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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, April 15, 2002

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

[7] *****

[8] BOARD MEMBERS PRESENT:

[9] WILLIAM "BILL" ROSE, Chairman

[10] CHARLES LASSITER

[10] JOSEPH CIRIELLO

[11] SUZANNE GREEN

[12] BOARD MEMBERS ABSENT:

[13] DENNIS R. WATTS, Secretary/Treasurer

[14] *****

[15] ALSO PRESENT:

[16] GEORGE McCLURE, Esquire, Rogers, Towers, Bailey,

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

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

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

[19] BRYAN COOPER, Assistant Airport Director.

[20] *****

[21] St. Augustine Court Reporters

[22] 1510 N. Ponce de Leon Blvd., Suite A

[23] St. Augustine, FL 32084

[23] (904) 825-0570

[24]

[25]

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

[2] CHAIRMAN ROSE: Okay. I'll call the meeting

[3] of the St. Augustine-St. Johns County Airport

[4] Authority to order and we'll begin our meeting

[5] with the pledge to the flag.

[6] (Pledge of Allegiance.)

[7] APPROVAL OF MINUTES

[8] CHAIRMAN ROSE: All right. We had a set of

[9] minutes that was passed out in your package. Are

[10] there any corrections or comments on those

[11] minutes as they were distributed?

[12] (No questions or comments.)

[13] CHAIRMAN ROSE: Hearing none, I will accept

[14] the minutes of the meeting of March 18th.

[15] ACCEPTANCE OF FINANCIAL REPORTS

[16] CHAIRMAN ROSE: Financial reports, our

[17] treasurer is not here. And it looks like our

[18] financial report has been passed out. Is this

[19] right? This is the only one we have, right, the

[20] one that was on the table here?

[21] MS. OCHKIE: Yes, sir.

[22] CHAIRMAN ROSE: We haven't had a chance to

[23] look this over. I'd suggest we -- we accept it

[24] and ask our treasurer to make any comments at the

[25] next meeting. Any objection?

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[1] (No objection.)

[2] CHAIRMAN ROSE: All right. We'll move on.

[3] APPROVAL OF MEETING AGENDA

[4] CHAIRMAN ROSE: You have the agenda before

[5] you. And are there any additions or comments on

[6] the agenda as it's distributed?

[7] (No questions or comments.)

[8] CHAIRMAN ROSE: All right. If not, the

[9] agenda will be approved as it is.

[10] I make -- I'll make one comment before we

[11] start on the agenda. We have an issue that we're

[12] all concerned about, the terminal building and

[13] the -- and the -- and the corporate hangar. And

[14] of course this is involved with our bonding

[15] company and our consulting engineers and

[16] contractors involved. It's my understanding --

[17] and, George, are you going to give us a report?

[18] MR. McCLURE: I am.

[19] CHAIRMAN ROSE: Well, at your point here in

[20] the agenda, will you give us a report? You give

[21] us a report on where we stand, but I'm going to

[22] ask you to hold off any discussion on this issue

[23] until after what I understand is going to be a

[24] meeting with the bonding company and the

[25] contractor and the engineers later this week or

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[1] early next week.

[2] Then we'll have all of the information

[3] together that we need and we can respond to

[4] questions and we can give everybody an update on

[5] just what's involved in terms of start dates and

[6] finish dates and dollars and various aspects of

[7] that.

[8] We're just not in a position to do it. I

[9] don't think we ought to ask Ed to try to answer

[10] questions at this point. So, hold that con --

[11] that -- that -- hold that discussion till our

[12] next meeting.

[13] If, after the -- after the -- these meetings

[14] with the bonding company and so on, if there are

[15] any -- if there's anything that we need to act on

[16] or any important information to pass along, we

[17] can always call a special meeting of the board

[18] and -- and have it address only that issue.

[19] And with that, Mr. Bryant just walked in.

[20] And he'll bring us up to date on St. Johns

[21] County.

[22] 6.A. - MR. BRYANT

[23] COMMISSIONER BRYANT: No report.

[24] CHAIRMAN ROSE: Okay.

[25] 6.B. - AERO SPORT

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[1] MR. McCLURE: Didn't take long to get to me.

[2] CHAIRMAN ROSE: No.

[3] MR. McCLURE: Let me mention two things, one

[4] of which you alluded to, Mr. Chairman, and one

[5] other just for information.

[6] On the for-information one, I got a call, as

[7] did Mr. Wuellner, last week from Danni Gompers.

