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[ 1] ST. AUGUSTINE - ST. JOHNS COUNTY AIRPORT AUTHORITY

[ 2] General Meeting

[ 3] held at 4796 U.S. 1 North

[ 4] St. Augustine, Florida

[ 5] on Monday, August 19, 2002

[ 6] from 4:00 p.m. to 6:14 p.m.

[ 7] \*\*\*\*\*

[ 8] BOARD MEMBERS PRESENT:

[ 9] WILLIAM "BILL" ROSE, Chairman

[10] CHARLES LASSITER

[10] DENNIS R. WATTS, Secretary-Treasurer

[11] JOSEPH CIRIELLO

[11] SUZANNE GREEN

[12] \*\*\*\*\*

[13] ALSO PRESENT:

[14] GEORGE McCCLURE, Esquire, Rogers, Towers, Bailey,  
[15] Jones & Gay, P.A., 170 Malaga Street, St. Augustine,  
[16] FL, 32084, Attorney for Airport Authority.

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

[18] BRYAN COOPER, Assistant Airport Director.

[19] \*\*\*\*\*

[20]  
[21] St. Augustine Court Reporters  
[22] 1510 N. Ponce de Leon Blvd., Suite A  
[23] St. Augustine, FL 32084  
[24] (904) 825-0570  
[25]

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[ 1] PROCEEDINGS

[ 2] CHAIRMAN ROSE: It's 4 o'clock. We'll call

[ 3] this meeting of the Airport Authority to order.

[ 4] I have a couple of quick announcements.

[ 5] First, I want to remind everybody on the

[ 6] Authority to talk into your microphone. We have

[ 7] some folks in the back of the room that say

[ 8] they -- sometimes they can't hear us. The only

[ 9] person they can hear is Joe. Joe says that's

[10] because he's the only one that talks. But

[11] anyway, speak in.

[12] And if you folks in the back will raise your

[13] hand, and if you can't hear, we'll remind the

[14] speakers to pay attention to what they're

[15] supposed to do.

[16] Now, we have some Airport Authority

[17] candidates here. So, we probably ought to

[18] introduce them.

[19] I see Tony Kile back there. I think he's

[20] been here before, but he's now officially a

[21] candidate. Now, who else is a candidate back

[22] there that I -- anybody that I don't -- there we

[23] go.

[24] MR. COX: Bob Cox.

[25] CHAIRMAN ROSE: Bob Cox. Okay.

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[ 1] MR. COX: Thank you.

[ 2] CHAIRMAN ROSE: Any other candidates?

[ 3] MR. KIRA: Steve Kira.

[ 4] CHAIRMAN ROSE: Okay, Steve. Yeah. Okay.

[ 5] All right. With that, we'll start the meeting

[ 6] with the pledge to the flag.

[ 7] (Pledge of Allegiance.)

[ 8] 3. - Approval of Minutes

[ 9] CHAIRMAN ROSE: All right. The first item

[10] of business is the minutes of our meeting of July

[11] 15th, which you-all got in your package that was

[12] distributed. Are there any additions or

[13] corrections to the --

[14] MR. WUELLNER: I have one, if I can find it.

[15] CHAIRMAN ROSE: Okay.

[16] MR. WUELLNER: I should have flagged it, but

[17] didn't. It's on -- would be page 79.

[18] CHAIRMAN ROSE: Page 79.

[19] MR. WUELLNER: The first full paragraph.

[20] The first full paragraph, after the hyphens,

[21] begins with "...that's there and consistent,"

[22] relative to the minutes. That should be

[23] "...that's fair and consistent."

[24] CHAIRMAN ROSE: Wait a minute. Do that

[25] again. I was having trouble finding the page

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[ 1] number.  
 [ 2] MR. WUELLNER: Page 79.  
 [ 3] CHAIRMAN ROSE: Yeah.  
 [ 4] MR. WUELLNER: First full paragraph, which  
 [ 5] begins -- it's actually line 5. Didn't notice  
 [ 6] our lines on the side. That makes life easy.  
 [ 7] CHAIRMAN ROSE: Okay.  
 [ 8] MR. WUELLNER: After the hyphens --  
 [ 9] CHAIRMAN ROSE: Yeah.  
 [10] MR. WUELLNER: -- the sentence continues  
 [11] with, "...that's there and consistent." Should be  
 [12] "...that's fair and consistent."  
 [13] CHAIRMAN ROSE: Oh. Okay.  
 [14] MR. WUELLNER: That's my only change, sir.  
 [15] CHAIRMAN ROSE: Are there any other comments  
 [16] on the minutes? Well, if not, then I'll declare  
 [17] that they are accepted and approved as amended.  
 [18] And, Mr. Treasurer, financial report.  
 [19] 4. - Acceptance of Financial Reports  
 [20] MR. WATTS: Mr. Chairman, I've reviewed the  
 [21] nine months, the -- or the financial statement  
 [22] ending nine months, ended June 30th, and it  
 [23] looks -- it looks -- everything looks in order.  
 [24] And I -- I think they should be --  
 [25] CHAIRMAN ROSE: Is there any -- any comment

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[ 1] everything looks in order as well, Mr. Chairman.  
 [ 2] CHAIRMAN ROSE: Great. If there's no  
 [ 3] discussion, we'll accept those -- those reports.  
 [ 4] And thank you, Mr. Treasurer.  
 [ 5] 5. - Approval of Meeting Agenda  
 [ 6] CHAIRMAN ROSE: You have the agenda before  
 [ 7] you. Are there any comments or any changes to  
 [ 8] make in the agenda?  
 [ 9] MR. WUELLNER: Yes, sir, I have two agenda  
 [10] items that were transmitted to you in advance of  
 [11] the meeting, however did not make the agenda  
 [12] document itself.  
 [13] CHAIRMAN ROSE: All right. What is that?  
 [14] MR. WUELLNER: And we would like to add an  
 [15] item number 7.G.  
 [16] CHAIRMAN ROSE: Wait a minute, ??  
 [17] MR. WUELLNER: G.  
 [18] CHAIRMAN ROSE: Okay.  
 [19] MR. WUELLNER: And it's the RPR Services for  
 [20] Taxiway B. Item 7.H., which represents RPR  
 [21] Services for the North Corporate Hangar  
 [22] development. And that would be it.  
 [23] CHAIRMAN ROSE: So, two items, then. Have  
 [24] the G. and H.  
 [25] MR. WUELLNER: Yes, sir.

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[ 1] on the financial?  
 [ 2] MR. LASSITER: I have just one.  
 [ 3] CHAIRMAN ROSE: Yeah.  
 [ 4] MR. LASSITER: In -- in the financials --  
 [ 5] and this is more of a question than a comment.  
 [ 6] When we are dealing with -- Ed, when we're  
 [ 7] dealing with the fines and penalties that we're  
 [ 8] supposedly collecting on the late, how is that  
 [ 9] treated accounting-wise?  
 [10] MR. WUELLNER: It is not being treated  
 [11] accounting-wise yet.  
 [12] MR. LASSITER: Should it be, is my question?  
 [13] MR. WUELLNER: It's within the contract on  
 [14] the terminal at this point.  
 [15] MR. LASSITER: So, it's in the shell of  
 [16] that --  
 [17] MR. WUELLNER: Correct.  
 [18] MR. LASSITER: -- contract. Okay. Thank  
 [19] you. That's my question.  
 [20] CHAIRMAN ROSE: Any other questions?  
 [21] MR. WATTS: Secondly, everyone has a copy,  
 [22] too, of the financial statement for ten months  
 [23] ended July 31st.  
 [24] CHAIRMAN ROSE: Yes.  
 [25] MR. WATTS: And after reviewing that,

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[ 1] CHAIRMAN ROSE: Okay. Any others? All  
 [ 2] right. We'll -- the agenda will stand modified  
 [ 3] as -- as discussed. And with that, we'll begin  
 [ 4] reports.  
 [ 5] 6.A. - County Commission  
 [ 6] CHAIRMAN ROSE: Jim Bryant? I don't see  
 [ 7] him. Anybody from the county?  
 [ 8] (Representative absent.)  
 [ 9] CHAIRMAN ROSE: All right. Aero Sport.  
 [10] 6.B. - Aero Sport, Inc.  
 [11] MR. SLINGLUFF: We just wanted to take a  
 [12] moment and report for the last two months, we've  
 [13] had operations meetings held at Aero Sport. We  
 [14] had one in July and one in August with the flight  
 [15] school, Aero Sport, Northrop-Grumman -- Ed and  
 [16] Bryan were there also -- and a representative  
 [17] from RVA, talking about the transition with the  
 [18] tower and also several other just day-to-day  
 [19] operational issues around the airport.  
 [20] I think the meetings are working out quite  
 [21] well and would like to invite any other operators  
 [22] that want to send a representative to the  
 [23] meeting. We will be posting the dates. We host  
 [24] a lunch when we do it. And I think it's working  
 [25] out quite well. Thank you.

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[ 1] CHAIRMAN ROSE: Okay. Thank you.  
 [ 2] 6.C. - Northrop-Grumman  
 [ 3] CHAIRMAN ROSE: Northrop-Grumman?  
 [ 4] MR. LESLIE: No report.  
 [ 5] CHAIRMAN ROSE: No report.  
 [ 6] 6.D. - St. Augustine Airport Pilots Association  
 [ 7] CHAIRMAN ROSE: Pilots Association?  
 [ 8] (Representative absent.)  
 [ 9] CHAIRMAN ROSE: Anybody here from -- all  
 [10] right.  
 [11] 6.E. - Airport Authority Attorney  
 [12] CHAIRMAN ROSE: And looks like George  
 [13] McClure, not Susan Bloodworth.  
 [14] MR. McCLURE: Yes. I have three items to  
 [15] comment on quickly. I'm sure that everybody  
 [16] is -- continues to be concerned about the status  
 [17] of the resumption of construction on the terminal  
 [18] and the associated hangars.  
 [19] There has been a process with our engineers'  
 [20] participation and consultation of identifying all  
 [21] of the things that need to be fixed, and it's not  
 [22] a matter of just completing what was not done on  
 [23] the buildings, but in fact there were some things  
 [24] that were done substandard.  
 [25] There was a curtain wall in the terminal, as

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[ 1] packages finally did go out. There were six  
 [ 2] contractors -- I don't have a list of the names  
 [ 3] in front of me -- who picked up the bid packages.  
 [ 4] And the bid packages are due to -- or the bids  
 [ 5] are due to be opened on Friday of this week.  
 [ 6] We expect that it's somewhere between two  
 [ 7] and ten days to award that bid package to the  
 [ 8] successful bidder, absent any challenges to the  
 [ 9] bid process. And so we hope to have before you  
 [10] within two weeks, or I guess I should say ten  
 [11] days from Friday if that's more than two weeks,  
 [12] the identity of the follow-on contractor, who  
 [13] then is going to be turned loose to get started  
 [14] right away on trying to complete the work.  
 [15] The estimate is that the terminal  
 [16] construction is not going to be too bad, as far  
 [17] as a time constraint. There are a few things, as  
 [18] we said, that have to get fixed, but it's going  
 [19] to take a while to mobilize and get started. But  
 [20] once they get started, it shouldn't be too bad on  
 [21] the time frame.  
 [22] The contractors will be able to give us a  
 [23] schedule once there -- the contract is awarded.  
 [24] The hangars may take a little longer, obviously,  
 [25] because they're not as far through the stage of

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[ 1] you may recall, that was not vertical and was out  
 [ 2] of plumb and was potentially going to lead to  
 [ 3] structural issues; issues dealing with the steel  
 [ 4] that has become so corroded on-site that it's not  
 [ 5] usable even if sandblasted and improved; and  
 [ 6] other things -- a number of things that we've  
 [ 7] been trying to make sure that we agree and that  
 [ 8] the bonding company agree are matters which are  
 [ 9] necessary to accomplish in order to complete the  
 [10] facility in accordance with the original plans  
 [11] and specifications.  
 [12] We also had one issue come up, and that is  
 [13] the question on the part of a couple of the  
 [14] contractors as to whether or not they're going to  
 [15] have to comply with the new building code  
 [16] requirements which came into effect July 1st of  
 [17] this year, which substantially increase  
 [18] requirements for wind-load protection, even on  
 [19] nonhabitable structures such as hangars.  
 [20] And we think that we've satisfied that  
 [21] question, that we are in fact grandfathered or  
 [22] vested under the existing plans and  
 [23] specifications and don't have to meet those new  
 [24] criteria.  
 [25] With those questions answered, the bid

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[ 1] completion.  
 [ 2] Secondly, we've been working in accordance  
 [ 3] with your instructions on revised T-hangar  
 [ 4] leases, to incorporate the inspection  
 [ 5] requirements and -- and the clarification that  
 [ 6] they're for the storage of aircraft and for the  
 [ 7] storage of particular aircraft. And we've gotten  
 [ 8] a draft of that, which I think needs some more  
 [ 9] work, because Ed's indicated to me that there are  
 [10] a few things he thinks that need to be in there.  
 [11] So, he's gotten his comments about done and  
 [12] back to us, and we'll try and respond to those  
 [13] comments promptly to have the T-hangar lease done  
 [14] in accordance with your instructions.  
 [15] Last thing we've been working on is getting  
 [16] our engineers an opinion letter as to the  
 [17] ownership and any encumbrances on mitigation  
 [18] property that we're offering in exchange for  
 [19] getting the Water Management District permit on  
 [20] the Taxiway B extension.  
 [21] Sorry.  
 [22] MR. THOMPSON: The north corporate.  
 [23] MR. McCLURE: Oh, the --  
 [24] MR. THOMPSON: North corporate.  
 [25] MR. McCLURE: I'm sorry, the north part, the

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[ 1] north area -- done.

[ 2] We've been pushing on -- what we do is we  
[ 3] order the base title information, the raw title  
[ 4] information, from abstracting companies. We  
[ 5] ordered it from a company with whom we've done  
[ 6] work for years and with whom we do a lot, but for  
[ 7] whatever reason, it's been slow in coming.

[ 8] We've put as much pressure on them as we  
[ 9] can, and they -- I got an e-mail before I came  
[10] this afternoon that said that they would have a  
[11] part of it done today, and hopefully fax before  
[12] the close of business the rest of some tomorrow,  
[13] and the balance by the end of the week.

[14] I think that what I need to do my work I'll  
[15] have by tomorrow, and then I do an opinion letter  
[16] for Bryan that says who's the owner and what the  
[17] status of the encumbrances are so we can get our  
[18] permit, we hope, on Wednesday and get started on  
[19] that project. And that concludes my report.

[20] CHAIRMAN ROSE: Any questions of George?  
[21] (No questions.)

[22] CHAIRMAN ROSE: We have another candidate  
[23] that came in while George was talking. Wayne  
[24] George. Are you here as a candidate or as the  
[25] Pilots Association?

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[ 1] MR. WUELLNER: -- and will be -- effective  
[ 2] today, is on-site permanently with us and will be  
[ 3] working toward wrapping up the next six weeks as  
[ 4] we begin to -- the long and arduous process of  
[ 5] getting the tower up and running from a  
[ 6] controller's standpoint. David, welcome aboard.

[ 7] MR. KNIGHT: Thank you very much. During  
[ 8] the next couple of weeks, obviously, we have some  
[ 9] training to do before we can start the advisory  
[10] portion, before we actually get approval to open  
[11] up and be a legitimate control tower. And we're  
[12] still awaiting frequencies to be sanctioned and  
[13] authorized, et cetera.

[14] But, to start with, I have Loren Austin, who  
[15] some of you may already know. And I also have  
[16] Mark Napier. These are two controllers.

[17] MR. WUELLNER: Sorry.

[18] MR. KNIGHT: These are two controllers with  
[19] some good background experience, plus myself, and  
[20] we're still looking for some additional  
[21] controllers to be on board here within the next  
[22] couple of weeks. That's all I have.

[23] MR. WUELLNER: Super.

[24] CHAIRMAN ROSE: All right.

[25] MR. WUELLNER: Thank you.

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[ 1] MR. GEORGE: I'm -- yes, Pilots Association.

[ 2] CHAIRMAN ROSE: Okay. Anyway, Wayne George  
[ 3] is a candidate for the Airport Authority.

[ 4] MR. GEORGE: Sorry I'm late.

[ 5] CHAIRMAN ROSE: Okay.

[ 6] MR. CIRIELLO: Is he going to speak?

[ 7] CHAIRMAN ROSE: Huh?

[ 8] MR. CIRIELLO: Is he going to speak?

[ 9] MS. GREEN: Does he have a report?

[10] CHAIRMAN ROSE: Yeah, have you got anything  
[11] to say for the Pilots?

[12] MR. GEORGE: No. The Pilots have no comment  
[13] to make.

[14] CHAIRMAN ROSE: The Pilots have no comment.

[15] MR. GEORGE: Right. Sorry.

[16] CHAIRMAN ROSE: Okay. Thanks. All right.  
[17] We're ready to move into the action items.  
[18] Mr. Director?

[19] MR. WUELLNER: Yes, sir. Before we get  
[20] started, I wanted to introduce David Knight.  
[21] David, you want to -- want to come up a second,  
[22] because I wanted you to introduce your  
[23] compatriots there. But David is the new tower  
[24] manager for our site --

[25] CHAIRMAN ROSE: Very good.

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[ 1] CHAIRMAN ROSE: We're glad you're here.

[ 2] MR. KNIGHT: We're looking forward to  
[ 3] working with all of you.

[ 4] CHAIRMAN ROSE: Okay. Ed?

[ 5] 7.A. - T-Hangar Policy Revisions

[ 6] MR. WUELLNER: First item I have is draft  
[ 7] policy 02-01, which is the policy related to  
[ 8] late-fee assessment and eviction efforts related  
[ 9] to T-hangars at the airport.

[10] As promised, we rewrote or modified that  
[11] consistent with what we believe to have been the  
[12] board's direction at the last meeting. And based  
[13] on that, it would be our recommendation that the  
[14] Authority adopt 02-01, which for just purposes of  
[15] reiterating, recommends or replaces the late fee  
[16] composition that was in the previous policy to  
[17] that of a flat \$25-per-month late fee on all  
[18] balances remaining unpaid after the 10th of the  
[19] month, and provides for the eviction -- again,  
[20] this language gets incorporated into the lease  
[21] documents themselves, but it requires or deals  
[22] with the eviction after 30 days of an unpaid  
[23] balance.

[24] And any -- and it also continues to provide  
[25] for someone, who is evicted due to nonrental, is

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[ 1] prohibited from leasing hangar space for a period  
 [ 2] not less than one year after eviction from the  
 [ 3] T-hangars.  
 [ 4] And it also then has language that indicates  
 [ 5] it supersedes the previous policy related to  
 [ 6] evictions. And again, this language gets written  
 [ 7] into the revised lease agreements.  
 [ 8] CHAIRMAN ROSE: Is there any public comment  
 [ 9] on this issue?  
 [10] (No public comment.)  
 [11] CHAIRMAN ROSE: Board members, any comment?  
 [12] Questions?  
 [13] MR. WATTS: Mr. Rose, I'd like to ask  
 [14] Mr. Wuellner a question. Ed, how many people or  
 [15] list -- or lessee people have we had evicted  
 [16] within the past year?  
 [17] MR. WUELLNER: Past year? None.  
 [18] MR. WATTS: None?  
 [19] MR. WUELLNER: We've had a couple of close  
 [20] calls.  
 [21] MR. WATTS: Okay. So, it's --  
 [22] MR. WUELLNER: It's really not a very common  
 [23] event here. And I think in my six years here,  
 [24] we've only had one actually evicted.  
 [25] MR. WATTS: Okay. Thank you.

