out an

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[1] I might just ask Susan at the next meeting,
 [2] if I misunderstood -- misinterpret that, but
 [3] that's the way practically the City Commission
 [4] and the County Commission and the --
 [5] MS. BLOODWORTH: Right. No, it's my
 [6] understanding, and I can't cite you the specific
 [7] statute right now, but if you are here, you have
 [8] an obligation to vote unless there is some
 [9] identifiable conflict that you can express why
 [10] you shouldn't vote.
 [11] CHAIRMAN ROSE: I just -- you know, I don't
 [12] want to step in and be doing something that I
 [13] shouldn't do. But I just want to be sure that we
 [14] all understand.
 [15] MR. CIRIELLO: Me and her is going to fight.
 [16] CHAIRMAN ROSE: Hmm?
 [17] MR. CIRIELLO: Me and her is going to fight.
 [18] CHAIRMAN ROSE: Well, I want to watch that.
 [19] MR. CIRIELLO: How much are you willing to
 [20] pay?
 [21] CHAIRMAN ROSE: I'll think about that.
 [22] MR. CIRIELLO: No. I'm going strictly by
 [23] Roberts Rules of Order and Parliamentary
 [24] Procedure which we don't do, and I tried to get
 [25] the board to make a bylaws to go along with our

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[1] Airport Executive Association. The -- I think
 [2] all of you had in your package -- yeah, an
 [3] outline of average salaries at various
 [4] classifications of airports. Now, have you got
 [5] any further comment?
 [6] MR. WUELLNER: Yeah. Pay me well.
 [7] CHAIRMAN ROSE: Nothing?
 [8] MR. WUELLNER: Other than to just -- other
 [9] than walk you through it, just point out that it
 [10] would be considered on the last page of what you
 [11] have, a large general aviation airport. Unless
 [12] you're considering reducing my salary, then I
 [13] would --
 [14] CHAIRMAN ROSE: Where does your salary fall
 [15] now?
 [16] MR. WUELLNER: Plus or minus a couple of
 [17] dollars, it is at \$70,000.
 [18] CHAIRMAN ROSE: 70 -- 7-0? So, right now --
 [19] okay. Average, all right. Okay. I open up the
 [20] floor for discussion with Joe and Dennis.
 [21] MR. WATTS: Mr. Chairman, have you reviewed
 [22] this, his salary, and as far as his --
 [23] CHAIRMAN ROSE: I have -- I have the same
 [24] information you have.
 [25] MR. WATTS: Okay.

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[1] CHAIRMAN ROSE: I recall the discussion last
[2] year, and that's all I can report.

[3] MR. WATTS: Well, I think Mr. Wuellner has
[4] shown that he's a very capable director for the
[5] airport. I think he uses the recommendation or
[6] the -- goes by what the board dictates to him and
[7] I think he's been very responsive to everything
[8] that his job description reads, and I think what
[9] we need to do is maybe work on a percent of
[10] increase in salary for Mr. Wuellner.

[11] I think that's something that we need to, I
[12] guess, discussion among -- excuse me, not among
[13] ourselves, but I mean in public to come up with a
[14] percent, just like we did last year.

[15] CHAIRMAN ROSE: Well, Ed certainly is a
[16] level 1 position with our Authority. Joe, have
[17] you got any comments?

[18] MR. CIRIELLO: Really, what I thought was
[19] going to happen is you was going to go over the
[20] evaluations that we board members did --

[21] CHAIRMAN ROSE: I did.

[22] MR. CIRIELLO: -- and you was going to come
[23] in and throw a lot of allocades (sic)
[24] Mr. Wuellner's way and I was going to be
[25] receptive and agree with you, and I was hoping

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[1] that you would have a percentage of pay increase
[2] that you wanted to recommend, and if it was too
[3] high, like 1 or 2 percent, I would object to it.
[4] But it all depends on what you said and I was
[5] going to go along with or maybe put my two cents
[6] in. I wasn't prepared to go this far.

[7] CHAIRMAN ROSE: Well, I'm not prepared to do
[8] that. I didn't realize that I was going to have
[9] that, but I'll be glad to do it.

[10] MR. WUELLNER: I was thinking double.

[11] CHAIRMAN ROSE: Ed --

[12] MR. WATTS: I'll split the difference with
[13] you.

[14] CHAIRMAN ROSE: -- how would it be if I did
[15] what Joe suggested, take those -- the evaluations
[16] that we have, come up with a specific
[17] recommendation on a percentage increase for
[18] the -- for you and we can vote on it next time or
[19] we can make it retroactive this month? Is that
[20] satisfactory?

[21] MR. WUELLNER: Yeah.

[22] CHAIRMAN ROSE: Do you agree with that, Joe?

[23] MR. CIRIELLO: Yeah. You make it
[24] retroactive, I have no problems.

[25] CHAIRMAN ROSE: Is that okay?

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[1] MR. WATTS: That's fine.

[2] CHAIRMAN ROSE: All right. So I'll have a
[3] report for you at the next meeting, but I hate to
[4] do that right off the top of my head.

[5] MR. CIRIELLO: That's what I thought was
[6] going to happen tonight and that's why I wasn't
[7] prepared to say anything other than ditto to what
[8] you said.

[9] CHAIRMAN ROSE: All right. All right.
[10] That's all I've got. Mr. Watts?

[11] 8.B. - MR. WATTS

[12] MR. WATTS: Nothing at this time,
[13] Mr. Chairman.

[14] CHAIRMAN ROSE: Mr. Ciriello?

[15] 8.C. - MR. CIRIELLO

[16] MR. CIRIELLO: Everything I was going to
[17] bring up, we brought in during the regular
[18] meeting on my little questions on different
[19] subjects, so you shot me out of the saddle. I
[20] have nothing.

[21] CHAIRMAN ROSE: I'll be darned. You're
[22] going to have to do a little more homework before
[23] you come.

[24] MR. CIRIELLO: Next week, I'll -- next time,
[25] I'll bring my wife.

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[1] CHAIRMAN ROSE: Okay. Is there any public
[2] comment on anything?

[3] (No public comment.)

[4] CHAIRMAN ROSE: Our next regular meeting
[5] will be on March 18th at 4 o'clock. And this
[6] meeting is adjourned.

[7] (Whereupon, the meeting adjourned at 5:43 p.m.)

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REPORTER'S CERTIFICATE

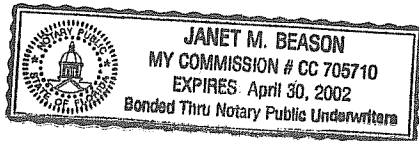
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STATE OF FLORIDA)
COUNTY OF ST. JOHNS)

I, JANET M. BEASON, RPR-CP, RMR, CRR, certify that I
was authorized to and did stenographically report the
foregoing proceedings and that the transcript is a true
record of my stenographic notes.

Dated this 16th day of February, 2002.

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



Airport Regular Meeting - February 11, 2002

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