[8] And Danni is a woman who is an aide in the

[9] Governor's office, to advise that the House and

[10] the Senate had passed the codified version of our

[11] charter and the matter was being transmitted to

[12] the Governor, I think it was last Wednesday, and

[13] he had ten days either to sign it or not sign it

[14] or veto it. And she was soliciting information

[15] with respect to the charter.

[16] The questions, as you might expect, were

[17] predominantly financially related, and that is

[18] that she was inquiring as to -- there was a

[19] reference in there to having the authority to

[20] issue revenue bonds and whether in fact we had

[21] any such revenue bonds outstanding or had used

[22] that as a method to solicit funds in the past.

[23] She had some questions with respect to the

[24] inclusion in the charter of condemnation

[25] authority, a few other questions that were

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[1] CHAIRMAN ROSE: Aero Sport?

[2] MS. ANDERSON: Hold comment per your

[3] request.

[4] CHAIRMAN ROSE: Okay. You'll get us next

[5] time on that.

[6] MS. ANDERSON: You got it.

[7] CHAIRMAN ROSE: I think -- I think that'll

[8] be best, because then the information we have

[9] will be -- will be up to date.

[10] MS. ANDERSON: I am getting questions daily,

[11] so if something does come up before the next

[12] meeting, it would be good.

[13] 6.C. - NORTHROP GRUMMAN

[14] CHAIRMAN ROSE: Yeah. Okay. Northrop --

[15] Northrop Grumman.

[16] MR. LESLIE: No report.

[17] CHAIRMAN ROSE: No report.

[18] 6.D. - PILOTS ASSOCIATION

[19] CHAIRMAN ROSE: The Pilots Association,

[20] who's here from the --

[21] (Pilot's Association representative absent.)

[22] CHAIRMAN ROSE: I'm looking. No Pilot

[23] Association? Okay.

[24] 6.E. - AIRPORT AUTHORITY ATTORNEY

[25] CHAIRMAN ROSE: And George McClure.

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[1] relatively straightforward.

[2] We sent her a copy of the budget to confirm

[3] both that we had no bonded indebtedness, although

[4] we have that authority. And as I understand it,

[5] historically, eons ago, there may have been some

[6] bonds that were let in order to -- to raise funds

[7] for the -- for the airport, but it hasn't been

[8] done in quite some time.

[9] And also to confirm for her that the ad

[10] valorem taxation authority that we have

[11] represents really only a very small portion of

[12] our budget when you take into account both the

[13] operating and capital expenses.

[14] I tried to call Ms. Gompers before I came to

[15] the meeting today to see if I could determine

[16] whether the Governor had in fact signed the bill

[17] into law, but unfortunately, I just was able to

[18] get her voice mail and left that message. And I

[19] wasn't sufficiently technically oriented to know

[20] how to find out on line whether it had been

[21] signed or not, assuming those things are

[22] available in real time.

[23] The second is, with respect to the terminal

[24] expansion and the hangar, you recall that last

[25] time I advised that we wanted authority to

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[1] terminate the contract of Global Constructors who
[2] were the -- the general contractor on that job.

[3] We did send the letter terminating Global
[4] Constructors and notifying the bonding agent that
[5] we were tendering the job, and that means that
[6] when your principal fails, it's your
[7] responsibility to take over the completion of the
[8] job.

[9] The bonding company has responded. They
[10] have sent a representative down. Actually, I
[11] guess we've actually had three meetings so far,
[12] two of those with someone whose specific
[13] responsibility was to -- to walk through the
[14] project and to get some idea of what was going to
[15] be required in order to complete performance.

[16] We provided in the middle of last week a
[17] letter to the bonding company demanding that they
[18] advise us in writing as to what the steps are
[19] that they're going to undertake in order to
[20] complete the project, and that's basically an
[21] itemization of each of the things that they feel
[22] are necessary to get accomplished, together with
[23] an estimated time frame of when that can be
[24] accomplished.

[25] So, that letter should be back to us by

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[1] Friday of this week or, giving some mailing time,
[2] Monday of the following week, and will tell us
[3] whether or not we are in substantial agreement as
[4] to what is required in order to complete the
[5] performance of the contractor under the job.

[6] Our interest, of course, as the Authority,
[7] is to see that it's done right and that it's done
[8] timely. I can't predict the bonding company's
[9] response, but I suspect that they will wish to
[10] act timely. There is a liquidated damage clause
[11] in the contract for delay, and I believe that
[12] that's \$500 a day. And they stand in the shoes
[13] of the contractor, so they can be responsible for
[14] that delay just as the contractor was.