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[ 1] MR. LASSITER: Aye.  
 [ 2] MR. WATTS: Aye.  
 [ 3] MS. GREEN: Aye.  
 [ 4] CHAIRMAN ROSE: Opposed?  
 [ 5] (No opposition.)  
 [ 6] CHAIRMAN ROSE: The motion is carried on  
 [ 7] policy 02-01. Okay, Ed.  
 [ 8] 7.B. - Lobby Agreement - Intermodal Facility  
 [ 9] MR. WUELLNER: Okay. The next item is  
 [10] policy or draft policy 02-01, which provided for  
 [11] the leasing of T-hangars, port-a-ports, and box  
 [12] hangars on the airport.  
 [13] CHAIRMAN ROSE: It's 02.  
 [14] MR. WUELLNER: 02. Isn't that what I said?  
 [15] What did I say?  
 [16] MR. CIRIELLO: 01.  
 [17] MR. WUELLNER: Did I say 1 again? Talking  
 [18] me into it, Joe.  
 [19] Policy 02-02, which provided for the leasing  
 [20] of T-hangars, box hangars, and port-a-ports. The  
 [21] primary area of discussion last month surrounded  
 [22] the handling of hangar waiting lists and what  
 [23] revisions might be prudent to make in that -- in  
 [24] that direction.  
 [25] The individuals -- what we did here was

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[ 1] MR. WUELLNER: Uh-huh.  
 [ 2] CHAIRMAN ROSE: Any other?  
 [ 3] (No further comment.)  
 [ 4] CHAIRMAN ROSE: I'll entertain a motion to  
 [ 5] accept -- to either accept or reject policy 02-1.  
 [ 6] MR. LASSITER: Make a motion that we accept  
 [ 7] the policy as presented in the draft of 02-01.  
 [ 8] CHAIRMAN ROSE: Is there a second?  
 [ 9] MR. WATTS: I second.  
 [10] CHAIRMAN ROSE: Any discussion? Joe?  
 [11] MR. CIRIELLO: Yes. Mr. Chairman, according  
 [12] to the agenda, it says "T-hangar Policy  
 [13] Revisions," 02-1. And then we have an 02-2. So,  
 [14] they're not specified different in the agenda  
 [15] item, so if we vote for this motion, it's only  
 [16] for 02-1.  
 [17] MR. WUELLNER: Correct.  
 [18] MR. CIRIELLO: And then we will have a  
 [19] discussion on 02-2 separately.  
 [20] CHAIRMAN ROSE: Yes.  
 [21] MR. CIRIELLO: Okay. Thank you.  
 [22] CHAIRMAN ROSE: Okay. No further  
 [23] discussion? All in favor, say aye.  
 [24] MR. CIRIELLO: Aye.  
 [25] CHAIRMAN ROSE: Aye.

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[ 1] address the discussions of last month, tried to  
 [ 2] summarize that in that -- in the policy  
 [ 3] statements here. It has a slightly different  
 [ 4] format than the original was. So, if you were  
 [ 5] trying to follow it verbatim, it's -- it is  
 [ 6] slightly different.  
 [ 7] What we did was say that the list will be  
 [ 8] generally maintained in the order in which it was  
 [ 9] developed; i.e., first names received will be  
 [10] afforded first opportunities for rental and would  
 [11] be subject to the following:  
 [12] Individuals will be attempted to be  
 [13] contacted via phone and afforded a 72-hour  
 [14] period, or 3 business days, whichever is greater,  
 [15] to affirm their desire to lease the available  
 [16] hangar unit.  
 [17] Should the individual listed in first  
 [18] position on the waiting list fail to respond in  
 [19] the time specified, the individual listed in  
 [20] second place will be contacted in like manner and  
 [21] afforded the opportunity to rent the hangar.  
 [22] Movement through the list in this -- in the order  
 [23] established would continue until the unit is  
 [24] leased.  
 [25] In the event any individual fails to respond

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[ 1] within the specified period, that being 72 hours,  
 [ 2] they would be contacted via first-class mail at  
 [ 3] the last address provided relative to affirming  
 [ 4] their desire to remain on the hangar list and  
 [ 5] will be afforded the next available hangar unit,  
 [ 6] assuming they responded.

[ 7] Failing that, if you remain unresponsive  
 [ 8] for -- responsive for a period of 30 days, then  
 [ 9] your name will be removed from the hangar waiting  
 [10] list and you would forfeit all previous position  
 [11] on the waiting list at that point.

[12] We specify that we will make a annual review  
 [13] and adjustment of the waiting list; that is, the  
 [14] adjustment, for clarification purposes, would be  
 [15] the purging of anyone who failed to respond to  
 [16] the update or, for that matter, anybody that came  
 [17] off the list in the previous -- previous year.

[18] Any individual that fails to respond again  
 [19] after 30 days of attempted contact would be  
 [20] pulled off the hangar waiting list and removed  
 [21] again without priority on the new list.

[22] We did make -- or try to write down the  
 [23] provision where we deal with existing T-hangars;  
 [24] i.e., someone who is in an existing hangar but  
 [25] wishes to switch laterally within the hangars,

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[ 1] would be afforded a first opportunity to effect  
 [ 2] that change by notifying our office, and we would  
 [ 3] accommodate those lateral moves before issuing a  
 [ 4] search for a new hangar tenant.

[ 5] The current list is in excess of 80 names as  
 [ 6] it stands today. We specify the rental agreement  
 [ 7] will be for one year or less. The less provision  
 [ 8] provides for the first year, because it has an  
 [ 9] automatic renewal on a specified date annually,  
 [10] so there are conditions in the first year with  
 [11] rare exceptions that someone would have a full  
 [12] 12-month lease during the first term. Renews  
 [13] automatically for 30 days unless -- excuse me --  
 [14] for a year, unless either party provides a 30-day  
 [15] notification of their intent to not renew that  
 [16] lease. Provides for an initial rental rate.  
 [17] Provides for the -- that a rental agreement shall  
 [18] be exclusively used by the tenant.

[19] No subleases will be provided for formally,  
 [20] informally made, or in any way remunerated. No  
 [21] sort of use agreement or sublease agreement would  
 [22] be accommodated under our lease agreements. No  
 [23] more than two aircraft would be accommodated in a  
 [24] single hangar.

[25] The exception to that, our box hangar

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[ 1] agreements, where we have previously permitted  
 [ 2] sharing arrangements. Those will be -- continue  
 [ 3] to exist primarily because of their larger size.  
 [ 4] But in any case, they shouldn't exceed three  
 [ 5] aircraft in a hangar.

[ 6] That our lease will be consistent with all  
 [ 7] other Airport Authority policies, including the  
 [ 8] one that just passed relative to late fees and  
 [ 9] the like.

[10] All airport clauses, the standard airport  
 [11] clauses will be required. All applicable rules  
 [12] and regulations will be applied as a part of the  
 [13] lease, either specifically written in the lease  
 [14] or by reference.

[15] A list of aircraft will be required to be  
 [16] provided to our office at the startup of the  
 [17] lease, as well as anytime that aircraft is  
 [18] changed out of there, in which case they'll need  
 [19] to let us know within 15 days of their intent to  
 [20] change that aircraft or change it -- changing of  
 [21] the aircraft.

[22] They will be subject to verification and  
 [23] inspection on at least an annual basis, and we  
 [24] will confirm visually the aircraft in the hangar  
 [25] and confirm its relationship to the lessee.

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[ 1] Insurance, again at this point, would  
 [ 2] remain -- would not remain a requirement. It is  
 [ 3] not a requirement at this point, either; however,  
 [ 4] it would be reviewed periodically by the  
 [ 5] Authority and could be added as a condition of  
 [ 6] rental at any time the Authority so desires.

[ 7] And also would require or provide for the  
 [ 8] indemnification of the Airport Authority and the  
 [ 9] staff relative to the rental. And would provide  
 [10] for an effective date of that being this meeting  
 [11] or when the Authority passes a suitable  
 [12] substitute.

[13] And it would be Staff's recommendation that  
 [14] the Authority adopt that. We think it accurately  
 [15] or -- accurately reflects what we were talking  
 [16] about at the last meeting.

[17] CHAIRMAN ROSE: Is there any public comment  
 [18] on this issue?

[19] (No public comment.)

[20] CHAIRMAN ROSE: Board members? Joe?

[21] MR. CIRIELLO: I have a number of things on  
 [22] this particular item, Mr. Ed. First, on page 1,  
 [23] hangar waiting list for number 1.

[24] MR. WUELLNER: Uh-huh.

[25] MR. CIRIELLO: I remember last month a

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[ 1] gentleman wanted this time because of a  
[ 2] businessman and whatnot, but I got to thinking:  
[ 3] Supposing, theoretically, you call -- call me;  
[ 4] I'm next on the list, and I'm a businessman; I'm  
[ 5] away from the area, and I don't get the message.  
[ 6] But you have to wait three days to find out  
[ 7] whether or not I get off the list.

[ 8] So, at the end of three days, I'm not back  
[ 9] yet, so I get off the list. So, you go to the  
[10] second guy on the list. And he gets three days  
[11] and so on and so forth.

[12] And, theoretically, if you go through ten  
[13] guys in ten days because you don't get ahold of  
[14] somebody right when you call them, we could end  
[15] up waiting a whole month before we could rent a  
[16] hangar because of all this waiting time.

[17] Now, I can understand guys wanting it, but I  
[18] don't know. Of course, I keep saying where I  
[19] come from, and I know no -- it's just like when  
[20] you talk about, "Well, up north, we did it this  
[21] way," and people down here don't want to hear it.

[22] But, boy up there, the guy was really  
[23] strict. He called the next guy on the list and  
[24] if you didn't answer the phone or you did answer,  
[25] he didn't care; if you didn't say yes right then

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[ 1] and there, he went to the next name on the list  
[ 2] until he got somebody. He might have called 20  
[ 3] people that same day.

[ 4] But, theoretically, this way, giving 72  
[ 5] hours between calls, we could -- probably  
[ 6] wouldn't happen, but we could go a whole month  
[ 7] with an empty hangar waiting to get somebody in  
[ 8] there.

[ 9] So, I'm not so sure I'm happy with that, the  
[10] way that part's run. So -- okay. That's  
[11] something for you guys to think of.

[12] Now, go to the next page. On section B, I  
[13] have a question from myself here. Said, "Will  
[14] board be apprised of reviewing its results every  
[15] year?"

[16] MR. WUELLNER: Uh-huh.

[17] MR. CIRIELLO: I mean, will you come back  
[18] and tell us -- well, okay.

[19] Now, on C, does that mean you're going to  
[20] have in effect two different lists, one for the  
[21] guys who are in a lousy hangar and might want to  
[22] grade up, and then the guys who just want a  
[23] hanger?

[24] MR. WUELLNER: Correct.

[25] MR. CIRIELLO: So, in effect, you're going

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[ 1] to have two lists.

[ 2] MR. WUELLNER: Correct.

[ 3] MR. CIRIELLO: Okay. Now, you go down to  
[ 4] the bottom of that page in section E, the middle  
[ 5] line. This is real picky. It says, "to apply to  
[ 6] all, 'a-i.'" Is that a misspelling? It should  
[ 7] be all --

[ 8] MR. WUELLNER: It should be two I's, yes,  
[ 9] sir.

[10] MR. CIRIELLO: That was real picky, but I  
[11] just wanted you to know I read these things.

[12] Okay. Now, the last page, it says "a list  
[13] of aircraft." I talked to you about this before.  
[14] When a guy signs a lease, since we have no  
[15] re-leasing, I think he shouldn't only just come  
[16] in and sign up what aircraft he has in that  
[17] hangar. If he has a boat or some cars or  
[18] something, I have no objections to that.

[19] But if he doesn't -- if we don't do that and  
[20] then for some reason -- say I'm a pilot and I  
[21] come to you and I complain about the guy next  
[22] door to me has got his hangar full of stuff, and  
[23] you go and check it out and find out there's a  
[24] boat or a car or something in there that wasn't  
[25] on the list, and the guy doesn't own it; he's

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[ 1] renting it out to his neighbor who has a fancy  
[ 2] car he wants under cover and he's leasing it to  
[ 3] him, helping him pay his hangar rent.

[ 4] So, I'm thinking that whenever, if somebody  
[ 5] comes in to sign a lease, that everything that  
[ 6] they're going to want in their hangar like cars,  
[ 7] boats, refrigerators or whatever, should be on  
[ 8] this list so if we ever have cause to go in and  
[ 9] check the hangar and check with the list, that  
[10] there's not something in there that shouldn't be  
[11] there.

[12] And then there should be proof of ownership,  
[13] too. I mean, you just can't write down a car or  
[14] a boat and -- because it might be your  
[15] neighbor's. It has to be yours.

[16] But -- and then the last thing I have, I  
[17] have "a half month." This is something I thought  
[18] about. Supposing I have a plane in a hangar and  
[19] I sell it, and it's about the middle of the  
[20] month, and I paid in advance for the whole month.  
[21] I've all -- ran across this situation up north,  
[22] too.

[23] The guy that sold me the plane said, "Go  
[24] ahead and keep it in the hangar for the end of  
[25] the month because I've already paid it." And he

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[ 1] happened to have a brother with an airplane, and  
 [ 2] he came and towed our airplane out and put his  
 [ 3] airplane in there because it was his brother's  
 [ 4] hangar. And so, my partner and I went to the  
 [ 5] director, and he made him get out of there. He  
 [ 6] said, "You don't get that hangar, either. It  
 [ 7] goes to the next guy on the list."

[ 8] So, I'm just wondering, in that situation,  
 [ 9] how are we going to work that? So, if you can  
 [10] remember these thoughts I have, I --

[11] MR. WUELLNER: Sure. First -- the first  
 [12] item you addressed was A.1, item A.1, and it  
 [13] dealt with the 72 hours.

[14] MR. CIRIELLO: Time limit, yeah.

[15] MR. WUELLNER: And as we stated last month,  
 [16] we just -- some of these folks, given the length  
 [17] of time they spend on hangar waiting lists, it  
 [18] only seems fair that they -- that they get a  
 [19] reasonable amount of time to respond to  
 [20] notification that the hangar's available.

[21] We've tried to keep the urgency down here,  
 [22] but with 80-some names on the list and the fact  
 [23] that it's going to be revisited periodically  
 [24] through the year for purposes of keeping it  
 [25] current, there really should be no reason to go

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[ 1] because I didn't give you a 30-day notice that I  
 [ 2] was going to vacate?

[ 3] MR. WUELLNER: Well, what -- what we have  
 [ 4] done historically is if we can identify a tenant  
 [ 5] that is willing to either step in at that point  
 [ 6] or step in at the beginning of the next month,  
 [ 7] even though there might be only two weeks left  
 [ 8] till the next month, we're certainly happy to  
 [ 9] accommodate.

[10] It's a win-win for both of us. You can get  
 [11] out of there two weeks earlier and they can get  
 [12] in two weeks sooner. It's really -- if that  
 [13] works out, it works out. If it doesn't, then the  
 [14] terms of the lease are the terms of the lease.

[15] MR. CIRIELLO: Okay.

[16] MR. WUELLNER: And the next item you had  
 [17] was --

[18] CHAIRMAN ROSE: Are you going to go through  
 [19] each of these items?

[20] MR. WUELLNER: If I need to.

[21] MR. LASSITER: I just want to make a  
 [22] comment, too. In the -- in the leasing business,  
 [23] you always take a backup contract or a backup  
 [24] lease so as soon as one comes up, he'd probably  
 [25] contact the next four and say, "This may happen;

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[ 1] through, in your scenario, where you'd have to go  
 [ 2] through at least ten people to chew up a whole  
 [ 3] month of time here before you found a tenant, in  
 [ 4] a worst-case scenario. You know, the reality is  
 [ 5] that we should never be close to that.

[ 6] Also, keep in mind that the -- the period of  
 [ 7] time that first month entails is the notification  
 [ 8] period when we would begin to -- we know the  
 [ 9] hangar's becoming available 30 days in advance  
 [10] and we begin the process of identifying the  
 [11] tenant in advance.

[12] So, in theory, we're -- we're leasing for  
 [13] the next month, not -- not a vacant hangar in and  
 [14] of itself. So, you know, unless it exceeded 10  
 [15] persons and -- and 10 contacts of 72 hours a  
 [16] person, it wouldn't exceed the month notification  
 [17] period that's in there where you have a tenant  
 [18] and you have revenue that's been paid on it.

[19] MR. CIRIELLO: All right. With that  
 [20] thought -- line of thought with the 30-day  
 [21] notice, supposing out of the clear blue sky I  
 [22] decide to get rid of the airplane all of a sudden  
 [23] and I put it up for sale today and somebody buys  
 [24] it the next day and I don't have time to give you  
 [25] that 30-day notice. Is there any penalty to me

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[ 1] we just want to let you know as soon as you do  
 [ 2] it."

[ 3] At least that's what we do; we go out and if  
 [ 4] you've got something coming up and you've got  
 [ 5] somebody saying, "I want it," well, you keep  
 [ 6] going, because if that one falls through, you  
 [ 7] won't have somebody right there to start off  
 [ 8] with. So, I'm sure they'll do the same thing  
 [ 9] with --

[10] MR. WUELLNER: They also will appreciate  
 [11] knowing that they're --

[12] MR. LASSITER: Yeah.

[13] MR. WUELLNER: -- progressively higher on  
 [14] the list.

[15] MS. GREEN: I'm assuming you're doing that  
 [16] with C also when you contact the laterals that  
 [17] maybe want to move --

[18] MR. WUELLNER: Yes.

[19] MS. GREEN: -- because there's no time frame  
 [20] on that. But I'm assuming as soon as you get  
 [21] your notice, you're going to start that whole --

[22] MR. WUELLNER: Exactly. In fact, we'd like  
 [23] to know for sure whether they're moving or not.

[24] C was a comment. What else?

[25] MR. CIRIELLO: You answered the last -- the



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[ 1] next two questions about the list. You answered  
 [ 2] those. So, we'll go to the last page about  
 [ 3] people listing the equipment in the hangars.  
 [ 4] MR. WUELLNER: Oh, okay. Actually, we felt  
 [ 5] that with the language that we were proposing to  
 [ 6] put in the lease which limits the use to the  
 [ 7] storage of the aircraft or, you know, the active  
 [ 8] construction of a kit aircraft, and as long as  
 [ 9] those two things be -- remain primary on the list  
 [10] or on the -- or primary uses of the hangar,  
 [11] that -- that we aren't -- you know, in and of  
 [12] itself, as a secondary use of a boat or a car or,  
 [13] you know, some household furniture or whatever in  
 [14] there, you know, we weren't -- we weren't  
 [15] proposing we try to maintain a detailed list of  
 [16] those items.  
 [17] I -- I appreciate where you're coming from  
 [18] but, I mean, that's a lot of extra legwork,  
 [19] maintaining those lists through here for -- I'm  
 [20] not too sure there's a lot of benefit to that.  
 [21] MR. CIRIELLO: Well --  
 [22] CHAIRMAN ROSE: You'll have a list --  
 [23] MR. WUELLNER: We'll have --  
 [24] CHAIRMAN ROSE: -- of every aircraft --  
 [25] MR. WUELLNER: Aircraft --

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[ 1] he's going to get another one, he can keep paying  
 [ 2] for the hangar and keep it?  
 [ 3] MR. WUELLNER: We have a number of those.  
 [ 4] That's fairly common. We have people that are  
 [ 5] here six or eight months a year --  
 [ 6] MR. CIRIELLO: That was one of my reasons  
 [ 7] for wanting to get this thing redone, because  
 [ 8] there's no guarantee, when a guy gets a hangar  
 [ 9] lease, that he gets it for life or anything.  
 [10] It's for a specific airplane.  
 [11] MR. WUELLNER: No, no.  
 [12] MR. CIRIELLO: And if he doesn't have that  
 [13] airplane in there, he doesn't get the hangar. I  
 [14] don't like that.  
 [15] MR. WUELLNER: No, as long as they're the  
 [16] owner of the aircraft in there --  
 [17] MR. CIRIELLO: Huh?  
 [18] MR. WUELLNER: -- then -- then it's a  
 [19] legitimate use under the lease.  
 [20] MR. CIRIELLO: If the hangar's empty and  
 [21] there's no aircraft in there, the guy has no  
 [22] right to keep the hangar.  
 [23] MR. WUELLNER: Well, that's -- that's a  
 [24] policy decision. I -- I don't agree with that.  
 [25] MR. LASSITER: What about the guy who has an

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[ 1] CHAIRMAN ROSE: -- that's going to be in  
 [ 2] that hangar.  
 [ 3] MR. WUELLNER: Correct. Correct. And that  
 [ 4] should be current, based on --  
 [ 5] CHAIRMAN ROSE: And if there's any changes,  
 [ 6] he has to come and --  
 [ 7] MR. WUELLNER: Correct. Within 15 days.  
 [ 8] If -- if the character, that is, he no longer is  
 [ 9] putting an airplane in there, he sold his  
 [10] airplane, he needs to let us know that. Now, as  
 [11] long as he doesn't do anything such as put  
 [12] someone else's airplane in there, he can keep the  
 [13] hangar empty.  
 [14] I mean, that's not -- you know, if he's  
 [15] waiting for another airplane, he's beginning the  
 [16] process of purchasing one or whatever he's doing,  
 [17] as long as the primary use of the hangar doesn't  
 [18] change to -- or doesn't sublease it.  
 [19] CHAIRMAN ROSE: Doesn't sublease.  
 [20] MR. CIRIELLO: Wait a minute. What was that  
 [21] again? In other words, if a guy had a hangar and  
 [22] he got rid of his airplane, as long as he didn't  
 [23] do anything with the hangar with other items, and  
 [24] he's just going to use it for an airplane, even  
 [25] though he doesn't have that airplane anymore and

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[ 1] airplane and -- and stays up north and comes down  
 [ 2] here and wants the hangar --  
 [ 3] MR. WUELLNER: Which is the scenario we have  
 [ 4] in several instances.  
 [ 5] MR. LASSITER: What do you do then?  
 [ 6] MR. CIRIELLO: Well, I didn't think of that  
 [ 7] one, but I'm -- I'm thinking about when people  
 [ 8] get rid of their airplane and -- just because  
 [ 9] they're going to buy another one three months  
 [10] down the line. They've got a hangar. Now,  
 [11] you're thinking all the time -- you make the  
 [12] statement, "Well, we're -- we're thinking about  
 [13] the hangar owner, trying to make things good for  
 [14] him."  
 [15] But what about the guy on the list? The guy  
 [16] on the list needs some consideration, too. And  
 [17] there's a hangar sitting empty for three months  
 [18] because the guy keeps paying the rent and there's  
 [19] no airplane in there. The guy that's waiting for  
 [20] a hangar gets ticked off.  
 [21] Well, if there's no airplane in there and  
 [22] it's got the tail number on it, according to the  
 [23] lease, he doesn't get that hangar.  
 [24] And if that's your policy, then you're --  
 [25] then I'm going to be against this. I want an

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[ 1] airplane in there with a tail number. And if  
 [ 2] it's not in -- other than what you said, that's a  
 [ 3] special thing where the guy is a part-time  
 [ 4] resident. But --  
 [ 5] MR. WUELLNER: Well, what you're doing is  
 [ 6] encouraging them to be deceitful relative to  
 [ 7] whether they still own the airplane.  
 [ 8] I mean, there's -- unless their intention is  
 [ 9] to give up the hangar, they're sure not going to  
 [10] tell you that the airplane has been sold and is  
 [11] no longer there until which time as they get a  
 [12] new airplane. They're going to come in and  
 [13] change the aircraft listed on the lease, and  
 [14] they're going to, you know --  
 [15] MR. CIRIELLO: This is where you have people  
 [16] policing themselves. If I have an airplane  
 [17] sitting out at the tie-down out there and I see a  
 [18] guy -- and I -- you know, pilots talk among  
 [19] themselves. And I hear a guy's done that, then  
 [20] I'm going to come screaming to you, because I  
 [21] want to use that hangar. Maybe I'm not next on  
 [22] the list but, you know, people -- I know people  
 [23] and how they react. I've dealt with this as a  
 [24] union representative. People, you give them an  
 [25] inch, they're going to take a mile. And you

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[ 1] MR. WUELLNER: Well, you -- I mean, Bryan --  
 [ 2] CHAIRMAN ROSE: -- to adopt the policy as it  
 [ 3] is or if we want to make a change in it. But as  
 [ 4] I understand it, the administration of this  
 [ 5] policy is your responsibility.  
 [ 6] MR. WUELLNER: Yes, sir.  
 [ 7] CHAIRMAN ROSE: And if -- if equipment and  
 [ 8] material or whatever shows up in a hangar and  
 [ 9] it's a problem, then you have the authority here  
 [10] to inspect it --  
 [11] MR. WUELLNER: Yes, sir.  
 [12] CHAIRMAN ROSE: -- and make whatever  
 [13] arrangements have to be made.  
 [14] MR. WUELLNER: Yes, sir.  
 [15] CHAIRMAN ROSE: Okay. All right.  
 [16] Discussion by the board.  
 [17] MR. LASSITER: Well, I don't want to belabor  
 [18] this point, so I'll move on. It was a minor  
 [19] question, so...  
 [20] CHAIRMAN ROSE: Any other discussion on  
 [21] policy 2 -- 02-02?  
 [22] MR. CIRIELLO: Okay. Exactly how is it  
 [23] going to be? Like this? No changes --  
 [24] CHAIRMAN ROSE: Well, there hasn't been a  
 [25] motion.

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[ 1] didn't want to list things in the hangar.  
 [ 2] I'm sure there'll be guys out there  
 [ 3] somewhere that if they have a hangar, say a  
 [ 4] high-wing plane and they've got lots of room  
 [ 5] under it, and a somebody has a real expensive  
 [ 6] sports car and they -- they want to put it under  
 [ 7] cover, "Hey, put it in my hangar" and charge him  
 [ 8] so much. And we're saying right in this thing  
 [ 9] there's no re-leasing. The guy's breaking the  
 [10] rules, and he probably thinks it's fine.  
 [11] And if we're going to put in there you can't  
 [12] re-lease and everything, then we need to be  
 [13] strict about how we do it, not just turn our  
 [14] heads and say, "Oh, we're not going to complain  
 [15] if a guy keeps a boat or a car in there."  
 [16] MR. WUELLNER: Well, I would agree that if  
 [17] someone else's boat is being stored in your  
 [18] hangar, or a car or whatever it is, then that  
 [19] would constitute a violation of the lease.  
 [20] MR. CIRIELLO: Well, that's why you need the  
 [21] list.  
 [22] MR. WUELLNER: Well...  
 [23] CHAIRMAN ROSE: All right. I think we  
 [24] covered that issue. We just have to make up our  
 [25] mind if we want --

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[ 1] MR. CIRIELLO: -- in anything I've said?  
 [ 2] CHAIRMAN ROSE: We haven't had a motion  
 [ 3] made, so...  
 [ 4] MR. CIRIELLO: Oh, I'm sorry.  
 [ 5] CHAIRMAN ROSE: So, I'd entertain a motion  
 [ 6] concerning this policy.  
 [ 7] MR. LASSITER: Well, I'll make the motion  
 [ 8] that we accept policy as drafted in 02-02.  
 [ 9] CHAIRMAN ROSE: Is there a second to that  
 [10] motion?  
 [11] MR. WATTS: I second.  
 [12] CHAIRMAN ROSE: Okay. Now, that's --  
 [13] MR. CIRIELLO: Yeah, in --  
 [14] CHAIRMAN ROSE: The motion is that we adopt  
 [15] the policy as it was prepared by the staff.  
 [16] MR. CIRIELLO: And in all that ranting and  
 [17] raving I did, there will be no changes or no  
 [18] additional language or anything; is what you're  
 [19] saying, right?  
 [20] CHAIRMAN ROSE: Well, that's the motion.  
 [21] MR. LASSITER: I just would like one --  
 [22] since we're in discussion. I think, Joe, if  
 [23] you -- if you try to micromanage through your  
 [24] lease and not allow your gentleman over here to  
 [25] handle the lease in a manner that makes things go

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[ 1] in flow, then you're going to end up with an  
 [ 2] extremely thick lease and something very  
 [ 3] difficult for him to -- to operate with.  
 [ 4] I think he understands what you're coming  
 [ 5] from, and I'm sure that if there's abuses over  
 [ 6] there to the point that you're bringing out in  
 [ 7] the lease -- and this was my question -- it  
 [ 8] allows him the latitude to declare someone who is  
 [ 9] abusing this warehouse storage for airplanes, it  
 [10] allows him to declare the lease null and void and  
 [11] get rid of the guy.

[12] And I think with that, he's armed with  
 [13] enough -- a stick, shall we say, that will  
 [14] prevent what you're trying to say.

[15] Most of the -- the rules that are belabored,  
 [16] shall we say, upon us, is derived from the fact  
 [17] that generally a very small amount of people  
 [18] abuse and cause the others to have to live with  
 [19] it.

[20] And I think this gives him enough to keep  
 [21] that small amount under control. So, I don't  
 [22] think we need to get into the micro details of  
 [23] running the lease.

[24] MR. CIRIELLO: Well, okay. I -- I hear what  
 [25] you're saying, but you said one word that

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[ 1] people start screaming, and then the government  
 [ 2] comes out and makes another ruling to close the  
 [ 3] loophole until the next loophole and the next  
 [ 4] loophole.

[ 5] And what's the sense in having some written  
 [ 6] language or rules or anything if it's going to be  
 [ 7] irksome or too hard or too bothersome for  
 [ 8] somebody to implement?

[ 9] And I misunderstood you when you used the  
 [10] word "micromanage" because I was ready to get mad  
 [11] about that. But so -- but okay. Go on. I'm --  
 [12] I'm done.

[13] MR. McCLURE: If -- if I could offer  
 [14] something real quick from the legal end.

[15] One of the things that you've said,  
 [16] Mr. Ciriello, is -- it may be a good thing that  
 [17] we haven't approved the final form of the lease  
 [18] yet -- and that is one thing that would be useful  
 [19] to add is that the Authority is a different kind  
 [20] of landlord than Mr. Lassiter would be as a  
 [21] landlord or any other private property owner, and  
 [22] that is that we operate the airport in the public  
 [23] interest and in the interest of general aviation,  
 [24] to enhance that activity and the benefit of the  
 [25] public here.

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[ 1] disturbs me, and that -- "micromanage." What  
 [ 2] exactly do you mean by that?

[ 3] MR. LASSITER: That means that if someone  
 [ 4] leases a thing, that he has to follow almost a --  
 [ 5] written rules of everything he's got to do in  
 [ 6] that lease, I mean, right down to you cannot have  
 [ 7] a car in there that sits more than three hours.  
 [ 8] You cannot bring anything on this thing that  
 [ 9] might be construed as something being stored in  
 [10] there. That's the type of micromanage details  
 [11] that it sounds like you're coming for.

[12] And that's the thing that, if you do that,  
 [13] yeah, you'll cut out the one-tenth of one percent  
 [14] that's causing the problem, but you also make the  
 [15] other 99.9 percent have to live the same rules.

[16] And, therefore, you're micromanaging what  
 [17] should be done as a pretty well honest  
 [18] arrangements between two people who are trying to  
 [19] conduct what in this case would be the rental of  
 [20] a unit to be used for what it wants to be -- or  
 [21] should be used for. That's what I'm saying.

[22] MR. CIRIELLO: You always have in  
 [23] governments problems with language that's not  
 [24] explicit, that there's always loopholes, so to  
 [25] speak. And then when the problem comes up, then

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[ 1] And that's something that we ought to recite  
 [ 2] somewhere in the lease. And with that, what I  
 [ 3] would encourage everybody to remember is that  
 [ 4] each of these leases provides that it can be  
 [ 5] terminated early on 30 days' prior written  
 [ 6] notice.

[ 7] And so, the exception to the rule with which  
 [ 8] you're concerned and which -- which member  
 [ 9] Lassiter has indicated, well, maybe we don't need  
 [10] to be concerned about identifying each possible  
 [11] violation that we can anticipate, can be cured by  
 [12] the fact that if Mr. Wuellner were to come to  
 [13] this board meeting and say, "You know, I've got a  
 [14] situation that doesn't meet our standard  
 [15] criteria; this guy has been telling me that he's  
 [16] going to buy an plane for a year and a half, and  
 [17] the place is still empty and, you know, I don't  
 [18] know whether he's trying to sublease it to  
 [19] somebody else at more money or whatever it may  
 [20] be."

[21] If you find that the lease has not been in  
 [22] the public interest and in -- it has not been  
 [23] used by the tenant consistent with the purposes  
 [24] of this Authority, then for no reason other than  
 [25] that finding, you can terminate the lease on 30

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[ 1] days' notice.

[ 2] So, if I can offer that, I should perhaps

[ 3] emphasize in the lease that -- that this is

[ 4] not -- this is not a standard landlord/tenant

[ 5] situation, and the tenant should recognize that

[ 6] at the time they enter into the lease.

[ 7] And secondly, if those issues do come up

[ 8] that you've identified, you can deal with them

[ 9] when they come up. And simply the fact that it

[10] doesn't meet the policy or doesn't seem

[11] anticipated by the policy, doesn't prevent

[12] Mr. Wuellner from getting instructions from you.

[13] Now, I would encourage him if that issue

[14] came up, not on his own, terminate the lease

[15] early, except with the Authority's instructions

[16] to do so.

[17] CHAIRMAN ROSE: Are we ready to vote on this

[18] issue? All in favor, say aye.

[19] MR. LASSITER: Aye.

[20] CHAIRMAN ROSE: Aye.

[21] MR. WATTS: Aye.

[22] MS. GREEN: Aye.

[23] CHAIRMAN ROSE: Opposed?

[24] MR. CIRIELLO: Aye.

[25] CHAIRMAN ROSE: Motion is carried.

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[ 1] relative to keeping our issues and our project in

[ 2] front of the TOPS committee members, as well as

[ 3] key members of the Florida legislature, and --

[ 4] and have a fairly good chance of making sure that

[ 5] we have some success this year in the funding.

[ 6] It became readily apparent last year in this

[ 7] effort that if you weren't in a sense using

[ 8] somebody to keep those things in front of the

[ 9] committee and the legislature, you literally were

[10] going to have very little chance at all of

[11] getting something funded through the TOPS program

[12] regardless of the merits of the project.

[13] And nothing became more clear than that

[14] when, in the initial cuts made by the TOPS

[15] committee, there was literally no project

[16] accommodation, no projects identified for

[17] district 2 and district 4 in the DOT districts.

[18] And we, being quite disappointed with that,

[19] began the effort to speak directly with the

[20] legislature on this and, quite frankly, we were

[21] outmuscled and outthrust by Jacksonville proper.

[22] Frankly, they carry the legislative clout to --

[23] to move whatever project they might need to at

[24] that time.

[25] This is an attempt to do a little better job

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[ 1] MR. CIRIELLO: I was a little late.

[ 2] CHAIRMAN ROSE: Okay. Mr. Wuellner?

[ 3] MR. WUELLNER: Next item I've got --

[ 4] CHAIRMAN ROSE: Item B.

[ 5] 7.B. - Lobby Agreement - Intermodal Facility

[ 6] MR. WUELLNER: Is the -- an airport

[ 7] marketing agreement. This is relative to the

[ 8] upcoming cycle of the TOPS program. We have had

[ 9] some discussions with the Capital Alliance Group

[10] relative to representing our interests in

[11] Tallahassee and through the TOPS process relative

[12] to the intermodal transportation center.

[13] As you know, last year, we got skunked in

[14] that process, made it through several cuts, but

[15] ultimately were weeded out of that -- that area.

[16] And primarily that's because of the lack of

[17] attention we were able to pay from a staff side

[18] and a continuing emphasis on the project with

[19] those who make those decisions in Tallahassee.

[20] We're suggesting that maybe we need to

[21] solicit the help of an outside firm. And we have

[22] a proposal from the Capital Alliance Group. It's

[23] a -- some individuals involved with that company

[24] that -- that I -- that I do know personally and

[25] have done an excellent job, have a good history

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[ 1] at that by keeping our project, the TOPS -- into

[ 2] the TOPS program and the legislature.

[ 3] This contract would provide for a retainer

[ 4] over ten months at \$2,000 a month, initially

[ 5] representing from September through June of next

[ 6] year. Assuming success in the legislature, there

[ 7] are two payments listed here at \$10,000 each for

[ 8] July and August. But I need to point out that it

[ 9] will always be up to the Authority whether to

[10] continue this contract at any point during this.

[11] There is simply a 30-day bailout clause.

[12] And in the event you don't feel that they've

[13] provided the service you've been looking for on

[14] this project, the Authority can elect to

[15] terminate this contract at any time without

[16] further obligation relative to the dollars. So,

[17] in a sense, it's a month-to-month contract

[18] identified over the course of a year.

[19] What else do I need to tell you about it?

[20] Oh, it would also provide the ability --

[21] this firm could be used without additional cost

[22] to further or represent any of the airport's

[23] interests in Tallahassee during the legislative

[24] session or throughout the year.

[25] So, if there is something that comes in --

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[ 1] in the legislative process this year that causes  
 [ 2] a particular problem to -- to the airport or the  
 [ 3] Authority, we can use this firm to represent our  
 [ 4] interests in -- in making our opposition or  
 [ 5] support of a particular project known to the  
 [ 6] legislature. So, it is a little broader based  
 [ 7] than just the TOPS cycle.

[ 8] And it would be our recommendation, if the  
 [ 9] Authority's, again, serious about moving an  
 [10] application forward in the TOPS process, that we  
 [11] might want to engage the horsepower of somebody  
 [12] that's on -- on center up there in Tallahassee to  
 [13] represent our interests.

[14] I would point out, too, the TOPS process  
 [15] will kick off here in September. And the  
 [16] number -- the letter -- or the calendar I'm  
 [17] seeing is that they'll have a very, very short  
 [18] period of time in which to respond to the  
 [19] applications, that each member on the TOPS  
 [20] committee will, as they're talking this year,  
 [21] will pick 15 projects for further consideration.  
 [22] The balance will fall off the list. And they'll  
 [23] begin that -- they've got to have a list to the  
 [24] legislature that represents the available budget  
 [25] that's been given to them no later than January

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[ 1] you get two packages from us?

[ 2] CHAIRMAN ROSE: Well, anyway, let me -- for  
 [ 3] the purpose of the people that are here in our --  
 [ 4] in our audience, what does "TOPS" stand for?

[ 5] MR. WUELLNER: Transportation Outreach  
 [ 6] Program. It is a, essentially in a nutshell,  
 [ 7] what was left after the -- the Governor dissolved  
 [ 8] the first attempt at high-speed rail.