[15] The second reason why I think that they will
[16] act promptly is because there are substantial
[17] amount of materials that are stored on the job
[18] site, and those -- those materials appear from
[19] the experts that we've engaged to be
[20] deteriorating somewhat.

[21] There's steel that's rusting that's probably
[22] going to need to be sandblasted to be able to
[23] use. There's insulation on the site, some of
[24] which has gotten wet, and another -- other
[25] materials like that, which represent a recovery

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[1] of cost for them, that they'll take possession
[2] and do what's ever is necessary in order to
[3] protect those materials that are on site.

[4] It's important for us to recognize our role,
[5] and that is that as much as -- as everybody might
[6] wish us to move in and do something, we don't
[7] want to jeopardize our legal position by taking
[8] any action that the bonding company might later
[9] dispute whether it was appropriate or not.

[10] It's their job to finish now and it's their
[11] responsibility to come in and take possession of
[12] the job site and hire a follow-on contractor to
[13] come in and complete this job.

[14] So, as you indicated, their -- I don't want
[15] to anticipate their response. I don't know
[16] whether it'll go smoothly, not smoothly with
[17] them. Not to disparage insurance companies but,
[18] you know, they're -- they're all there for you
[19] when they want your premium, but when it's time
[20] to pay up for the loss, sometimes you find that
[21] they look at it carefully. And I don't know that
[22] that's what's going to happen here, but we're
[23] prepared to deal with them, whatever response
[24] they might give about the completion of this job.

[25] If the Chair and/or your director feel that

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[1] their response justifies a special meeting to
[2] figure out what to do, we'll call it at that
[3] time. If it's something that we don't have to be
[4] worried too timely about and are reasonably
[5] satisfied with their response, then we'll have
[6] that response back before you at your May
[7] meeting.

[8] CHAIRMAN ROSE: Thank you, George. Let's
[9] move into the action items. Ed?

[10] MR. WUELLNER: Yes, sir.

[11] CHAIRMAN ROSE: First, A.

[12] 7.A.- ADMINISTRATIVE CHANGE

[13] MR. WUELLNER: The first item I have is a
[14] request to modify the administration of the
[15] airport slightly to, in effect, swap out two
[16] positions on the airport, one of which -- one
[17] position that's currently budgeted is a resident
[18] project manager position, which you know is
[19] currently occupied by Dick Swanson of our office.
[20] Dick has announced his intentions to retire at
[21] the end of July of this year and effectively
[22] vacating that position at that time.

[23] This has been a -- an internal topic of
[24] discussion for a while is the relative merits of
[25] creating an airport engineer position for the

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[1] Authority. That position would be in lieu of the
[2] resident project manager position, so they would
[3] not -- both positions would not exist. That
[4] airport engineer position would take over those
[5] duties of the project manager as well as provide
[6] professional engineering services for the airport
[7] at -- at our discretion.

[8] It would significantly, in our opinion,
[9] reduce the outflow of work to general consultants
[10] relative to site civil work that's currently done
[11] by our consulting engineer firm, Earth Tech.

[12] We believe that since we right now put out
[13] between \$200- -- actually probably closer to
[14] \$350,000 a year, such as it was last year
[15] relative to engineering fees to a private
[16] company, that a lot of that could be kept
[17] in-house and not only kept in-house and done at a
[18] less cost because we're not carrying the same
[19] overhead as our consultant engineer firm is, but
[20] also could be done on schedules dictated by the
[21] Airport Authority versus being done by the
[22] company itself.

[23] As such, there are -- there are some
[24] economic issues to consider. Jumping into an
[25] engineer position is not going to be inexpensive.

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[1] You know, we expect that -- looking at the mid
[2] \$80,000 range to bring that on board.

[3] However, I do need to point out that, as
[4] with our resident project manager position, all
[5] project-related or grant-related projects, which
[6] make up a significant chunk of probably 80-plus
[7] percent of the time, those would be reimbursable
[8] or able to be reimbursed by Florida DOT and/or
[9] FAA, depending on the nature of the grant
[10] involved. And those typically range between 50
[11] and 95 percent reimbursement, depending on the
[12] particular job and the -- and the nature of the
[13] particular grant.

[14] So, while the number's high, the actual
[15] commitment of the Airport Authority relative to
[16] salary is mitigated dramatically by its ability
[17] to get the money back from Florida DOT and/or FAA
[18] in this case.

[19] But I think it provides a lot of consistency
[20] and a lot of -- a lot of benefits to the airport
[21] itself to go down that road and -- and look
[22] toward the position of an airport engineer on
[23] the -- on the airport.

[24] And as such, it's -- our recommendation is
[25] that we do that and look to create the position

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[1] of airport engineer and begin the process of
[2] filling that vacancy.

[3] CHAIRMAN ROSE: I have just two things to
[4] clarify. We will eliminate this position -- the
[5] position that -- the resident project engineer.

[6] MR. WUELLNER: Correct.

[7] CHAIRMAN ROSE: We'll no longer have that.

[8] MR. WUELLNER: It'll be absorbed into that.

[9] CHAIRMAN ROSE: We will add the airport
[10] engineer.

[11] MR. WUELLNER: Correct.

[12] CHAIRMAN ROSE: Will we require that that be
[13] a professional engineer?

[14] MR. WUELLNER: Yes, we will.

[15] CHAIRMAN ROSE: Okay. Is there any public
[16] comment?

[17] (No public comment.)

[18] CHAIRMAN ROSE: Any questions or comment
[19] from the board? Joe?

[20] MR. CIRIELLO: Yeah, I've got a whole bunch
[21] of them.

[22] MR. WUELLNER: Okay.

[23] MR. CIRIELLO: Ed, this is something that
[24] I've been thinking about for a number of years,
[25] not that I have anything against consultants, but

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[1] we've paid the consultants a considerable amount
[2] of money for things that I thought could be done
[3] in-house.

[4] MR. WUELLNER: Uh-huh.

[5] MR. CIRIELLO: Now, do you have already a --
[6] I imagine you're going to bid this out, right?
[7] Not bid it, but, I mean, put out applications
[8] for --

[9] MR. WUELLNER: Yes.

[10] MR. CIRIELLO: You're not just going to go
[11] out and pick somebody and hire them. You're
[12] going to ask for applications for this position.

[13] MR. WUELLNER: Yes.

[14] MR. CIRIELLO: So, do you have a list of
[15] qualifications for this particular individual?

[16] In other words, what I'm getting at is, if
[17] the guy comes on as an engineer and all he can do
[18] is read blueprints and see how the building is
[19] construct and everything, and every time we go to
[20] do something, we still have to run to consultants
[21] because of all the environmental questions, to
[22] get an engineer that knows environment and this
[23] and that and all the other things, along with how
[24] to put up a building, we wouldn't be really
[25] helping ourselves, because we're still going to

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[1] run to the consultants. So, unless we're going
 [2] to cut the consultants out considerably, I don't
 [3] see the benefit of doing it, but...
 [4] MR. WUELLNER: We -- we would be. The --
 [5] the -- a significant portion of all the
 [6] engineering work that goes to Earth Tech Kaiser
 [7] is site civil engineering, which it requires a
 [8] professional engineering certificate in order to
 [9] even sign, seal those plans.
 [10] What we're basically talking here is
 [11] removing the lion's share, if not all of that
 [12] site civil engineering work, from the consultant.
 [13] There are disciplines within, such as
 [14] environmental, as you mentioned, and obviously
 [15] architectural-type things that require specific
 [16] sites -- or seals and registration, professional
 [17] registrations.
 [18] Those, we're not going to be able -- you're
 [19] not going to be able to find a single person who
 [20] has all of those qualifications, frankly, that's
 [21] going to be -- even if you can find them, that
 [22] they're going to be willing to work for -- for
 [23] us, and we can afford them on top of that.
 [24] We're talking about pulling the civil
 [25] engineering discipline work back in-house. We'd

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[1] agreement is in civil engineering work relative
 [2] to the ground, the water management, the
 [3] development of paving specifications, the slab
 [4] design, many other things that are routinely
 [5] considered civil engineering work.
 [6] We're talking about pulling those elements
 [7] out of those task orders, so basically you're
 [8] only dealing with the engineering services
 [9] required to complete a pre-engineered building at
 [10] this point, which is dram -- it's -- I would -- I
 [11] would tell you it's half or probably less when
 [12] you're dealing with a building project, that is,
 [13] building an actual building out of the ground.
 [14] Taxiway projects, drainage-related projects,
 [15] site development-related projects could almost
 [16] certainly be done entirely in-house under this
 [17] plan. So, there would be no need to go
 [18] outside --
 [19] MR. CIRIELLO: Okay. Do you have all of
 [20] your qualifications in line, they're in order,
 [21] that you're going to advertise for this guy so
 [22] we -- we'll know what it is?
 [23] MR. WUELLNER: Well, I have not developed
 [24] the -- the job description itself.
 [25] MR. CIRIELLO: Oh, in other words, if we go