[ 9] CHAIRMAN ROSE: Okay. What -- how does this  
 [10] fit into the AMTRAK's ability to expand its  
 [11] system? You know, there was discussion about the  
 [12] kind of --

[13] MR. WUELLNER: Right.

[14] CHAIRMAN ROSE: -- stop they have here.

[15] MR. WUELLNER: It is -- it is independent.  
 [16] The TOPS program itself is not related to the  
 [17] AMTRAK project itself. There is a separate  
 [18] set-aside at DOT relative to AMTRAK, should they  
 [19] decide to be able to move forward. In fact,  
 [20] we've got a brief meeting with them in the  
 [21] morning.

[22] CHAIRMAN ROSE: If we are successful in  
 [23] obtaining some of this TOPS funding, what are we  
 [24] going to do with that money?

[25] MR. WUELLNER: You will have to match it and

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[ 1] of this year -- or this coming year.

[ 2] So, if you ain't on the list, you aren't  
 [ 3] going forward, is basically the story at this  
 [ 4] point. And you won't know the results of this --  
 [ 5] regardless of whether you make it through the  
 [ 6] TOPS committee, you won't know the ultimate  
 [ 7] results of this till it makes it eventually  
 [ 8] through the legislative process, because the  
 [ 9] legislature has the ability to in effect rewrite  
 [10] the rules during the process. And also -- and  
 [11] then further after that, till the Governor would  
 [12] sign legislation that specifically authorized the  
 [13] grant, at which point a final commitment or a  
 [14] formal commitment by the Authority would be  
 [15] required in order to execute the grant, as you  
 [16] would with any other DOT grant, committing to  
 [17] spending that money or matching it or whatever's  
 [18] appropriate at that point.

[19] CHAIRMAN ROSE: And that's the concise  
 [20] explanation.

[21] MR. WUELLNER: That's the short version.

[22] CHAIRMAN ROSE: Yeah. Okay. Let me ask you  
 [23] a couple -- I'm at a disadvantage because that  
 [24] was not in my package.

[25] MR. WUELLNER: It was sent separately. Did

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[ 1] build a portion of -- I don't think you've got a  
 [ 2] shot. The original project was about a \$20  
 [ 3] million effort.

[ 4] CHAIRMAN ROSE: Yeah.

[ 5] MR. WUELLNER: And I think the reality is  
 [ 6] you -- you might walk away in the single-digit  
 [ 7] millions, probably less than 5, and it would  
 [ 8] build the first phase.

[ 9] CHAIRMAN ROSE: Excuse me. I just -- I  
 [10] haven't had a chance to read this.

[11] Is there any public comment?

[12] COMMISSIONER MEISZER: Mr. Chairman, lady  
 [13] and gentlemen, I must admit I'm not well prepared  
 [14] to appear before you today. It only came to my  
 [15] attention late this morning that this item was on  
 [16] your agenda. And I wanted to take advantage of  
 [17] the opportunity to make a few comments about it.

[18] CHAIRMAN ROSE: Well, Commissioner, would  
 [19] you state your --

[20] COMMISSIONER MEISZER: Yeah, my name is Nick  
 [21] Meiszer, 252 Redfish Creek Drive, St. Augustine.

[22] CHAIRMAN ROSE: Thank you.

[23] COMMISSIONER MEISZER: It's of some concern  
 [24] to me that you would consider hiring a lobbyist,  
 [25] unless a decision has been made to proceed with

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[ 1] the project.  
[ 2] So, my first question is: Has this  
[ 3] Authority made a formal decision to proceed with  
[ 4] this project? Maybe you have. I'm not aware of  
[ 5] it.

[ 6] The last time, and I guess the first time,  
[ 7] that the Airport Authority and the County  
[ 8] Commission met together, we ended with a  
[ 9] discussion, but no particular decision that I'm  
[10] aware of.

[11] Hiring a lobbyist to obtain funding for this  
[12] multimodal rail-base station implies that the  
[13] decision is to move forward with it. And I  
[14] expressed some reservations then that I did not  
[15] think the Airport Authority is the proper body to  
[16] do that.

[17] So, my second question would be perhaps to  
[18] Mr. McClure. I wonder if he could cite for me  
[19] the Florida Statutes which specifically authorize  
[20] the Authority to engage in this particular  
[21] activity.

[22] Now, I'm not opposed to lobbying efforts or  
[23] to getting funding, but I think the process is  
[24] somewhat flawed. It would be a standard practice  
[25] and more desirable if the board took competitive

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[ 1] proposals.  
[ 2] There are many lobbyists who work in  
[ 3] Tallahassee and in Washington, D.C. Someone has  
[ 4] selected one, and from what I heard a few minutes  
[ 5] ago, this board has not been a participant in  
[ 6] that selection.

[ 7] There is reference to an agreement here.  
[ 8] Some of you apparently have not seen the  
[ 9] agreement. I don't think anyone in the public  
[10] has seen the agreement. I haven't and I'd like  
[11] to have a look at it because I have some  
[12] experience in hiring lobbyists.

[13] And unless you're very precise on what the  
[14] lobbyist is going to do and how you're going to  
[15] measure the lobbyist's success and you generally  
[16] measure that success by the amount of money he  
[17] brings back home, so to speak, you don't have a  
[18] very good yardstick.

[19] If you want public support and you want to  
[20] perpetuate an attitude of open public  
[21] decision-making, what would be the problem with  
[22] having competitive proposals? There are many  
[23] lobbyists who would work for less than what's  
[24] been quoted here, and there are many who would  
[25] charge you a great deal more. And the hiring of

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[ 1] professional consulting services in this field is  
[ 2] something that's not done on the very objective  
[ 3] basis, but has to be very subjective.

[ 4] I'd like to know what the qualifications are  
[ 5] of this consultant, what the track record is, who  
[ 6] the other clients are, and a great many other  
[ 7] questions, which I think as members of the board,  
[ 8] as the elected members, you have the  
[ 9] responsibility to become familiar with and make  
[10] the decision.

[11] In my opinion, it's quite appropriate for  
[12] your executive director to recommend that you  
[13] need a lobbyist. It's not appropriate for him to  
[14] select that lobbyist for you. That's your  
[15] responsibility. And I would like to have you  
[16] take a very careful look at the process.

[17] I haven't followed this as closely as I  
[18] should have, because frankly, I didn't think it  
[19] was going anywhere. But apparently, not to use a  
[20] pun, but the train is on the track and speeding  
[21] toward us. It probably won't be an AMTRAK train,  
[22] because they're totally bankrupt and existing  
[23] only on some temporary federal bailouts.

[24] And before I built a train station, I'd want  
[25] to be sure there's a train. You can't be sure of

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[ 1] that as you sit here today. Some day, there  
[ 2] undoubtedly will be.  
[ 3] And the concept of a multimodal  
[ 4] transportation system is very desirable. It's an  
[ 5] idea that's been tried many places, some  
[ 6] successfully, some unsuccessfully. And it  
[ 7] depends on the population and the population  
[ 8] density. And the population of St. Johns County  
[ 9] is inadequate to support this type facility.

[10] Now, we can all have opinions about what  
[11] we'd like to see and how we'd like to see it, but  
[12] I would ask you to consider the timetable and to  
[13] consider the consequences and to ask why you  
[14] wouldn't want some partners in this effort.

[15] Why is it the responsibility of the Airport  
[16] Authority to take this on without some support  
[17] from the Board of County Commissioners and from  
[18] other agencies that might have a role to play in  
[19] it?

[20] There has been no consultation. There has  
[21] just been a driving force trying to ramrod this  
[22] through. And most everyone, including myself,  
[23] are still on the sidelines.

[24] I think it's time that we got involved,  
[25] asked some serious questions, entered some

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[ 1] serious discussion, and made a decision with the  
[ 2] appropriate citizen participation and arrive at  
[ 3] some kind of interlocal agreement.

[ 4] As a county commissioner, I think it would  
[ 5] be extremely important for the county government  
[ 6] to have some voice in a multimodal transportation  
[ 7] facility built -- proposed to be built in its  
[ 8] backyard.

[ 9] I'm almost -- well, I don't know what else  
[10] to say except to -- I don't want to repeat what  
[11] I've already said, but I would ask you to give  
[12] some serious thought to this. And remember that  
[13] to arrive at the decision, you need to hear both  
[14] sides of a controversy. And one side has had a  
[15] distinct advantage here, so I would ask you to be  
[16] fair and to look beyond the surface and the  
[17] superficial and look at the consequences. If  
[18] you're not prepared to face the consequences of  
[19] what this will do in the future, you might not  
[20] want to begin it today.

[21] So, with that, I don't want to take any more  
[22] of your time. But I wanted to go on record as  
[23] saying, even those of us who support multimodal  
[24] transportation, even those of us who think it's a  
[25] good idea in the right place at the right time,

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[ 1] would ask -- first of all, even though I realize  
[ 2] that the AMTRAK railroad is separate from and  
[ 3] apart from the intermodal, I would ask each and  
[ 4] every represent -- representative: Ms. Green,  
[ 5] have you had any contact with the railroad  
[ 6] authority or the AMTRAK authority board?

[ 7] MS. GREEN: Not regarding this issue, no.

[ 8] MR. KILE: Okay. Mr. Ciriello, have you  
[ 9] been in touch with AMTRAK with regards to them  
[10] coming through St. Augustine since you took your  
[11] railroad trip with them down to Miami?

[12] MR. CIRIELLO: No.

[13] MR. KILE: Mr. Rose?

[14] CHAIRMAN ROSE: No, I haven't.

[15] MR. KILE: Mr. Lassiter, have you had any  
[16] contact with the AMTRAK people since they put on  
[17] their grand-scale thing through here of St.  
[18] Augustine?

[19] MR. LASSITER: No.

[20] MR. KILE: Mr. Watts, have you had any  
[21] contact with AMTRAK since they put on their  
[22] grand-scale view through St. Augustine?

[23] MR. WATTS: No.

[24] CHAIRMAN ROSE: Mr. McClure, have you had  
[25] any contact with AMTRAK since they put their

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[ 1] have serious reservations about the location and  
[ 2] about the financial and economic and operational  
[ 3] viability of this particular plan. It is  
[ 4] woefully lacking, in my opinion.

[ 5] Thank you very much. I'd be happy to answer  
[ 6] any questions if you have any.

[ 7] CHAIRMAN ROSE: Thank you. Thank you,  
[ 8] Commissioner. Appreciate your comments. I think  
[ 9] there's some other comments from the audience.  
[10] Mr. Cox?

[11] MR. COX: Actually, do you want to go? I  
[12] think you had your hand up at the same time  
[13] Mr. Meiszer did, so I'll go after you, if that's  
[14] okay with the Chairman.

[15] MR. KILE: Good afternoon, ladies and  
[16] gentlemen. My name Tony Kile. My address is  
[17] 1956 Yamasse Road, St. Augustine, Florida, 32092.  
[18] And as is apparent by the patch on my rapel  
[19] (sic) -- on my pocket, I'm a candidate for this  
[20] Airport Authority board.

[21] I've been attending the meetings lately, for  
[22] at least the last two or three months, and all I  
[23] can see is this board spending money out of  
[24] sight.

[25] But with regards to this latest proposal, I

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[ 1] grand-scale operation here through St. Augustine?

[ 2] MR. McCLURE: I haven't had any contact with  
[ 3] them since I rode from Washington to New York in  
[ 4] 1974.

[ 5] MR. KILE: Oh, well, that -- that's even  
[ 6] better yet.

[ 7] Mr. Warner (sic), have you talked to AMTRAK  
[ 8] since they have put on their grand-scale show  
[ 9] through here -- through St. Augustine?

[10] MR. WUELLNER: Well, it would be pretty  
[11] stupid to talk or -- to move something forward of  
[12] this importance without having talked to them.

[13] MR. KILE: Well, when was the last  
[14] communication you had with them, sir?

[15] MR. WUELLNER: About two hours ago.

[16] MR. KILE: And what did they say? Is  
[17] AMTRAK --

[18] MR. WUELLNER: They'll be here tomorrow  
[19] morning.

[20] MR. KILE: -- still going to be on the road?

[21] MR. WUELLNER: They'll be here tomorrow  
[22] morning. They scheduled an appointment.

[23] MR. KILE: Now, you do realize that all of  
[24] the national media, local media, and everybody  
[25] else says that funding for AMTRAK is temporary

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[ 1] through October. You realize that.  
 [ 2] MR. WUELLNER: Sure.  
 [ 3] MR. KILE: And yet, you're willing to  
 [ 4] accept -- did they guarantee you that they're  
 [ 5] going to go ahead with this project?  
 [ 6] MR. WUELLNER: I have not had a meeting with  
 [ 7] them.  
 [ 8] CHAIRMAN ROSE: Well, Mr. Kile --  
 [ 9] MR. KILE: Well --  
 [10] CHAIRMAN ROSE: Just wait. Let me tell you:  
 [11] I understand where you're coming from, but I  
 [12] think it's important for the board for you to  
 [13] tell us what your position is and why and not --  
 [14] not --  
 [15] MR. KILE: Well, my position -- my  
 [16] position --  
 [17] CHAIRMAN ROSE: And not query the board  
 [18] about, you know, the individual personal  
 [19] questions that you're asking.  
 [20] MR. KILE: My -- this -- this has nothing to  
 [21] do with personal questions, Mr. Rose.  
 [22] CHAIRMAN ROSE: Well, you have a position.  
 [23] Tell us what it is and why. That's it.  
 [24] MR. KILE: All right. I'm getting on to  
 [25] that. Since I have queried all five board

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[ 1] Now, Mr. Rose, you and I have been out on  
 [ 2] the -- on the forum for -- as candidates. You  
 [ 3] heard the people. They don't want expansion of  
 [ 4] the airport. They don't want us investing more  
 [ 5] of their money -- they want this airport to  
 [ 6] become self-sustaining. They want this airport  
 [ 7] to get off the tax rolls.  
 [ 8] And that's all I'm posing to the -- to the  
 [ 9] board, is a question. If you keep spending our  
 [10] money on these fruitless, useless, exaggeration  
 [11] of taxpayers' money, we'll never get off of it.  
 [12] Thank you.  
 [13] CHAIRMAN ROSE: Thank you. Are there other  
 [14] comments? Mr. Cox?  
 [15] MR. COX: Yes, sir. Mr. Chairman and board  
 [16] members, my name is Bob Cox, local pilot. I live  
 [17] at -- in Ponte Vedra, 830-13 A1A North, 32082.  
 [18] Mr. Meiszer brought up several outstanding  
 [19] points, and I think it is in fact important for  
 [20] the board -- the board members to choose a  
 [21] lobbyist, if that's the way you choose to go.  
 [22] But one of the points that was brought up is  
 [23] the population right now. It's felt that the  
 [24] population is not -- or it's inadequate to  
 [25] support an intermodal transportation system. And

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[ 1] members and the attorney for the board, and none  
 [ 2] of them have had contact with the railroad board,  
 [ 3] and we're going on somebody's word that, yeah,  
 [ 4] maybe a company that might be in existence in  
 [ 5] October, might be, and it's questioned in both  
 [ 6] the national media and the local media, and we're  
 [ 7] about to spend \$40,000 for a lobbyist that no  
 [ 8] bids were taken on, I think this is a ridiculous  
 [ 9] expenditure of funds of taxpayers' money.  
 [10] I would suggest, as was suggested in news  
 [11] articles at the time of this grandiose (sic) trip  
 [12] down to Miami, we have a perfectly good railroad  
 [13] station that has been left abandoned for a number  
 [14] of years that sits right by the railroad site,  
 [15] and could easily, for probably \$40,000, be  
 [16] converted into what we are looking for to do here  
 [17] with the board.  
 [18] I -- I bow to Mr. Meiszer's (sic) example  
 [19] of you don't have county support; you don't have  
 [20] commission support; you have some support  
 [21] somewhere within this board to push this issue  
 [22] forward; and yet, it's going over and above  
 [23] whatever the alternatives are for a intermodal  
 [24] situation and -- and for support of the  
 [25] taxpayers.

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[ 1] I -- and I want to really point that out, it's  
 [ 2] intermodal, not necessarily AMTRAK or a train,  
 [ 3] but it's intermodal.  
 [ 4] One of the things I want to point out is I  
 [ 5] don't think we want to be here in ten years  
 [ 6] looking back and saying, "Gee, I wish we'd have  
 [ 7] done that ten years ago, five years ago,"  
 [ 8] whatever.  
 [ 9] The population of this county is growing  
 [10] tremendously. And one of the ways to make the  
 [11] airport self-sustaining is to have as many  
 [12] transportation -- or an intermodal transportation  
 [13] system available to us.  
 [14] I think it's going to bring -- help bring in  
 [15] a lot of business. We'll be able to bring in --  
 [16] in the future now; I'm not talking -- we're not  
 [17] going to build a train station that's going to  
 [18] take everybody every place down in south Florida  
 [19] tomorrow. It's not going to happen.  
 [20] But it's a common fact that airlines,  
 [21] airports hire lobbyists. It's a standard  
 [22] procedure. And I think it's a good idea for our  
 [23] airport to look into hiring a lobby to help us  
 [24] out in Tallahassee, to get the money from the  
 [25] TOPS program, to -- to get out to the airport and



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[ 1] help us build a system that we can get people  
 [ 2] from point A to point B and to the airport and  
 [ 3] back and forth. Because in ten years, like I  
 [ 4] said before, we've got Nocatee coming in. How  
 [ 5] many homes is that going to be? Anybody? Twelve  
 [ 6] thousand new homes, Nocatee? Is that somewhere  
 [ 7] close? That's just Nocatee. What's going to  
 [ 8] happen in five years after that and after that?

[ 9] We're not going to remain the grass-strip  
 [10] airport that we see on the wall here. It's not  
 [11] going to happen. And -- and I've got to tell  
 [12] you, because I fly a little airplane here, I'm  
 [13] not really a big fan of a tower coming in, but  
 [14] it's fine, you know, because we're busy enough  
 [15] now to support that. And I think the safety  
 [16] factor requires it.

[17] But the point is that we're going to have to  
 [18] have some political horsepower in Tallahassee if  
 [19] we want to move forward with the airport in --  
 [20] for -- for our future. And I thank you for your  
 [21] time. If there's any questions?

[22] CHAIRMAN ROSE: Thank you, Mr. Cox.

[23] MR. COX: Thank you.

[24] CHAIRMAN ROSE: Any other public comment?  
 [25] I'll open it for board discussion. Suzanne.

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[ 1] it before, and I don't know if I said it  
 [ 2] publicly; I know I've said it to individuals --  
 [ 3] that as long as this Airport Authority is  
 [ 4] grabbing the bull by the horns and running with  
 [ 5] this thing and nobody else participates, when  
 [ 6] everybody -- more so than us will benefit  
 [ 7] financially from this thing, I'm not going to be  
 [ 8] for it.

[ 9] When we had that -- the County Commissioners  
 [10] and ourselves in a joint meeting to discuss this  
 [11] thing, I pointed out to commissioners that  
 [12] they're bigger than we are, that they should be  
 [13] involved, and they just said, "No, you guys are  
 [14] doing it; you run with it; and if we have to,  
 [15] we'll come back and help you if we can."

[16] And so, really, there wasn't that much  
 [17] enthusiasm to help. St. Augustine, the City's  
 [18] not wanting to help -- or publicly. So, as long  
 [19] as we are the only outfit that is going ahead  
 [20] with this thing and pushing it, I'm never going  
 [21] to be for it. I want everybody else who's going  
 [22] to benefit monetary to get on the bandwagon.