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[1] still need a consultant on occasion as relates to
 [2] building projects to deal with architectural
 [3] issues, structural, mechanical, electrical issues
 [4] that all go in and require those disciplines that
 [5] are required in order to certify plans and
 [6] specifications at the county for permitting
 [7] purposes.
 [8] So, while we're take -- we're taking a large
 [9] chunk of our current consulting work, bringing
 [10] that in-house, but there always will be outside
 [11] disciplines required to complete the picture.
 [12] MR. CIRIELLO: Well, the consultants -- the
 [13] consultants -- a big part of their program with
 [14] us is the architectural part. And --
 [15] MR. WUELLNER: Well, they're wrapped up --
 [16] MR. CIRIELLO: -- we get charged quite a bit
 [17] for that. So we're -- if -- if -- if they're
 [18] still going to do that and all our project
 [19] engineer is going to just look at everything and
 [20] go, "Oh, that looks good to me," he's no benefit.
 [21] MR. WUELLNER: Well, that's -- well, that's
 [22] not entirely true. You are -- if you pick apart
 [23] the -- the supplemental agreements that we do
 [24] with Earth Tech relative to any building project
 [25] here, a significant portion of that supplemental

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[1] ahead with this, then you'll start working on it.
 [2] MR. WUELLNER: Absolutely.
 [3] MR. CIRIELLO: Okay. Is this going to be a
 [4] part-time or full-time job?
 [5] MR. WUELLNER: No, it would be full time.
 [6] MR. CIRIELLO: Okay. Then one more last
 [7] question. Specifically how are we going to get
 [8] this guy?
 [9] MR. WUELLNER: Well, we would advertise for
 [10] the position. That's a requirement for all of
 [11] our --
 [12] MR. CIRIELLO: Yeah.
 [13] MR. WUELLNER: -- staff positions. And
 [14] those resumes would come in, they'd be evaluated
 [15] by me, like they are on any other staff position
 [16] here, and the selection made.
 [17] MR. CIRIELLO: Explain that evaluated-by-you
 [18] part.
 [19] MR. WUELLNER: Well, in conformance with the
 [20] job description, we'll, you know, short-list a
 [21] few people that we want to talk to, we'll talk to
 [22] those individuals, and make the selection of a --
 [23] of an individual that we feel best fits the job
 [24] description and also fits the personality of the
 [25] Airport Authority.

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[1] MR. CIRIELLO: Well, this -- this is where
 [2] I'm having a problem. Not to make it sound as
 [3] though I'm picking on anybody or anybody here,
 [4] but I've seen this in the past with boards, even
 [5] before anybody here was on board. One -- usually
 [6] the chairman gets the job of going through all
 [7] the applications and --
 [8] MR. WUELLNER: Oh, no, no, no, no. That's
 [9] not how you're structured. You -- you would go
 [10] through that process to replace me. Any other
 [11] staff position would be facilitated by me. I
 [12] would do that evaluation. I would make that
 [13] determination on all other staff positions, as
 [14] you are currently --
 [15] MR. CIRIELLO: Then what good are we?
 [16] MR. WUELLNER: I'm just asking you to create
 [17] the position so that I can fill it. If you want
 [18] to replace me, then that's what you do.
 [19] MR. CIRIELLO: No, no, no, no. That's not
 [20] what I'm getting at.
 [21] Okay. Where is the difference, when the
 [22] Authority applied for a new director and -- and a
 [23] list of people applied and then we interviewed
 [24] them and then the board picked the man they
 [25] wanted? The same way for the accounting firm.