[23] Now, having said that, I have here in my  
 [24] notes, "Not even approved yet. Cart before the  
 [25] horse. No one except Authority has stepped

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[ 1] MS. GREEN: I'll -- I'll be brief, but I --  
 [ 2] experience seems to count a little bit around  
 [ 3] here.

[ 4] I worked in D.C. for three years, and I used  
 [ 5] to write some of these lobbyist contracts. And I  
 [ 6] know they're powerful and they work, but I have  
 [ 7] my reservations also. The ones we wrote were  
 [ 8] much, much more specific than this, detailed how  
 [ 9] many hours the lobbyist would provide, again,  
 [10] percentage of what they would bring in as well.

[11] So, I'll -- although in thought I think it's  
 [12] a good idea -- and I have to agree with Mr. Cox,  
 [13] the county is growing and we need to grow with  
 [14] it, but slowly and properly. So, my thoughts  
 [15] are, not a bad idea, but a lot more work needs to  
 [16] be done to detail these lobbyists down because  
 [17] they will just drain you completely.

[18] CHAIRMAN ROSE: Mr. Ciriello?

[19] MR. CIRIELLO: Mr. Chairman, oh, I could  
 [20] make some comments on what Mr. Cox said and what  
 [21] Susan (sic) said, but I'm not going to get into a  
 [22] debate of whether this thing's any good or not or  
 [23] whether we're going to grow that big. That's not  
 [24] what I have in mind.

[25] I want to be on public record -- I've said

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[ 1] forward for positive support of the project."

[ 2] We're willing to give somebody \$40,000,  
 [ 3] supposedly, to try to get us money for something  
 [ 4] that we, the board, us, who are the only ones in  
 [ 5] this room that can say we're going to build it,  
 [ 6] haven't even said that yet. And we've only had  
 [ 7] that one meeting combined with the commissioners.

[ 8] Now, Mr. Wuellner as the director because he  
 [ 9] was -- somebody had asked the question why he  
 [10] does things. Is because we, the board, gave him  
 [11] permission to go and work into this thing, you  
 [12] know, to look into it and find out information.

[13] So, he's doing what we asked him to do. But  
 [14] we are ultimately the ones who will say yes,  
 [15] we're going to do it or not, and we haven't even  
 [16] done that. We haven't had any meetings. We  
 [17] haven't even considered it. The only ones having  
 [18] meetings and getting information directly is  
 [19] Mr. Wuellner. And I'm not going to vote for  
 [20] giving somebody \$40,000. We don't even know if  
 [21] we're going to want it.

[22] CHAIRMAN ROSE: Okay. Thank you.

[23] MR. LASSITER: Well, I -- I have to agree  
 [24] with my two fellow board members here, but I also  
 [25] have to say that Ed has done what we've

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[ 1] instructed him to do, which is to pursue funding  
 [ 2] sources for projects that are coming up at this  
 [ 3] airport.  
 [ 4] I have to agree with Mr. Cox as well. The  
 [ 5] job of this board is to look forward and  
 [ 6] understand what the community's going to need.  
 [ 7] Not everybody participates in the bounty that  
 [ 8] this airport delivers to the county, but it does  
 [ 9] deliver measurable amounts.  
 [10] And if we don't keep looking at these  
 [11] intermodals, if we don't understand that if we  
 [12] don't secure what we need to have to provide  
 [13] those for the 5-, 10-, 15-year window, then we  
 [14] are going to be looking back and saying we should  
 [15] have done this.  
 [16] I understand what Commissioner Meiszer was  
 [17] saying in the sense that -- and Suzanne as well,  
 [18] when you go over there to fight the fight with a  
 [19] lobbyist, you better know where you're going to  
 [20] be with that person or he'll just take more  
 [21] clients on.  
 [22] I understand, Ed, what you're trying to  
 [23] bring to us. I understand that there's a sense  
 [24] of urgency in the sense that these funds may or  
 [25] may not be available to us later. But I think it

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[ 1] I think, as Mr. Cox said, looking back ten  
 [ 2] years ago, I think that -- or if we look back ten  
 [ 3] years, we may say, "Gee, I wish we'd have done  
 [ 4] that at that time," but there's just -- I don't  
 [ 5] know; there's just too many -- too many loopholes  
 [ 6] right now as far as -- as AMTRAK.  
 [ 7] I mean, if they're going to be around, and  
 [ 8] as Mr. Meiszer said, it may be a -- it may be a  
 [ 9] train, but it may be a different color.  
 [10] But I -- right now, I think taking that step  
 [11] to go with a lobbyist, I think that's -- I think  
 [12] whatever this board does, in my opinion, is we  
 [13] have got to coordinate this with the County  
 [14] Commission. That's the -- that's the main thing.  
 [15] And I know Mr. Meiszer doesn't represent the  
 [16] whole board, but his -- his word is -- is very  
 [17] good, and I think that we just -- we need to  
 [18] coordinate some -- some other areas here before  
 [19] we really take that step to spend, you know, that  
 [20] kind of money. So, that's my opinion.  
 [21] CHAIRMAN ROSE: All right. Have any other  
 [22] comments from the board?  
 [23] (No comments.)  
 [24] MR. WUELLNER: Do we have some direction?  
 [25] CHAIRMAN ROSE: Beg your pardon?

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[ 1] would be prudent on our part to do a little  
 [ 2] deeper research on this thing before we go over  
 [ 3] there and hire someone and say, "Go get it."  
 [ 4] I have questions still as far as the numbers  
 [ 5] after -- if the lobbyist secures the 2 to 4  
 [ 6] million, how do we secure the 2 to 4 to match it?  
 [ 7] And those are areas that I don't think have been  
 [ 8] answered clear enough that we can turn a lobbyist  
 [ 9] over to Tallahassee and say, "Go get the money  
 [10] and then we'll figure it out later."  
 [11] So, I have to voice my position as -- in  
 [12] line with the others.  
 [13] CHAIRMAN ROSE: Dennis?  
 [14] MR. WATTS: Mr. Chairman, I think again I  
 [15] agree with Mr. Lassiter, what -- what -- Ed has  
 [16] done an excellent job on going after a lot of  
 [17] these projects, and I know his -- his contacts  
 [18] with the FAA and the FDOT is just -- is  
 [19] fantastic.  
 [20] But I'm also going to take the position with  
 [21] Suzanne, Joe, Charles, and listening to the  
 [22] gentlemen out here that expressed their opinions,  
 [23] which Commissioner Meiszer, we appreciate very  
 [24] much, sir. And -- but I -- I agree that I think  
 [25] there's too much gray matter here right now.

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[ 1] MR. WUELLNER: Do we have some collective  
 [ 2] direction you'd like us to move in or not move  
 [ 3] in?  
 [ 4] CHAIRMAN ROSE: Well --  
 [ 5] MR. WUELLNER: I think we're pretty clear on  
 [ 6] where we are with this, so...  
 [ 7] CHAIRMAN ROSE: It seems -- it seems to me  
 [ 8] that -- that based on the discussion we've had, a  
 [ 9] motion to reject this recommended action at this  
 [10] point.  
 [11] MR. WUELLNER: Right.  
 [12] CHAIRMAN ROSE: But I -- it's -- at the  
 [13] same -- at the same point, I think we need to --  
 [14] to reaffirm that we are interested in moving  
 [15] ahead with some sort of an intermodal program  
 [16] coordinated with the city and the county and  
 [17] whoever, wherever it's appropriate.  
 [18] And we do need to do a little more homework  
 [19] on the -- on the process of how we're going to go  
 [20] about it. You've heard comments.  
 [21] MR. WUELLNER: I -- I guess what I want to  
 [22] know is: Are we submitting a TOPS application  
 [23] this year? If so, for how much and for what?  
 [24] You know, if we're not, that's fine, too. I  
 [25] mean, it's -- it simplifies my life.

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[ 1] CHAIRMAN ROSE: Are we submitting a  
 [ 2] contract?  
 [ 3] MR. WUELLNER: TOPS application.  
 [ 4] MS. GREEN: TOPS for the funding.  
 [ 5] CHAIRMAN ROSE: Oh, an application to TOPS.  
 [ 6] MR. WUELLNER: That application will need to  
 [ 7] be, if my understanding of the deadlines is  
 [ 8] correct --  
 [ 9] CHAIRMAN ROSE: Well, we have two issues  
 [10] then.  
 [11] MR. WUELLNER: -- it needs to be on its way  
 [12] by your next meeting.  
 [13] CHAIRMAN ROSE: We have the issue that you  
 [14] present to us, and then we have the question: Do  
 [15] we pursue TOPS at this point?  
 [16] MR. WUELLNER: Correct.  
 [17] CHAIRMAN ROSE: Right?  
 [18] MR. WUELLNER: Correct.  
 [19] CHAIRMAN ROSE: Okay.  
 [20] MR. WUELLNER: And I think that's where we  
 [21] are now.  
 [22] CHAIRMAN ROSE: So, now I'll entertain a  
 [23] motion concerning the recommended lobbyist  
 [24] program.  
 [25] MR. LASSITER: Well, will we need a motion?

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[ 1] coordinator. That's a fancy word for lobbyist.  
 [ 2] I don't think he's particularly overworked when  
 [ 3] the legislature is in session. There ought to be  
 [ 4] an accommodation. I have no authority to make  
 [ 5] any offer as I stand here today, but the question  
 [ 6] before you is whether or not to hire a lobbyist.  
 [ 7] The question is not whether to file an  
 [ 8] application. File the application and get some  
 [ 9] help to lobby for its passage. I think there was  
 [10] a quick switch of bait here.  
 [11] The question before you is whether or not  
 [12] you want to hire a lobbyist. I certainly hope  
 [13] you will file the application, and I certainly  
 [14] hope we will help you get it passed. And I think  
 [15] we're in a position to do that.  
 [16] CHAIRMAN ROSE: But for lack of -- but for  
 [17] lack of a -- of a motion, your recommendation is  
 [18] not accepted.  
 [19] MR. WUELLNER: Right.  
 [20] CHAIRMAN ROSE: Now, as Mr. Meiszer said, do  
 [21] we submit an application and then proceed the  
 [22] best we can with the county lobbyist or whatever?  
 [23] MS. GREEN: What's the time and cost in  
 [24] submitting the TOPS application?  
 [25] MR. WUELLNER: The time and cost? Well,

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[ 1] If we just make a motion for nonacceptance,  
 [ 2] doesn't it just die? Or do we need to move to --  
 [ 3] this is a recommendation.  
 [ 4] CHAIRMAN ROSE: This is a recommendation.  
 [ 5] If we don't accept the recommendation, I guess --  
 [ 6] MR. LASSITER: If we do nothing, then it  
 [ 7] dies, correct?  
 [ 8] CHAIRMAN ROSE: So, then we need to  
 [ 9] advise --  
 [10] MR. LASSITER: We need direction to our  
 [11] director.  
 [12] CHAIRMAN ROSE: Then I'll take a motion that  
 [13] will provide some direction of do we pursue the  
 [14] TOPS program at this point.  
 [15] MR. LASSITER: Well, I have an opinion.  
 [16] CHAIRMAN ROSE: Well, why don't you tell us  
 [17] what it is.  
 [18] MR. KILE: Mr. Rose, you have public comment  
 [19] out here.  
 [20] COMMISSIONER MEISZER: Can I offer a  
 [21] comment?  
 [22] CHAIRMAN ROSE: Yes. Yes, please do.  
 [23] COMMISSIONER MEISZER: An example of  
 [24] cooperation, I think you know the county has a  
 [25] full-time intergovernmental relations

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[ 1] largely, we're just repackaging last year's  
 [ 2] application, so it's --  
 [ 3] MS. GREEN: That's what I thought.  
 [ 4] MR. WUELLNER: -- minimal.  
 [ 5] MS. GREEN: So, it's pretty much prepared  
 [ 6] and --  
 [ 7] MR. WUELLNER: It's putting it on the new  
 [ 8] form. I understand they're changing how, but  
 [ 9] it's the same thing.  
 [10] MR. LASSITER: Ed, I -- my comments are a  
 [11] little -- go beyond just the application.  
 [12] My comments are pretty much that when we had  
 [13] our joint meeting and talked about the  
 [14] intermodal, everybody says, "Yeah, this is  
 [15] something we really need to move ahead with; you  
 [16] guys pretty much go and look at it and see  
 [17] what -- and come back to us."  
 [18] Now, in the first -- when we filed for the  
 [19] funding last time, my understanding is we have to  
 [20] put our name in line and stand in line. And if  
 [21] it comes about, then we kind of fill in the area  
 [22] of what -- what -- what parts of the intermodal  
 [23] are we're going to put in? What parts of the  
 [24] mode are we going to put in the intermodal?  
 [25] I think what -- what we're hearing, and

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[ 1] we're hearing it from a couple of the speakers  
 [ 2] out here is, where -- where do we go before -- if  
 [ 3] we do succeed in getting the money, what do we  
 [ 4] do? I mean, we're aren't at the consensus of  
 [ 5] what we're going to do with the other entities  
 [ 6] that are governing that -- that should interact  
 [ 7] with us on that. We're kind of out there in  
 [ 8] front and saying, "Let's go this way, guys," and  
 [ 9] looking over our shoulder, and there's nobody  
 [10] behind us.

[11] And what I'm saying is, is that before we  
 [12] get too involved with putting the application in,  
 [13] we need to make sure or re -- restate or  
 [14] reposition these other entities in -- in this  
 [15] whole thing, because if we succeed and bring the  
 [16] money here on the funding, and we go to these  
 [17] others and there is no support with us in the  
 [18] other governmental areas, then who carries the  
 [19] load? Or, do we just say never mind to  
 [20] Tallahassee when we get the funding?

[21] Or, do we go to the taxpayers, because if  
 [22] it's a matching fund of 50/50 and we get 4  
 [23] million, we've got to go get \$4 million from the  
 [24] taxpayers. And that has to be pretty well  
 [25] packaged and all the answers in line and all the

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[ 1] I'm sure still remains the number-one issue  
 [ 2] relative to it.

[ 3] Well, this program, unfortunately, requires  
 [ 4] a significant lead time to get in there for any  
 [ 5] version of the money in the event it ultimately  
 [ 6] shells out irrespective of whether you use a  
 [ 7] lobbyist or not to -- to move it forward. It  
 [ 8] just requires a long time to do that.

[ 9] You know, as you pass the markers, as you  
 [10] might call it, moving through the -- this funding  
 [11] process or the TOPS program itself, you know,  
 [12] there are certainly going to be interest points  
 [13] that need to be rediscussed among the boards  
 [14] involved.

[15] For instance, if you were successful at the  
 [16] TOPS committee level, as it's going to be given  
 [17] to the legislature for the next step, that's --  
 [18] that's certainly an important milestone in -- in  
 [19] garnering local support and additional -- call it  
 [20] lobbying effort, but the county support, city  
 [21] support of the project and public support of the  
 [22] project, as well as I think a very healthy  
 [23] discussion at that point.

[24] That's about six months in advance of --  
 [25] seven months in advance of when any money would

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[ 1] T's dotted and the I's crossed (sic). And I  
 [ 2] don't know if we can turn that around in eight  
 [ 3] months or a year from the timing of the sequence  
 [ 4] of this TOPS proposal.

[ 5] Now, tell me where in my scenario, saying  
 [ 6] what I've said -- do you see your staff being  
 [ 7] able to do all that's required?

[ 8] MR. WUELLNER: Well, frankly, irrespective  
 [ 9] of the -- the project's merits, you -- at some  
 [10] point, based on where it was all left, a first  
 [11] step relative to something has to be done. As --  
 [12] as I understood it, that was vested with the  
 [13] Authority, or at least left with the Authority.

[14] MR. LASSITER: Indicated.

[15] MR. WUELLNER: Not vested. We did use the  
 [16] process, the governmental process in -- in  
 [17] getting resolutions from the county and the city  
 [18] in support of our TOPS application last year, and  
 [19] those were included as a part of it. So, it's  
 [20] not like we're sitting out there hanging in and  
 [21] of itself.

[22] Now, the -- the key issue in putting the  
 [23] whole multimodal forward originally, the key  
 [24] concern was not so much whether the project made  
 [25] sense, but how are we going to pay for it? Which

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[ 1] be available to use, is -- is how -- again, how  
 [ 2] do we answer the question about where does the  
 [ 3] match come from? And how does that -- how do we  
 [ 4] get that? How is the project to be phased?

[ 5] We don't know answers anything from how much  
 [ 6] money would be available -- last year during the  
 [ 7] process, obviously the application for -- was  
 [ 8] about \$20 million, is what we -- as a total  
 [ 9] project.

[10] By the time it made it through three cuts,  
 [11] the money that was potentially there for us was  
 [12] down to about a total of \$5 million of total  
 [13] project, at which point, we got lost with all the  
 [14] rest of district 2 and district 4 and were out of  
 [15] the mix.

[16] But that process, while you may ask for this  
 [17] amount of money, it's very, very likely because  
 [18] of the high percentage that represents to the  
 [19] total available, you're going to get  
 [20] significantly less than that; at which point, the  
 [21] discussion is: What's the next phase? I mean,  
 [22] what -- or a first phase in this case? What --  
 [23] what do we build? What -- what is a meaningful  
 [24] first phase that's -- that's got public support  
 [25] and has a potential match to it?