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[1] CHAIRMAN ROSE: No, you misunderstand. He
 [2] is management and we are the board of directors
 [3] and -- and have the responsibility to see that
 [4] the funds are properly spent and that the issues
 [5] that we -- that we address are consistent with
 [6] the aviation needs of the -- the county and the
 [7] city.
 [8] MR. CIRIELLO: I don't agree with that.
 [9] CHAIRMAN ROSE: Well --
 [10] MR. CIRIELLO: Yes, he's management.
 [11] CHAIRMAN ROSE: -- you can't change that.
 [12] MR. CIRIELLO: He's management over
 [13] everybody on the work part of it. But we're his
 [14] management.
 [15] CHAIRMAN ROSE: That's right.
 [16] MR. CIRIELLO: And we're getting left out of
 [17] the loop from doing the picking of what we're
 [18] going to spend money for. And I think that we
 [19] should be involved in that. That's all I'm
 [20] saying.
 [21] MR. KILE: Mr. Rose?
 [22] CHAIRMAN ROSE: Yes, sir.
 [23] MR. WUELLNER: You need to come up.
 [24] MR. KILE: I didn't know if you saw my --
 [25] CHAIRMAN ROSE: I saw your hand, but we're

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[1] The same way for the attorneys.
 [2] MR. WUELLNER: Those are contractual
 [3] services. We're not going to contractually --
 [4] we're not -- we're not hiring an engineering firm
 [5] here. We're hiring an individual who is an
 [6] engineer.
 [7] MR. CIRIELLO: Well, I still think that this
 [8] board should have the say-so in who we're going
 [9] to pick out of that and --
 [10] MR. WUELLNER: If the --
 [11] CHAIRMAN ROSE: Joe, that -- that issue
 [12] is -- is -- is answered in our -- in our charter
 [13] and in our assignment of responsibilities to the
 [14] executive director.
 [15] MR. CIRIELLO: Then show it to me.
 [16] CHAIRMAN ROSE: He is responsible for the
 [17] personnel administration and the staffing of this
 [18] organization.
 [19] MR. CIRIELLO: Only --
 [20] CHAIRMAN ROSE: Our job is to see that he
 [21] has the resources to do that.
 [22] MR. CIRIELLO: Yes. But in the chain of
 [23] command, we are management. He, the attorney,
 [24] and everybody else is labor. It's our -- we --
 [25] we have --

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[1] having board comment. We've had the public
 [2] comment. Do you have something that you need to
 [3] say?
 [4] MR. KILE: Yeah, I was raising my hand for
 [5] public comment before, but you didn't --
 [6] CHAIRMAN ROSE: Oh, you did and I didn't see
 [7] it?
 [8] MR. KILE: That's right.
 [9] CHAIRMAN ROSE: Well, please, go ahead and
 [10] comment, then.
 [11] MR. KILE: My name is Tony Kile. I'm a
 [12] resident of St. Johns County. I'd just like to
 [13] point out that in the 95-96 budget, our personnel
 [14] expenses were \$195,583. Under the current budget
 [15] for annual salaries, we have \$397,698. So, in a
 [16] little over six years, we have gone to doubling
 [17] the budget and then another \$197,000.
 [18] I -- I saw Mr. Bryant come in, and I know
 [19] that the county commissioners have experience
 [20] with in-house versus -- versus going out and
 [21] getting consultants. And it's been my experience
 [22] from reviewing the county activities as well that
 [23] it seems like every time we hire somebody
 [24] in-house, they always need somebody from outside
 [25] to either justify or stamp or certify or anything

Page 25

[1] else, what they do.

[2] The current project manager's salary, I

[3] believe, is \$30,500. I just heard Mr. Wuellner

[4] say that it would take at least \$80,000 to hire

[5] an engineer that -- that is qualified to do

[6] the -- the job that he wants done. That means

[7] that -- that the budget's going to go up another

[8] \$50,000 at least to bring this individual on

[9] board.

[10] By the experience of the county and by the

[11] experience of others, I don't think that we can

[12] justify putting somebody on board for an \$80,000

[13] salary. For how long is he going to be here?

[14] How long are projects going to go on?

[15] I think when we need a consultant or a

[16] consulting firm, we go out and hire them. If --

[17] if, as Mr. Wuellner says the project manager's

[18] going to leave, well then, I would think, since

[19] he's saying that he's not going to replace him, I

[20] would think that would be a \$30,500 savings that

[21] the board could make. Thank you.

[22] CHAIRMAN ROSE: Thank you, sir. Suzanne, do

[23] you have a comment?

[24] MS. GREEN: I do have a couple of questions,

[25] and excuse my ignorance, but this was a resident

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[1] MR. WUELLNER: Correct.

[2] MS. GREEN: And you said you thought there

[3] would be significant reduction in what our

[4] outsourcing is as far as that particular --

[5] MR. WUELLNER: Total dollars. Yes.

[6] MS. GREEN: Do you have any idea -- that's

[7] why I was wondering if there was a residence that

[8] was in lieu of compensation, because I know we're

[9] going to get some back. But if we're talking

[10] \$50,000 that the gentleman made up, do you feel

[11] that we could make that up?