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[ 1] You know, I can't -- I don't have that  
 [ 2] crystal ball to answer all the questions in the  
 [ 3] future about how much money and what that would  
 [ 4] build. We don't have those answers yet. We  
 [ 5] didn't design the project. We just simply --  
 [ 6] CHAIRMAN ROSE: Just a minute, Mr. Kile.  
 [ 7] Just a minute. Joe wanted to say something.  
 [ 8] MR. CIRIELLO: Yeah. When I first heard of  
 [ 9] this multimodal thing a few years back and the  
 [10] drawing came out and everything, I said, oh, what  
 [11] a good idea; they're going to concentrate the  
 [12] transportation into one area and then it -- it  
 [13] evolved into a Taj Mahal-type thing. And really,  
 [14] all AMTRAK was looking for was a railroad  
 [15] station.  
 [16] And I heard Mr. Cox say that we're going to  
 [17] get it down the years or down the road because of  
 [18] this. But this is more -- nothing more than a  
 [19] convenience. Right now, you have bus service  
 [20] downtown, and you go down by that bus terminal  
 [21] and you won't see ten or eleven Greyhound busses  
 [22] lining up and taking on and dis -- taking off  
 [23] passengers to go in into different areas. The  
 [24] place isn't that busy.  
 [25] We have limousine service out at the

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[ 1] Kile? We need to complete our discussion,  
 [ 2] gentlemen, and give some direction.  
 [ 3] MR. KILE: Tony Kile, 1956 Yamasse Road, St.  
 [ 4] Augustine, Florida, 32092. Candidate for the  
 [ 5] Airport Authority board.  
 [ 6] I'll just quote Mr. Warner (sic), and maybe  
 [ 7] you'd have to go back in the minutes, because  
 [ 8] I -- I'm paraphrasing, but he said the money  
 [ 9] comes first and common sense comes second.  
 [10] I think that's a reverse order as to where  
 [11] our priorities are to be. Common sense ought to  
 [12] dictate. Just like Mr. Ciriello said, we already  
 [13] have bus connections. We already have airport  
 [14] connections. We already have limousine  
 [15] connections. And this is just a convenience.  
 [16] And to spend \$40,000 for a convenience that we  
 [17] don't know even if the railroad is going to stop  
 [18] here seems kind of ridiculous. Thank you.  
 [19] CHAIRMAN ROSE: Well, I think that  
 [20] decision's been made.  
 [21] MR. CIRIELLO: Yeah.  
 [22] CHAIRMAN ROSE: We've not -- we've not  
 [23] accepted that recommendation.  
 [24] Now, what is your pleasure to -- for  
 [25] providing some direction to our -- to our staff,

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[ 1] airport. We have car rental service out at the  
 [ 2] airport. And all this multimodal thing is going  
 [ 3] to do is combine everything and put it right out  
 [ 4] here in one spot. But we already have  
 [ 5] everything.  
 [ 6] It's not a matter of we don't have it and  
 [ 7] some day down the line we're not going to have  
 [ 8] it. We already have all this stuff. And we  
 [ 9] already have an airport that can land anything  
 [10] that you want to fly in here. So -- and nobody  
 [11] yet on this board has convinced me that this is  
 [12] going to really benefit the airport as far as  
 [13] making money for the airport.  
 [14] It might if we get this Taj Mahal and rent  
 [15] out the restaurant and rent out this, rent out  
 [16] that. But, look, we have a restaurant right now  
 [17] that can't even make its own way. So, I'm not so  
 [18] convinced that putting a Taj Mahal out there is  
 [19] going to make us money.  
 [20] I don't think we need this darn thing. It's  
 [21] nice. It's cute. But when it comes to money and  
 [22] we're the ones that are going to be behind the  
 [23] eightball, it's nothing more than a convenience.  
 [24] And I'm sorry. I can't be convinced otherwise.  
 [25] CHAIRMAN ROSE: Okay. Thank you. Tony

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[ 1] where we go from here? Do we want to go ahead  
 [ 2] and apply for the TOPS program?  
 [ 3] MR. CIRIELLO: Is it going to cost us  
 [ 4] anything?  
 [ 5] MR. WUELLNER: To apply?  
 [ 6] MR. CIRIELLO: Huh?  
 [ 7] MR. WUELLNER: No, sir.  
 [ 8] MR. CIRIELLO: Oh, I don't see anything  
 [ 9] wrong with you continuing what you've been doing,  
 [10] gathering information about this in case -- in  
 [11] case it ever comes to fruition (sic). There's  
 [12] no harm in that. But until we make a decision  
 [13] we're going to build it or not, I don't think we  
 [14] need to get excited.  
 [15] MS. GREEN: Mr. -- oh, I'm sorry.  
 [16] MR. CIRIELLO: Go ahead. I'm sorry.  
 [17] MS. GREEN: I have one question. If we make  
 [18] the application and by the grace of God we are  
 [19] awarded, are we mandatorily required to match?  
 [20] MR. WUELLNER: No. You execute a JPA  
 [21] agreement, much like the next agenda item, and --  
 [22] MS. GREEN: So, what we would do is just be  
 [23] protecting our interest if you made the  
 [24] application.  
 [25] MR. WUELLNER: You will have no interest if

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[ 1] you don't apply.

[ 2] MR. LASSITER: Standing in line.

[ 3] CHAIRMAN ROSE: Now, at that same time, if

[ 4] you -- if we're going to submit an application,

[ 5] shouldn't we follow Mr. Meiszer's suggestion and

[ 6] contact the county -- well, I'm going to call him

[ 7] a lobbyist, and that's not right. But what's the

[ 8] name of the department?

[ 9] COMMISSIONER MEISZER: Intergovernmental

[10] relations.

[11] CHAIRMAN ROSE: Intergovernmental relations.

[12] They -- they may be in a position to provide at

[13] least some advice to us.

[14] MR. WUELLNER: Certainly.

[15] CHAIRMAN ROSE: Yes, sir.

[16] COMMISSIONER MEISZER: Could I just

[17] elaborate a minute? Every year when the

[18] legislature meets and we send our representative

[19] to Tallahassee, we coordinate with the city

[20] government, with all of the other agencies, St.

[21] Augustine Beach, even Hastings.

[22] We try to go with a united front. We try to

[23] show as much support as possible. And we have

[24] had a pretty successful track record in some

[25] areas. Others, we have not gotten what we

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[ 1] why an airport authority would think it's its

[ 2] responsibility to get into this train business.

[ 3] It's a community responsibility. It's a

[ 4] responsibility to provide better service to the

[ 5] people who live here. But it seems to me that

[ 6] it's a joint responsibility.

[ 7] And I don't want to make a long speech, but

[ 8] I really think working together, we could -- we

[ 9] could come to some accommodation that -- that

[10] would be helpful in -- in lobbying efforts.

[11] MR. WUELLNER: I couldn't agree more.

[12] CHAIRMAN ROSE: I would suggest then, if

[13] there's -- if there is no -- there's no

[14] objection, I suggest that we instruct our

[15] director to go ahead and submit application for

[16] the TOPS program, perform whatever coordination

[17] is appropriate with the county lobbyist, and --

[18] well, I don't know whether that's -- I think

[19] that's what has -- that's the immediate issue.

[20] Then I think the long-term issue, we need to --

[21] we need to spend a little time working with our

[22] county and cities, whatever.

[23] MS. GREEN: Can we have maybe a -- whatever

[24] you have back on that as a status --

[25] MR. WUELLNER: Uh-huh. Sure.

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[ 1] wanted.

[ 2] But the degree to which we are united in

[ 3] this community and the degree to which we're

[ 4] working together is more impressive at the state

[ 5] level than if we go down there disunited, split

[ 6] up.

[ 7] Now, as I said before, and I want to be very

[ 8] clear, as I stand here, I'm not authorized to

[ 9] represent the County Commission at all, one wit,

[10] no way. But, I can't imagine that we couldn't

[11] work together and support something you're trying

[12] to do and ask you to support something we're

[13] trying to do, just like we do with the

[14] municipalities.

[15] And when we send delegations to Tallahassee,

[16] we always have representation. We have the

[17] mayors, we have the other officials, and so it's

[18] a united effort.

[19] I would think you would benefit from that --

[20] CHAIRMAN ROSE: Yes.

[21] COMMISSIONER MEISZER: -- in getting a grant

[22] of some kind or getting something approved.

[23] Now, if you want to work in that direction,

[24] I don't know of any obstacle to it. But if you

[25] want to -- it's difficult for me to understand

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[ 1] MS. GREEN: -- next month?

[ 2] CHAIRMAN ROSE: Do you want to vote on it?

[ 3] MR. LASSITER: I think he's just asking for

[ 4] direction.

[ 5] CHAIRMAN ROSE: Huh?

[ 6] MR. LASSITER: He's just asking -- or do you

[ 7] need authorization?

[ 8] MR. WUELLNER: I don't -- I personally don't

[ 9] require it. I think if that's what y'all want me

[10] to do, then I --

[11] CHAIRMAN ROSE: Yeah. I think I stated

[12] the -- the position of the board. And we don't

[13] want to take any action beyond that till we have

[14] more information.

[15] MR. WUELLNER: No problem at all.

[16] CHAIRMAN ROSE: Okay. All right. Item C.

[17] 7.C. - Resolution 02-03 - JPA Acquisition

[18] MR. WUELLNER: This hopefully won't meet

[19] with a lot of objection, since we're trying to

[20] give you some money here.

[21] ~~Resolution 2002-03 would be with the State~~

[22] of Florida, would be a new joint res -- or joint

[23] participation agreement relative to the continued

[24] effort in land acquisition and would be a

[25] \$600,000 total project, 50 percent of which would

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[ 1] be funded by Florida DOT.  
 [ 2] It is an item that is currently and  
 [ 3] tentatively in your proposed budget for fiscal  
 [ 4] year 2002-03. And it would -- this resolution  
 [ 5] would authorize the Chairman's signature to the  
 [ 6] resolution and follow -- and witness attesting  
 [ 7] the -- attested by our secretary/treasurer, and  
 [ 8] would ultimately authorize the execution of a  
 [ 9] joint participation agreement with the State of  
 [10] Florida in the amount of \$300,000 representing  
 [11] the DOT share of a \$600,000 grant for land  
 [12] acquisition related to the airport.  
 [13] And, of course, it would be Staff's  
 [14] recommendation we go ahead and accept the  
 [15] \$300,000 from the State of Florida.  
 [16] CHAIRMAN ROSE: Public comment?  
 [17] (No public comment.)  
 [18] CHAIRMAN ROSE: Board comment? Joe?  
 [19] MR. CIRIELLO: Here I go again. Let me see  
 [20] my notes here. Exactly what property are we  
 [21] talking about, Ed?  
 [22] MR. WUELLNER: That will be up to you.  
 [23] Those -- we're just simply accepting the money at  
 [24] this point, and as a part of the budget process  
 [25] going into next year --

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[ 1] Basically, when a commercial airport expands, put  
 [ 2] in parallel runways, longer runways such as that,  
 [ 3] not so much hangars to make bread, and so that's  
 [ 4] the only value over there.  
 [ 5] And this is a pretty good size chunk of our  
 [ 6] budget. So, I don't see where there's any great  
 [ 7] value to this airport to keep buying that  
 [ 8] property. I know the reason they bought some  
 [ 9] over here on Avenue A or B, because the people  
 [10] were complaining about noise, and one way to shut  
 [11] them up was to buy their homes.  
 [12] But it's -- and -- and when I was on the  
 [13] campaign -- and I know other people will --  
 [14] you'll have people say, "How is that airport  
 [15] going to grow?" They don't want growth. Just  
 [16] like the commissioners are fighting growth,  
 [17] people don't want houses built and such.  
 [18] There are a lot of people out there that  
 [19] don't want this airport to grow and end up into a  
 [20] white elephant like Daytona. So, you're -- and  
 [21] you don't agree with that.  
 [22] So -- but your -- you or I -- our expansion  
 [23] and building more hangars, more hangars, more  
 [24] hangars because of more traffic coming and  
 [25] everything, is really for the minority of the

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[ 1] MR. CIRIELLO: Oh, okay.  
 [ 2] MR. WUELLNER: -- you'll identify what you  
 [ 3] want.  
 [ 4] MR. CIRIELLO: About this property thing --  
 [ 5] nothing to do with you, nothing to do with this  
 [ 6] board. But going back a millennia of years,  
 [ 7] somewhere along the line, this authority started  
 [ 8] buying property --  
 [ 9] MR. WUELLNER: Yes, sir.  
 [10] MR. CIRIELLO: -- and it seemed since they  
 [11] started doing that, they couldn't stop.  
 [12] Personally, I'd like to see it stop. I think  
 [13] buying good property and eventually getting it  
 [14] off the tax rolls isn't the thing to do.  
 [15] Now, the way I see Araquay Park, it's not  
 [16] much value to us except putting in hangars and  
 [17] make some bread. You can't expand the runway  
 [18] that direction because you can't line it up or  
 [19] anything else.  
 [20] And I don't know why back then anybody on  
 [21] the Authority thought it would be a good idea to  
 [22] own all that property. I don't know what they  
 [23] were going to do with it, because when you expand  
 [24] an airport, the basic thing -- and we're talking  
 [25] commercial airports, not general aviation.

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[ 1] people in this county, because only a few people  
 [ 2] own airplanes. It's not the majority. So, the  
 [ 3] minority is dictating to the majority. And there  
 [ 4] are a lot of people that are concerned about the  
 [ 5] growth of this airport.  
 [ 6] And I won't get into a big dissertation, but  
 [ 7] this thing is locked in. You can't go west, you  
 [ 8] can't go east, you can't go south, and you can't  
 [ 9] go north. And the only thing to do with this  
 [10] airport and over the years to make it a better  
 [11] airport is to continue keeping the facilities in  
 [12] the best shape, the services in the best shape,  
 [13] and such as that, not trying to see how many  
 [14] houses we can build and if there's some way that  
 [15] we can put in some more hangars, because the  
 [16] basic airport cannot be expanded.  
 [17] And I -- I -- I'd just like to see this  
 [18] Airport Authority start to think about quit  
 [19] trying to buy everybody's homes up. It's really  
 [20] not that great of a value to us. That's my idea.  
 [21] CHAIRMAN ROSE: All right. Thank you, Joe.  
 [22] Any other?  
 [23] MS. GREEN: I just have a question. This is  
 [24] just funding.  
 [25] MR. WUELLNER: Yes, sir -- yes, ma'am.

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[ 1] MS. GREEN: So, if we -- we'd have to vote  
 [ 2] again to see if we're even going to tap it or  
 [ 3] match it or anything.  
 [ 4] MR. WUELLNER: Right.  
 [ 5] MS. GREEN: So, if we don't fund it now,  
 [ 6] we'll lose that, too.  
 [ 7] MR. WUELLNER: You'll approve a match,  
 [ 8] essentially, as a part of your budget.  
 [ 9] MS. GREEN: Right.  
 [10] MR. LASSITER: Make a motion that we accept  
 [11] the resolution 2002-03 for funding sources for  
 [12] potential property.  
 [13] CHAIRMAN ROSE: Do I hear a second?  
 [14] MR. WATTS: I second.  
 [15] CHAIRMAN ROSE: Any further discussion?  
 [16] (No discussion.)  
 [17] CHAIRMAN ROSE: All in favor, say aye.  
 [18] MR. LASSITER: Aye.  
 [19] CHAIRMAN ROSE: Aye.  
 [20] MR. WATTS: Aye.  
 [21] MS. GREEN: Aye.  
 [22] CHAIRMAN ROSE: Opposed?  
 [23] MR. CIRIELLO: No.  
 [24] CHAIRMAN ROSE: Motion carried. Item D.  
 [25] Fuel retainage -- release of retainage.

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[ 1] CHAIRMAN ROSE: Do I hear a second?  
 [ 2] MS. GREEN: Second.  
 [ 3] CHAIRMAN ROSE: Any further discussion?  
 [ 4] (No discussion.)  
 [ 5] CHAIRMAN ROSE: All in favor?  
 [ 6] MR. CIRIELLO: Aye.  
 [ 7] CHAIRMAN ROSE: Aye.  
 [ 8] MR. LASSITER: Aye.  
 [ 9] MR. WATTS: Aye.  
 [10] MS. GREEN: Aye.  
 [11] CHAIRMAN ROSE: Opposed?  
 [12] (No opposition.)  
 [13] CHAIRMAN ROSE: Motion carries. Item E.  
 [14] 7.E. - Budget Revisions  
 [15] MR. WUELLNER: Yeah, all I was trying to do  
 [16] was let you know -- we gave you a revised copy  
 [17] based on our discussions at the last meeting --  
 [18] several adjustments were made, including the  
 [19] addition of the revenue line items we discussed  
 [20] at the last meeting related to the self-fuel.  
 [21] And also, we made some adjustments in the  
 [22] expenditures related -- in the operating.  
 [23] Several of the unknowns relative to some of our  
 [24] expenditures, such as legal fees and the like,  
 [25] have made -- we've made some adjustment downward

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[ 1] 7.D. - Release of Retainage - Self-Fuel Facility  
 [ 2] MR. WUELLNER: Yes, sir. Retainage release  
 [ 3] consistent with your policy relative to the  
 [ 4] self-fuel facility, the contractor, Universal  
 [ 5] Petroleum.  
 [ 6] We have received all lien releases relative  
 [ 7] to the project and await a couple of housekeeping  
 [ 8] cleanup items relative to a couple of facility  
 [ 9] modifications that are in the works. But we --  
 [10] we are in a position to recommend release of  
 [11] retainage on this contract in the amount of  
 [12] \$17,339.50.  
 [13] CHAIRMAN ROSE: Ed, that facility's in  
 [14] operation, isn't it?  
 [15] MR. WUELLNER: Yes. Yes, sir.  
 [16] CHAIRMAN ROSE: Yeah. That's what I  
 [17] thought.  
 [18] MR. WUELLNER: Approximately seven, eight  
 [19] weeks now.  
 [20] CHAIRMAN ROSE: Right. Public comment?  
 [21] (No public comment.)  
 [22] CHAIRMAN ROSE: Board comment?  
 [23] MR. CIRIELLO: Without any ado, Mr.  
 [24] Chairman, I'd like to make a motion we accept  
 [25] Staff recommendation on this item.

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[ 1] in those expenditures and with an overall goal of  
 [ 2] getting the millage rate back to at least the  
 [ 3] rollback rate.  
 [ 4] The document you have does that. It adjusts  
 [ 5] some operating budget numbers and takes the  
 [ 6] balance, which was approximately \$100,000 -- it's  
 [ 7] a round number, to -- out of the reserve that was  
 [ 8] allocated at the higher millage rate to -- to  
 [ 9] make the balance.  
 [10] There was, if you recall, about a \$175,000  
 [11] disparity between the last year's millage rate  
 [12] and proposed for this year, and that disparity  
 [13] made up between some operating line items and a  
 [14] reduction in the reserve proposed to carry into  
 [15] next year.  
 [16] And this budget does bring it down to the  
 [17] rolled-back rate of .2356. And it's just really  
 [18] for your information. I mean, I'd certainly be  
 [19] happy to address concern between now and the  
 [20] budget hearing coming up next -- or the first  
 [21] budget hearing coming up month.  
 [22] CHAIRMAN ROSE: We'll have the -- this is  
 [23] simply for our information.  
 [24] MR. WUELLNER: It's informational and food  
 [25] for thought. If there are items that still give



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[ 1] you concern, you know, you anticipate wanting  
 [ 2] adjusted, you can still do that. You've still  
 [ 3] got several opportunities yet.  
 [ 4] CHAIRMAN ROSE: Yeah. But at the budget  
 [ 5] hearing, we can look at specific items --  
 [ 6] MR. WUELLNER: Yes.  
 [ 7] CHAIRMAN ROSE: -- and take whatever  
 [ 8] action --  
 [ 9] MR. WUELLNER: Right.  
 [10] CHAIRMAN ROSE: -- we think is appropriate.  
 [11] So, this is simply for our information. Any  
 [12] public comment?  
 [13] (No public comment.)  
 [14] CHAIRMAN ROSE: Board? Joe?  
 [15] MR. CIRIELLO: Yeah. Which meeting  
 [16] specifically are we going to --  
 [17] MR. WUELLNER: Well, you have two budget  
 [18] hearings. The first one is coming up on the -- I  
 [19] believe it's the 9th of -- 8th or 9th of  
 [20] September, which will be strictly a budget  
 [21] hearing, beginning at 5:01, whatever that Monday  
 [22] is. Christine might want to -- I don't remember.  
 [23] MS. GLASSER: 9th.  
 [24] MR. CIRIELLO: So, we'll have time to go  
 [25] through this.

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[ 1] the master plan people come up with. You can buy  
 [ 2] a lot of paper and paper clips for \$200,000.  
 [ 3] MR. WUELLNER: I'd agree, but the reality is  
 [ 4] you've got just \$10,000 in that of local dollars.  
 [ 5] You're not seeking anything on the ad valorem  
 [ 6] side, is what I'm trying to say.  
 [ 7] MR. CIRIELLO: Didn't I make the statement  
 [ 8] last month that it -- I understand that, but the  
 [ 9] total budget, the total budget is what our --  
 [10] MR. WUELLNER: I agree.  
 [11] MR. CIRIELLO: -- is what we are --  
 [12] MR. WUELLNER: But the total budget --  
 [13] MR. CIRIELLO: And that counts against us,  
 [14] even though it's not out of our pocket.  
 [15] MR. WUELLNER: No, sir, not relative to the  
 [16] millage. If you cut the master plan completely  
 [17] out of it, it would --  
 [18] MR. CIRIELLO: I didn't say cut it out  
 [19] completely.  
 [20] MR. WUELLNER: -- have a one/ten-thousandth  
 [21] of a millage rate reduction, which would  
 [22] translate into nothing in terms of actual dollars  
 [23] saved.  
 [24] MR. CIRIELLO: Well then, your answer to my  
 [25] question is -- can we maybe possibly go a little

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[ 1] MR. WUELLNER: Yeah. That will be strict --  
 [ 2] that meeting will be specific to the budget.  
 [ 3] It's the first public hearing.  
 [ 4] MR. CIRIELLO: Okay. I have one comment. I  
 [ 5] have my notes here. Surprised how easy it was to  
 [ 6] get to the rollback rate. I was disappointed in  
 [ 7] what wasn't cut back, especially -- specifically  
 [ 8] the houses, which I just addressed, and the  
 [ 9] master plan, that \$200,000 in there. I don't  
 [10] like that no how, no way, shape, or form.  
 [11] So, my question to you, since it was so easy  
 [12] to get to that rollback rate, which is just a few  
 [13] pennies, do you think it's possible to go a  
 [14] little lower now? Just -- I don't say you have  
 [15] to. I'm just saying, do you think that it might  
 [16] be able to go a little lower than that, the --  
 [17] MR. WUELLNER: Well, those are --  
 [18] MR. CIRIELLO: Lower than the rollback rate  
 [19] and not hurt us financially?  
 [20] MR. WUELLNER: Well, at the expense of  
 [21] whatever you're intending to cut out of the  
 [22] budget, yes.  
 [23] MR. CIRIELLO: Well, that \$200,000, not all  
 [24] of it. But I don't think that we need to give  
 [25] some consultant \$200,000 to put together whatever

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[ 1] lower? Your answer is no, right? That's all I'm  
 [ 2] asking, Ed. Can it possibly go lower because  
 [ 3] you've got the rollback rate so easy?  
 [ 4] MR. WUELLNER: In theory, Joe, it could go  
 [ 5] to zero --  
 [ 6] MR. CIRIELLO: Oh, I know that.  
 [ 7] MR. WUELLNER: -- and just close the  
 [ 8] airport.  
 [ 9] MR. CIRIELLO: That wouldn't be practical.  
 [10] MR. WUELLNER: I mean, I'm just saying that  
 [11] you can make whatever adjustments and get to  
 [12] whatever millage rate you want to, but you've got  
 [13] to be willing to make the cuts to get there.  
 [14] MR. CIRIELLO: Okay.  
 [15] MR. WUELLNER: You've spent seven years  
 [16] making up for the last 15.  
 [17] CHAIRMAN ROSE: Okay. This doesn't require  
 [18] action? It was just --  
 [19] MR. WUELLNER: No, sir.  
 [20] CHAIRMAN ROSE: -- an information issue.  
 [21] And project updates.  
 [22] MR. WUELLNER: Project --  
 [23] CHAIRMAN ROSE: No -- yeah.  
 [24] MR. WUELLNER: Well, you'll have two more  
 [25] after that, real briefly --

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[ 1] MR. LASSITER: He added on two items.  
 [ 2] CHAIRMAN ROSE: Well, F. Do you want to do  
 [ 3] that last?  
 [ 4] MR. WUELLNER: I'll go ahead and do F. real  
 [ 5] quick.  
 [ 6] MR. LASSITER: I'm sorry.  
 [ 7] 7.F. - Project Updates  
 [ 8] MR. WUELLNER: F., Mr. McClure dealt with  
 [ 9] the terminal issue. We've kind of brought you up  
 [10] to speed on the tower, where it is and its  
 [11] projected operating date of, right now, October  
 [12] 3rd.  
 [13] The two other projects, the grant documents  
 [14] were executed relative to Taxiway B, and as soon  
 [15] as we get confirmation on the other element of  
 [16] this project, which it seems to be the perennial  
 [17] project, which is the ILS, as soon as we have  
 [18] notification that's flight checked and available  
 [19] and published, we can release the Taxiway B  
 [20] project. But, clearly, we don't want to leave  
 [21] the airport with no reliable nav aid. And -- and  
 [22] the Taxiway B project takes it right through the  
 [23] VOR.  
 [24] So, until we have something that's ready to  
 [25] go, we're holding the notice to proceed on the

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[ 1] just handed me this. I was reading it. What did  
 [ 2] you ask me to do?  
 [ 3] MR. WUELLNER: Award Taxiway B RPR to Earth  
 [ 4] Tech.  
 [ 5] CHAIRMAN ROSE: Okay. All right.  
 [ 6] MR. LASSITER: Mr. Chairman, I have a quick  
 [ 7] question.  
 [ 8] CHAIRMAN ROSE: Yeah, okay. What --  
 [ 9] nothing. Go ahead. Excuse me. I didn't know  
 [10] what I was -- what they handed to me, and I  
 [11] thought I better read it.  
 [12] MR. LASSITER: Ed, will this cause any  
 [13] budget line item modifications, or is this  
 [14] wrapped in the project?  
 [15] MR. WUELLNER: It's really already wrapped  
 [16] in.  
 [17] MR. LASSITER: Okay. So, it's just the --  
 [18] MR. WUELLNER: And it is --  
 [19] MR. LASSITER: -- contractual --  
 [20] MR. WUELLNER: And this particular project  
 [21] is funded at 95 percent.  
 [22] MR. LASSITER: Ninety-five. Okay. Great.  
 [23] CHAIRMAN ROSE: So, anything else? Comment?  
 [24] Yes.  
 [25] MR. KILE: Tony Kile, 1956 Yamassee Road, St.

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[ 1] Taxiway B project. And that's where that is.  
 [ 2] And it's entirely at FAA's hands. We have  
 [ 3] been -- we've had conversations today even  
 [ 4] relative to that, the plan to certify that.  
 [ 5] And the latest is we're going to end up  
 [ 6] bringing someone out from Phoenix to -- who is  
 [ 7] checked out on the DME, and hopefully they'll  
 [ 8] come to terms with that over the next few days  
 [ 9] and we'll have some target dates over the next  
 [10] couple of weeks relative to ground inspection  
 [11] finally.  
 [12] 7.G. - RPR Services for Taxiway B  
 [13] MR. WUELLNER: All right. Item 7.G., which  
 [14] was RPR Services for Taxiway B. As you know, we  
 [15] no longer do those projects in-house, and these  
 [16] need to be done contractually. Taxiway B is a  
 [17] federal project and carries a mandate to provide  
 [18] full-time resident inspection relative to the  
 [19] construction project.  
 [20] The proposal from your consultant, Earth  
 [21] Tech, is in the amount of \$54,600 for the RPR  
 [22] services of this project. And it would be  
 [23] Staff's recommendation to concur in that award to  
 [24] Earth Tech.  
 [25] CHAIRMAN ROSE: Excuse me. I just -- they

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[ 1] Augustine, Florida, 32092. Am I understanding  
 [ 2] you correctly, Mr. Warner (sic), that you want to  
 [ 3] hire another employee at \$54,600?  
 [ 4] MR. WUELLNER: No, sir. We -- we would like  
 [ 5] to use our consultant to provide resident project  
 [ 6] representative services to the Authority.  
 [ 7] MR. KILE: So, what would that cost the  
 [ 8] Authority?  
 [ 9] MR. WUELLNER: Total dollars directly to the  
 [10] Authority, maybe, best guess, about \$3,500.  
 [11] MR. KILE: Well, what's this 56 -- \$54,600  
 [12] figure?  
 [13] MR. WUELLNER: It represents the total value  
 [14] of the contract, for which the Authority will be  
 [15] reimbursed 95 percent of.  
 [16] MR. KILE: So, it will only cost us \$3,500.  
 [17] MR. WUELLNER: Correct.  
 [18] MR. KILE: Now, does that also go for the  
 [19] 7.H., with \$63,340?  
 [20] MR. WUELLNER: If it will save you a trip,  
 [21] no. That particular one, the grant terms provide  
 [22] for half of the money back.  
 [23] MR. KILE: So, what would that cost the  
 [24] Authority?  
 [25] MR. WUELLNER: Half of \$63-, so \$31,7-,

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[ 1] something like that.

[ 2] MR. KILE: \$31,7- and \$3,500. So, it's

[ 3] another \$40,000 of Authority money; is that

[ 4] correct?

[ 5] MR. WUELLNER: Yes, sir.

[ 6] MR. KILE: Okay. Now, I refer you to your

[ 7] copy of 7.H. -- or 7.G, section 3, limitations of

[ 8] authority of resident project representative.

[ 9] MR. WUELLNER: 7 --

[10] MR. KILE: I believe I have that correct.

[11] This is 7.H., and it's listed under 3,

[12] limitations of resident.

[13] MS. GREEN: Mr. Chairman, are we on 7.G. or

[14] 7.H.? I thought we --

[15] MR. KILE: Either one. Either one has the

[16] same page. The context are the same.

[17] MR. WUELLNER: I'm sorry. Which -- what

[18] paragraph are you --

[19] MR. KILE: Well, paragraph 3, limitations of

[20] authority of a resident project representative?

[21] MR. WUELLNER: Yes, sir.

[22] MR. KILE: Okay. Now, because I'm kind of a

[23] common-sense guy, I just ask you to put the word

[24] "can't" in front of each one of A through H. You

[25] understand what I'm saying? Because each one of

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[ 1] tell you. "Shall not" is the proper wording.

[ 2] I'll -- I'll refer to our attorney to explain

[ 3] that. But "can't" is not the word to put in

[ 4] there.

[ 5] MR. KILE: All right. I -- I'm just -- I'm

[ 6] just a lowly citizen that uses common-sense

[ 7] terms. If "shall not" is the private -- proper

[ 8] word --

[ 9] CHAIRMAN ROSE: Do we need to make a comment

[10] on that?

[11] MR. McCLURE: I don't think there's any

[12] material difference in the language. And the

[13] term "shall" in legal interpretation has a

[14] particular meaning. It's not "will." It's not

[15] "won't." It's not whatever. "Shall" is a

[16] mandatory word and it's commonly understood in

[17] the language.

[18] I think -- I understand the concern, and

[19] that is to make sure that the -- that the

[20] representative doesn't do these things. But the

[21] "shall not" adequately limits his authority.

[22] MR. KILE: So, "shall not" or "can't" are

[23] basically the same; is that -- is that quite

[24] right, Mr. Maguire (sic)?

[25] MR. McCLURE: Yes, that's right.

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[ 1] these things say that the re -- that the

[ 2] resent -- the representative can't do any of the

[ 3] following items.

[ 4] In other words, the representative can't

[ 5] authorize any deviation of contractual documents.

[ 6] He can't exceed limitations of the owner's

[ 7] authority. He can't undertake any of the

[ 8] responsibilities of the contractors, site

[ 9] contractors or contractor's superintendent. He

[10] can't --

[11] MR. WUELLNER: Right.

[12] MR. KILE: -- advise, direct, relative or

[13] assume any authority over any aspects, means,

[14] methods, techniques, sequences, procedures of

[15] construction unless such advice or directions are

[16] specifically required by the contractor's

[17] documents.

[18] Again, using the word "can't." He can't

[19] advise on or issue directions regarding or assume

[20] control over safety precautions and programs in

[21] connection with the work.

[22] CHAIRMAN ROSE: You don't have to read the

[23] rest of it.

[24] MR. KILE: Well --

[25] CHAIRMAN ROSE: You understand -- let me

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[ 1] MR. KILE: Okay. So, what I'm asking is,

[ 2] for another \$40,000 a year that you want to spend

[ 3] of our money, what exactly is this man going to

[ 4] do aside from sit on a stool and watch these two

[ 5] projects go up?

[ 6] MR. WUELLNER: You're familiar with the same

[ 7] document. I suggest you read it.

[ 8] MR. KILE: I did read it. And it doesn't

[ 9] give him any authority to do anything. I mean,

[10] it -- it seems to me that you have an assistant,

[11] and we're still looking to replace a -- a person

[12] that you wanted to spend another hundred thousand

[13] dollars on a couple -- a couple of three meetings

[14] ago.

[15] I would think that either one of those two

[16] could go out and overlook these projects and do

[17] the same thing that you want to spend another

[18] \$40,000 on.

[19] MR. WUELLNER: You know what? You're

[20] exactly right.

[21] MR. KILE: I am?

[22] MR. WUELLNER: Uh-huh.

[23] MR. KILE: Well, great. Let's take it out

[24] of the budget.

[25] MR. WUELLNER: If we had -- had the

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[ 1] individual been added to the staff, we wouldn't  
 [ 2] have either of these proposals in front of us.  
 [ 3] MR. KILE: Well, I take it his job --  
 [ 4] CHAIRMAN ROSE: All right. We understand  
 [ 5] your position. We need professional engineers to  
 [ 6] look over these projects. We can either put them  
 [ 7] on our payroll or we can -- we can hire them when  
 [ 8] we need them.  
 [ 9] MR. KILE: We're not talking about  
 [10] professional engineers here, Mr. Rose. We're  
 [11] talking about individuals to oversee a project,  
 [12] and I believe that we had, what was his title,  
 [13] Mr. Warner (sic), the man that retired?  
 [14] MR. WUELLNER: It was the resident project  
 [15] representative.  
 [16] MR. KILE: Resident? And what was his  
 [17] salary?  
 [18] MR. WUELLNER: Mid \$30's.  
 [19] MR. KILE: Mid \$30's? Have you replaced him  
 [20] yet?  
 [21] MR. WUELLNER: No, sir.  
 [22] MR. KILE: Okay. And is his position  
 [23] available?  
 [24] MR. WUELLNER: No, sir.  
 [25] MR. KILE: It's not. Why not?

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[ 1] improperly authorized draws to be made, then it's  
 [ 2] going to be only the Airport Authority that bears  
 [ 3] the financial consequence of that error.  
 [ 4] If we have an independent qualified  
 [ 5] consultant who is insured or is financially  
 [ 6] responsible who makes that error, then the  
 [ 7] consultant will bear the responsibilities, or  
 [ 8] their insurer, of those mistakes.  
 [ 9] The other reason financially was that there  
 [10] were questions as to whether an in-house person  
 [11] was going to qualify for reimbursement under the  
 [12] programs that Mr. Wuellner has identified. And  
 [13] so, to measure the difference between the risk of  
 [14] an in-house and the risk of an independent  
 [15] consultant, then you really need to compare the  
 [16] net number of dollars.  
 [17] And there is a difference, certainly,  
 [18] because if it was mid \$30's for someone who is  
 [19] kind of the clerk of the works, certainly that  
 [20] mid \$30's has been equaled by these two  
 [21] contracts, \$31,5- in one and \$3,500 or so in the  
 [22] other.  
 [23] But the difference between that dollar  
 [24] amount and the dollar amount for somebody  
 [25] in-house who does not have malpractice insurance

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[ 1] MR. WUELLNER: It's not been authorized  
 [ 2] beyond this year.  
 [ 3] MR. KILE: In other words, so you're down to  
 [ 4] ten employees instead of eleven.  
 [ 5] MR. WUELLNER: At current time, yes, I am.  
 [ 6] MR. KILE: Wouldn't it have been better just  
 [ 7] to re -- repropose his job and have him inspect  
 [ 8] the realty properties that we have and so on and  
 [ 9] so forth to fulfill all the additional's (sic)  
 [10] responsibilities?  
 [11] MR. WUELLNER: On the advice of our  
 [12] attorneys, we were suggested to take that  
 [13] position outside of our -- outside of our  
 [14] offices.  
 [15] MR. KILE: And can I ask your attorney why  
 [16] that was?  
 [17] MR. McCLURE: If the Chair wants me to  
 [18] respond, because I'm the attorney for the board.  
 [19] CHAIRMAN ROSE: Briefly.  
 [20] MR. McCLURE: There is an element of risk  
 [21] protection in having an independent engineer who  
 [22] comes from a financially responsible or insured  
 [23] firm to do these inspections.  
 [24] Were the Authority to hire someone in-house  
 [25] to do the inspections and those inspections

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[ 1] was something that we suggested it was a good  
 [ 2] idea to keep an independent consultant doing  
 [ 3] these.  
 [ 4] The other reason, which is perhaps not  
 [ 5] legal, but perhaps is more policy oriented, is  
 [ 6] that, for example, within Earth Tech, which is a  
 [ 7] very large company with very many disciplines,  
 [ 8] there are different professionals who can provide  
 [ 9] supervision over different aspects of what they  
 [10] do, whether it's the mechanical component,  
 [11] whether it's the structural component, whether  
 [12] it's the civil engineering component.  
 [13] If you hire somebody in-house, you may find  
 [14] that you still have to engage an independent  
 [15] professional engineer, because that one person  
 [16] cannot cover all of the disciplines adequately to  
 [17] do the inspections.  
 [18] MR. KILE: Okay. My only comment is nowhere  
 [19] in here does it say a professional engineer. It  
 [20] says a person. So, you know, how are you going  
 [21] to check the backgrounds of these persons? What  
 [22] are the job qualifications for these two  
 [23] individuals? They are not laid out anywhere in  
 [24] this agenda memorandum. It doesn't say engineer.  
 [25] It doesn't say a degree. As far as I'm

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[ 1] concerned, a grade-school dropout could apply for  
[ 2] this job and --  
[ 3] CHAIRMAN ROSE: We have a contract with this  
[ 4] firm that specifies it will -- that it will have  
[ 5] the engineering comparable --  
[ 6] MR. KILE: Not according to this memorandum,  
[ 7] Mr. Chairman.  
[ 8] CHAIRMAN ROSE: This is simply a  
[ 9] supplemental agreement to that contract.  
[10] MR. KILE: Well, and my second --  
[11] CHAIRMAN ROSE: We -- I assure you that the  
[12] engineering supervision is there and will be  
[13] performed as needed.  
[14] MR. KILE: Well, don't you think, as  
[15] Ms. Green would -- would point out, that in  
[16] contracts of employment, such as for lobbyist,  
[17] that the specifics of the agreement to enter the  
[18] contract should be laid out? For instance, you  
[19] have to be a engineer in --  
[20] CHAIRMAN ROSE: We have that contract. This  
[21] is -- this is nothing more than a -- than a  
[22] supplemental agreement to permit us to use that  
[23] contract to do this work.  
[24] MR. KILE: All right. And my -- my second  
[25] point would be, since the position that was done

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[ 1] both 7.G. and 7.H.  
[ 2] MR. LASSITER: Second.  
[ 3] CHAIRMAN ROSE: Discussion?  
[ 4] MR. CIRIELLO: Yeah. I got some things here  
[ 5] to say about this. Some of it's already been  
[ 6] gone through, but have these jobs been approved  
[ 7] and bid yet, Ed? These two jobs, have they been  
[ 8] approved and bid yet?  
[ 9] MR. WUELLNER: The jobs themselves?  
[10] MR. CIRIELLO: Yeah.  
[11] MR. WUELLNER: A long time ago.  
[12] MR. CIRIELLO: Okay. Now, I have here who  
[13] hires the man, but obviously, it's Earth Tech.  
[14] And the qualifications, I guess from Earth Tech,  
[15] are professional engineer. So --  
[16] MR. WUELLNER: You're hiring a firm, not an  
[17] individual.  
[18] MR. CIRIELLO: Huh?  
[19] MR. WUELLNER: You're hiring a firm to do  
[20] this, not an individual.  
[21] MR. CIRIELLO: Yeah, but I think everybody  
[22] that works for them are engineers, aren't they?  
[23] MR. WUELLNER: No.  
[24] MR. THOMPSON: No.  
[25] CHAIRMAN ROSE: No.