[12] MR. WUELLNER: Well, \$50,000 is a -- it

[13] would be a gross salary number, of which you

[14] could recover 50 to 95 percent of that salary

[15] number. So, the actual outflow would be what, 10

[16] to 25, you know, at most, relative to adding the

[17] position.

[18] So, and we -- you know, as I said, all these

[19] are covered by FDOT projects or FAA projects, or

[20] the vast majority of the work is.

[21] CHAIRMAN ROSE: I -- I think just to clarify

[22] the issue, Ed and Suzanne, the money that we

[23] would pay that we'd use to pay the salary of our

[24] resident engineer would be money that if we

[25] didn't have him, we would be paying to a civil

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[1] project manager, meaning he was residential on

[2] the property?

[3] MR. WUELLNER: No --

[4] MS. GREEN: Did we offer him a residence in

[5] lieu of some compensation? That's what --

[6] MR. WUELLNER: No, it's just a term used in

[7] construction for our representative.

[8] MS. GREEN: If we bring this person

[9] in-house, will that create any internal conflict,

[10] if we're going to hold them at arm's length

[11] signing off on site plans, et cetera, and

[12] something goes wrong? I can see it on maybe some

[13] environmental things, maybe not so much on-site,

[14] but do you see any conflict of interest there?

[15] MR. WUELLNER: No. Obviously in

[16] environmental engineering, as you mentioned, and

[17] architectural-related things would continue to be

[18] outsourced, at least under the way we're

[19] thinking. It would be just site -- site

[20] civil-type work. And I don't -- I don't see any

[21] particular conflicts. I mean, any -- anybody who

[22] has that professional certification on the end of

[23] their name individually hangs out there liable

[24] even when they work for firms.

[25] MS. GREEN: Hold them to their licensing?

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[1] engineering consultant to do the same work.

[2] MS. GREEN: Well, I understand --

[3] CHAIRMAN ROSE: Yeah.

[4] MS. GREEN: -- and that's why I'm thinking

[5] that it will be made up by --

[6] CHAIRMAN ROSE: So the trade-off is --

[7] MS. GREEN: -- some soft areas you're not

[8] seeing right now.

[9] MR. WUELLNER: Right. We -- the lion's

[10] share of it is in -- is just in the savings of

[11] having that individual work under our structure,

[12] under our time lines, you know, with our -- with

[13] our project development issues. Every time

[14] you -- you change any single item within a

[15] project, it's back to -- back to the engineering

[16] firm for reducing with their -- with their

[17] company as to getting the work back out again.

[18] You know, all of those things cost a lot of

[19] money. Plus you have tremendous multipliers that

[20] are placed on consulting firms for engineers

[21] that -- engineer salaries that just result in no

[22] meaningful benefit to us, but they're paying the

[23] lights and administrative costs at the

[24] engineering firm. You're already covering those

[25] functions here. There are no -- no additional

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[1] costs in that regard.

[2] So, I -- I think it's a dramatic savings

[3] when we get there. As I said, we're doing about

[4] \$350,000 a year, the last -- using the last

[5] couple of years, in total outsourcing engineering

[6] related, nonplanning dollars. And, you know,

[7] I -- I easily see us of half that number or

[8] better being straight civil engineering work that

[9] could be brought in-house and done basically for

[10] salary.

[11] MS. GREEN: Thank you.

[12] CHAIRMAN ROSE: Mr. Bryant?

[13] COMMISSIONER BRYANT: Thank you,

[14] Mr. Chairman. Jim Bryant, 232 North Ocean Trace

[15] Road, St. Augustine Beach.

[16] The County's experience this gentleman just

[17] raised in going outside and having consultants

[18] and hiring engineering's firms -- or, excuse me,

[19] hiring engineers in-house has resulted in some

[20] savings to the county, but it's only on small

[21] projects where the engineering fee is -- is high

[22] compared to the total project cost.

[23] An example is St. Augustine by the Sea sewer

[24] retrofit project. It was a \$400,000 project.

[25] \$60,000 of it was engineering, outside

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[1] over the years. Are we going to bring this

[2] gentleman on and then three to five years later

[3] not have the sufficient projects to justify the

[4] cost and we've created a permanent position in

[5] your staff?

[6] MR. WUELLNER: Well, you -- you always have

[7] the ability to downsize the organization.