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[ 1] away with, who's overseeing our realty property  
[ 2] right now? And is this going to be part of their  
[ 3] job?  
[ 4] MR. WUELLNER: That was an entirely  
[ 5] different position.  
[ 6] CHAIRMAN ROSE: That's a different issue.  
[ 7] MR. KILE: Oh, okay. Well, I was just  
[ 8] wondering if he was going to -- if either one of  
[ 9] these two people were going to oversee that or if  
[10] that's going to cost us another \$30- or \$40,000  
[11] here.  
[12] MR. WUELLNER: It's not a -- it's not  
[13] contractor item with our engineer.  
[14] MR. KILE: Thank you.  
[15] 7.G. - RPR Services for Taxiway B  
[16] 7.H. - RPR Services - North Corporate Hangar  
[17] Development  
[18] CHAIRMAN ROSE: We've got G. and H., and  
[19] both we need to approve supplemental agreements.  
[20] All right. We need motions for both G. and H. to  
[21] either approve or disapprove Staff  
[22] recommendations for the supplemental agreement on  
[23] both of those RPR services.  
[24] MR. WATTS: Mr. Chairman, I'll make a motion  
[25] that we accept Staff's recommendation to approve

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[ 1] MR. CIRIELLO: You have some common people  
[ 2] up there?  
[ 3] MR. THOMPSON: Yeah.  
[ 4] MR. CIRIELLO: Okay. That's neither here  
[ 5] nor there. Did the consultants already get paid  
[ 6] for this job, I mean, the original planning and  
[ 7] everything?  
[ 8] MR. WUELLNER: For the engineering --  
[ 9] MR. CIRIELLO: Yes.  
[10] MR. WUELLNER: -- and design? Yes.  
[11] MR. CIRIELLO: Okay. Now, my question's for  
[12] this whole chain of thought, and from what  
[13] Mr. McClure was saying and Mr. Rose about  
[14] contracts and everything like that, I'm not quite  
[15] sure I like -- well, maybe I should say  
[16] "understand." What's not to like? I couldn't  
[17] outthink Mr. McClure if I lived to be 200.  
[18] But when he said about the insurance and  
[19] stuff like that, before Mr. Swanson, I believe  
[20] his name was, retired that did this job -- and I  
[21] think I asked you on the phone already if he was  
[22] an engineer and you said, no, he just worked for  
[23] us about ten years and he had some experience as  
[24] mechanic in the Air Force and everything, I have  
[25] all of those qualifications.

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[ 1] Now, I'm not looking for the job. But why  
[ 2] then wasn't the attorney worried about our  
[ 3] insurance and getting in trouble with a common  
[ 4] guy on that job instead of a professional?

[ 5] But all of this -- what I'm -- down to this  
[ 6] question, Mr. McClure: Is there anything in the  
[ 7] contract or anything that says, to try to save  
[ 8] money to St. Johns County -- and Duval has a lot  
[ 9] of retired people. A lot of them are  
[10] professionals.

[11] And I'm sure there's somebody out there  
[12] retired that's a professional engineer, whether  
[13] it's a road engineer or construction engineer or  
[14] whatever, that if we put an ad in the paper for a  
[15] couple of days -- because this is a part-time  
[16] job -- to hire somebody to oversee these two jobs  
[17] and try to see if we can't get them cheaper than  
[18] what Earth Tech's going to give us, is there  
[19] anything that says we can't do that? That's what  
[20] my whole dissertation is.

[21] MR. MCCLURE: No, there's nothing that  
[22] prevents you from doing that, but to comment on  
[23] some issues as to why you might be concerned,  
[24] first of all, I wasn't here when Mr. Swanson was  
[25] first engaged, but there certainly are a wide

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[ 1] we're going to pick our -- our engineer that we  
[ 2] have this contractual relationship, which we can  
[ 3] end at some point if we feel that we aren't  
[ 4] getting adequate service or that it's not priced  
[ 5] right. But we're kind of authorized by that  
[ 6] contract to be able to do this without going  
[ 7] through the administrative and bureaucratic  
[ 8] process of doing an RFQ, an evaluation, an award,  
[ 9] all of that kind of stuff on every single project  
[10] that we have.

[11] If you were to begin to say I want to  
[12] identify these projects and begin to see whether  
[13] we have retired people or whoever wants to bid,  
[14] we could sure do that. But you might wish to  
[15] evaluate whether or not the amount of staffing  
[16] that you would require to administer that, to  
[17] supervise that, the consistency of the quality of  
[18] work that's done for you maintains at the same  
[19] level or a high level. There might be reasons  
[20] why the board might not wish to do that.

[21] But to answer the specific question, could  
[22] you -- could you bid out to anybody who had the  
[23] requisite qualifications, every project based  
[24] upon what level of qualification was required for  
[25] that job? Yes, sir, you could do that.

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[ 1] array of -- there is -- there is a wide disparity  
[ 2] in the complexity of the projects in which are  
[ 3] involved.

[ 4] The construction of T-hangars, for example,  
[ 5] doesn't compare to the construction of the new  
[ 6] terminal or the control tower or other issues,  
[ 7] which -- which are more complicated.

[ 8] And it's perhaps true that someone who has a  
[ 9] general construction background can do a fine job  
[10] with some components of what it is that we do.  
[11] The bricks and mortar part probably isn't --  
[12] doesn't require the level of expertise that our  
[13] professional engineers might have.

[14] One of the reasons, though, why we -- why we  
[15] entered into a master contract with an  
[16] engineering firm, which was done on a competitive  
[17] basis, on qualifications a number of years ago,  
[18] is because if we were to go through the RFQ, the  
[19] Request for Qualifications process every time  
[20] when we have this -- this continual series of  
[21] construction projects that go on, then there's a  
[22] significant amount of Staff time and effort and  
[23] board time and effort in evaluating all of those  
[24] independently.

[25] So, what we kind of did is we said, okay,

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[ 1] MR. CIRIELLO: So then, specifically, what  
[ 2] you're saying -- I'm putting words in your mouth;  
[ 3] you'll probably want to hit me for it.

[ 4] So, you're saying that putting extra  
[ 5] pressure on the staff and the convenience of  
[ 6] letting Earth Tech do all of -- do all this, as  
[ 7] compared to us taking a little extra effort to  
[ 8] maybe save ourselves some money, that the money  
[ 9] isn't important, we've got deep pockets, we'll  
[10] just keep spending like crazy and let everybody  
[11] that comes in here and says they're going to give  
[12] us a service --

[13] CHAIRMAN ROSE: Joe, that's not what he said  
[14] and you know it.

[15] MR. CIRIELLO: That's what I'm trying to  
[16] interpret. That's the way I thought it sounded.

[17] CHAIRMAN ROSE: Well, I tell you what; after  
[18] the meeting, I'll explain it to you, okay?

[19] MR. CIRIELLO: No. I asked him a question.  
[20] I have that right as a board member.

[21] Is he saying that not putting pressure on  
[22] our staff and making it more convenient for Earth  
[23] Tech to provide somebody rather than us  
[24] individually trying to save some money and get  
[25] somebody cheaper is more important?

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[ 1] MR. WUELLNER: There's a tremendous time  
 [ 2] element involved in that, too. Every time you go  
 [ 3] through the competitive consultants negotiation  
 [ 4] act -- process, you're staring at a,  
 [ 5] process-wise, a minimum of 60 days before you  
 [ 6] even begin the discussion with firms relative to  
 [ 7] contract. And you're looking at seriously 90 to  
 [ 8] 120 days before you finalize a contract with any  
 [ 9] individual relative to providing these services.

[10] MR. CIRIELLO: There's an old saying --  
 [11] you're probably not old enough. There's an old  
 [12] saying that "time is money."

[13] And you're giving me all kind of excuses of  
 [14] why we don't need to save money, but that's fine.  
 [15] I'm the only thorn up here among the rest of you  
 [16] guys, and I'm going to say what I feel like I  
 [17] want to say. And I've said it and I'm done.  
 [18] Thank you, and I'm sorry if I offended anybody.

[19] MR. LASSITER: Well, I just have a like  
 [20] comment. And I'm not running for reelection or  
 [21] anything. But, Joe, I think all five of us up  
 [22] here are very concerned about how money is spent.  
 [23] The fact of the matter is we're paying money for  
 [24] these people to give us the best possible.

[25] If you want to go out and hire somebody

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[ 1] that's retired and doesn't have insurance to  
 [ 2] cover, just what this attorney just told you, and  
 [ 3] can save a few bucks, and we get ourself in a  
 [ 4] crack on this thing and we have no one to fall  
 [ 5] back on, and the \$5,000 or the \$30,000, and it  
 [ 6] costs us 300 on a project that's of the order of  
 [ 7] magnitude of that and this (indicating), then  
 [ 8] that is not good business sense. That is dumb.

[ 9] That is absolutely putting money -- throwing  
 [10] money in a hole that you dig yourself. And that  
 [11] is not in the best interest of the people in this  
 [12] county.

[13] If you say, "I can save you \$5, but it's  
 [14] going to cost you \$5,000," that is not a good  
 [15] deal.

[16] MR. CIRIELLO: Well, I understand that. Let  
 [17] me ask you a question.

[18] MR. LASSITER: Well, it -- it doesn't sound  
 [19] that way. You're coming after these people like,  
 [20] "Why don't you save any money?"

[21] Well, I think they're trying to do their job  
 [22] and deliver to the public out here the best  
 [23] possible job at the least amount of money to the  
 [24] people in this county.

[25] I mean, we can come up here and hammer away

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[ 1] and hammer away and say, "Why did you spend  
 [ 2] \$500?" But the simple fact is, we spent it to  
 [ 3] save ourselves from getting the public interest  
 [ 4] stuck on the back burner, or even worse, buried  
 [ 5] in the hole. That's just --

[ 6] MR. CIRIELLO: Well, then let me ask you a  
 [ 7] question then. You say if we go out and hire  
 [ 8] somebody to save a few bucks like I'm suggesting,  
 [ 9] since we hire them, whether it's temporary or  
 [10] permanent, aren't they covered by some kind of  
 [11] insurance?

[12] MR. LASSITER: Absolutely not. They're  
 [13] independent contractors. That's what he's trying  
 [14] to tell you.

[15] MR. CIRIELLO: That's what I asked you a  
 [16] question. What are you getting hot about?

[17] MS. GREEN: Well, that's as if we had the  
 [18] terminal project and we didn't have a surety  
 [19] behind it. Where would we be without that?

[20] MR. LASSITER: Absolutely.

[21] MS. GREEN: And that was our big discussion,  
 [22] I think, on this board before.

[23] CHAIRMAN ROSE: That's a perfect example.

[24] MR. LASSITER: We're talking -- we're  
 [25] talking what, a half a million dollars that we're

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[ 1] in discussions now with an insurance company  
 [ 2] because we did it right. And if we had cut the  
 [ 3] corner, guess who would have carried that  
 [ 4] freight, Joe?

[ 5] MR. CIRIELLO: Well, I just asked a  
 [ 6] question.

[ 7] MR. LASSITER: That would have been sitting  
 [ 8] on this board's back right now. And that is not  
 [ 9] something I personally as a taxpayer want to have  
 [10] anybody sitting on any board doing to me.

[11] I apologize.

[12] CHAIRMAN ROSE: Okay. Gentlemen, we have a  
 [13] motion before us to approve the recommended  
 [14] supplemental agreements, RPR for the Taxiway B  
 [15] project and the north corporate hangars.

[16] Is there any further discussion?

[17] (No further discussion.)

[18] CHAIRMAN ROSE: All in favor, say aye.

[19] MR. LASSITER: Aye.

[20] CHAIRMAN ROSE: Aye.

[21] MS. GREEN: Aye.

[22] MR. WATTS: Aye.

[23] CHAIRMAN ROSE: Opposed?

[24] MR. CIRIELLO: Oh, aye. Reluctantly, I'll  
 [25] say aye, too. I'm sorry. Fell asleep here for a

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[ 1] minute (indicating).  
 [ 2] CHAIRMAN ROSE: All right.  
 [ 3] MR. WUELLNER: For -- for the record, is he  
 [ 4] for it?  
 [ 5] MR. McCLURE: Yes. That was a yes.  
 [ 6] MS. GREEN: Approved?  
 [ 7] MR. WUELLNER: For -- for the -- I just  
 [ 8] want -- she's already got her eyes cross-eyed  
 [ 9] over there.  
 [10] MS. GREEN: It's approved.  
 [11] MR. WUELLNER: You were for it or against  
 [12] it, Joe?  
 [13] MR. CIRIELLO: Yeah, I'm for it. I was for  
 [14] it. I fell asleep, but I said reluctantly, I  
 [15] vote yes.  
 [16] CHAIRMAN ROSE: All right. Ed, does that  
 [17] complete the action items?  
 [18] MR. WUELLNER: Yes, sir.  
 [19] 8.A. - Mr. William "Bill" Rose  
 [20] CHAIRMAN ROSE: All right. Authority  
 [21] members, I have no comment. I'm just glad to see  
 [22] our -- some of the candidates for the Airport  
 [23] Authority here, and welcome and come back next  
 [24] time. And we'll -- how about Dennis Watts? What  
 [25] do you have?

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[ 1] CHAIRMAN ROSE: Suzanne?  
 [ 2] 8.E. - Mrs. Suzanne W. Green  
 [ 3] MS. GREEN: Just a welcome to you, Mr.  
 [ 4] Knight, and your staff that I hope we didn't run  
 [ 5] off, but they -- they had to leave earlier. So,  
 [ 6] tell them, please.  
 [ 7] CHAIRMAN ROSE: Okay. No other comment?  
 [ 8] 9. - Public Comment  
 [ 9] MR. COX: Mr. Rose, very quickly. Do you  
 [10] mind if I just do it from here, or do you want me  
 [11] up at the microphone?  
 [12] MR. McCLURE: While he's going, I wanted to  
 [13] ask a quick question, and that is that, just for  
 [14] the record, we had a couple of inquiries. We had  
 [15] on the record Mr. Watts' motion as to item 7.G.  
 [16] and H., but I didn't recall noting in my notes  
 [17] who seconded the motion. Did --  
 [18] MR. LASSITER: I believe I did.  
 [19] MR. McCLURE: Okay. Thank you.  
 [20] MR. COX: These are -- these are positive  
 [21] points, I hope. I discussed with Ed earlier  
 [22] today a situation I ran into last week, and it  
 [23] was a situation where we had a helicopter land  
 [24] over on the Aero Sport ramp, and it took three or  
 [25] four people to hold down an airplane.

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[ 1] 8.B. - Mr. Dennis R. Watts  
 [ 2] MR. WATTS: Well, that was an interesting  
 [ 3] meeting; I have to say that. But I'd like -- on  
 [ 4] a positive note, I'd like to welcome David  
 [ 5] Knight. It's great to have you on board, David,  
 [ 6] and I'm looking forward to -- or I'm proud to  
 [ 7] have been on the board that -- that supported our  
 [ 8] director with the airport, the new tower. So,  
 [ 9] welcome aboard.  
 [10] CHAIRMAN ROSE: Okay. Mr. Lassiter?  
 [11] 8.C. - Mr. Charles Lassiter  
 [12] MR. LASSITER: I'd like to echo that.  
 [13] Welcome. I don't know if you live in the area,  
 [14] but if you don't and are moving in, you're moving  
 [15] to one of the best areas that exist in this state  
 [16] and the southeast, so welcome.  
 [17] Also, Joe, I -- sometimes I do get a little  
 [18] worked up, so I do apologize if I carried on.  
 [19] MR. CIRIELLO: I do the same thing, Charlie.  
 [20] Don't feel bad about it.  
 [21] MR. LASSITER: And that's it.  
 [22] MR. CIRIELLO: I've already forgotten it.  
 [23] CHAIRMAN ROSE: Mr. Ciriello?  
 [24] 8.D. - Mr. Joseph Ciriello  
 [25] MR. CIRIELLO: No comment.

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[ 1] The helipad is no longer there, and I -- I  
 [ 2] would like to suggest to the board if we could  
 [ 3] make some type of recommendation to -- to make  
 [ 4] sure that we have a helipad spot that's removed  
 [ 5] from that ramp somewhere so that we don't -- the  
 [ 6] airport doesn't come into a situation where we're  
 [ 7] under a negligence lawsuit or whatever.  
 [ 8] CHAIRMAN ROSE: That's well taken.  
 [ 9] MR. COX: And, also, I'd like to suggest  
 [10] that we develop a security consortia of tenants  
 [11] on the airport, hangar -- hangar tenants, the  
 [12] SAPA organization, and the airport director's  
 [13] office to get together, maybe informally or  
 [14] something, to discuss security situation,  
 [15] because -- especially with the tower coming on  
 [16] the field now.  
 [17] TSA's new agenda is going to drive some  
 [18] security initiatives that we may not like, and I  
 [19] think if we get together and as a team on the  
 [20] airport and maybe help develop that, that we  
 [21] won't have to come under the thumb of big brother  
 [22] so much. Those are the only points I'd like to  
 [23] point out.  
 [24] CHAIRMAN ROSE: Thank you, Mr. Cox.  
 [25] MR. COX: Thank you.



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[ 1] 10. - Next Regular Board Meeting  
 [ 2] CHAIRMAN ROSE: Okay. Our next meeting will  
 [ 3] be on September 16th --  
 [ 4] MR. WUELLNER: No, it's the 9th.  
 [ 5] CHAIRMAN ROSE: -- at 4 o'clock.  
 [ 6] MR. WUELLNER: I'm sorry.  
 [ 7] CHAIRMAN ROSE: Wait a minute. We've got --  
 [ 8] MR. LASSITER: Budget meeting.  
 [ 9] CHAIRMAN ROSE: We've got a budget hearing  
 [10] on --  
 [11] MR. WUELLNER: The 9th. Monday, the 9th.  
 [12] CHAIRMAN ROSE: Monday, the 9th of  
 [13] September.  
 [14] MR. WUELLNER: 5:01 right here.  
 [15] CHAIRMAN ROSE: That's right.  
 [16] MR. WUELLNER: That'll be the first budget  
 [17] hearing.  
 [18] CHAIRMAN ROSE: And that's -- that meeting  
 [19] will be -- the only discussion will be budget  
 [20] items.  
 [21] MR. WUELLNER: Correct. And your regular  
 [22] meeting will be the 16th, at 4:00, and we will  
 [23] interrupt it at 5:01 for the public hearing in  
 [24] the event we're not finished, and we'll reconvene  
 [25] the regular meeting after that public hearing.


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[ 1] CHAIRMAN ROSE: Okay. The meeting is  
 [ 2] adjourned.  
 [ 3] (Thereupon, the meeting adjourned at 6:14 p.m.)  
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[ 1] REPORTER'S COURT CERTIFICATE  
 [ 2]  
 [ 3] STATE OF FLORIDA )  
 [ 4] COUNTY OF ST. JOHNS )  
 [ 5]  
 [ 6] I, JANET M. BEASON, RPR-CP, RMR, CRR, certify that I  
 [ 7] was authorized to and did stenographically report the  
 [ 8] foregoing proceedings and that the transcript is a true  
 [ 9] record of my stenographic notes.  
 [10]

[11] Dated this 4th day of September, 2002.

[12]   
 [13] JANET M. BEASON, RPR-CP, RMR, CRR  
 [14] Notary Public - State of Florida  
 [15] My Commission No.: DD102224  
 [16] Expires: April 30, 2006



[17] Janet M. Beason  
 [18] Commission # DD102224  
 [19] Expires April 30, 2006  
 [20] Bonded Thru  
 [21] Atlantic Bonding Co., Inc.  
 [22]  
 [23]  
 [24]  
 [25]

**AIRPORT AUTHORITY - AUGUST 19, 2002**

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