[8] There's no -- I mean, this isn't Civil Service

[9] where you can't eliminate a position or -- or let

[10] someone out.

[11] Yeah, I -- I would say that in the event the

[12] workload isn't going to be there, then that's

[13] something that would be seriously considered,

[14] is -- is how to -- you know, is how to do that.

[15] I -- what I see on the five-year program,

[16] and even out further, I mean, we've got -- we've

[17] got a ton of little projects. And by "little

[18] projects" I mean they -- they result in, you

[19] know, a half a million dollars in -- in

[20] construction value that we're paying \$60-, \$70-,

[21] \$80,000 on out front in engineering, that easily

[22] \$30-, \$40,000 of which is site civil work, and it

[23] can be done in-house.

[24] Every one of these corporate hangars we've

[25] done has a -- has a civil element to it. Each of

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[1] engineering. Now we have an engineer in our

[2] utility department that can do those type

[3] projects in-house.

[4] Road and bridge is same way. Small drainage

[5] projects, road projects, we can do in-house. But

[6] when you get a large project, we don't have the

[7] resources that a large engineering firm would

[8] have.

[9] So, if it's small projects that you're

[10] paying exorbitant amount of fees to, then you're

[11] going to save money. If it's a large project --

[12] I mean, a major project, probably a couple of

[13] million dollars here, you're probably going to

[14] want to have an outside engineering firm.

[15] But as far as simple in -- in-house projects

[16] that -- that you require to have an engineer to

[17] stamp or seal, you're going to probably save some

[18] money by having your own engineer on staff. You

[19] need to weigh how many projects you have compared

[20] to the amount of money you're going to pay for

[21] the engineer.

[22] CHAIRMAN ROSE: Thank you, sir.

[23] MR. LASSITER: Well, Jim touched on one of

[24] the items I was going to ask. Our normal

[25] project, capital budget project goes up and down

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[1] the hangars. In the case of the northeast area,

[2] all that was -- you still had the site

[3] development work that could have been -- could

[4] have been done in-house. I think that's starting

[5] to get to the size that -- that Mr. Bryant

[6] started talking about.

[7] You know, we're not talking about the total

[8] design of Taxiway B, although I think when you

[9] had the lead time we've had on Taxiway B where

[10] you don't have the -- the crunch of a -- of a

[11] grant that was laying over your head when you had

[12] to get it on the street in 30 days and you needed

[13] the additional resources.

[14] But in that particular case, which is an FAA

[15] project, they're picking up 95 percent. And if

[16] you want to -- you know, those -- you know,

[17] reserve the right to do those outside of the

[18] house if they're beyond the workload capability

[19] of internal. You still have the ability to do it

[20] the other way on large-scale projects.

[21] We're not eliminating the possibility or,

[22] you know, the ability; it's just we can do a lot

[23] more of these things in-house at what I believe

[24] to be a significant savings to the airport.

[25] MR. LASSITER: Well, clarify one thing.

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[1] When you're doing let's say a 95 project with the
 [2] FAA and the state and everyone concerned and
 [3] you're using your own in-house engineer, you
 [4] can't charge his time out to that project.
 [5] MR. WUELLNER: Absolutely, I can.
 [6] MR. LASSITER: Okay. So, you're able to
 [7] pass those expenses that we would incur into
 [8] these projects.
 [9] MR. WUELLNER: In complete salary-related
 [10] items. I mean, you know, all the -- the
 [11] benefits, the like. In effect, we create an
 [12] internal multiplier that's allowed in terms of
 [13] billing that project back to FAA or Florida DOT.
 [14] MR. LASSITER: Similar to what the
 [15] engineering firm --
 [16] MR. WUELLNER: They're doing to us, when the
 [17] number is way less.
 [18] MR. LASSITER: And normally, when you create
 [19] a position such as an engineer, there's a
 [20] multiplier effect in the sense that you just
 [21] don't pay the man's salary and you have equipment
 [22] and support and software and all the other stuff
 [23] necessary to go. Do you have any handle on the
 [24] cost of those type peripheral expenses and --
 [25] MR. WUELLNER: Yes. The estimate we've got

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[1] MR. WUELLNER: That's a base salary number.
 [2] MR. LASSITER: Base salary, plus, plus.
 [3] MR. WUELLNER: But all of those things are
 [4] recoverable, also. When I say \$80,000, it's
 [5] typically 30 percent in addition to that, is what
 [6] the actual financial commitment is to anybody's
 [7] salary when you factor in FICA and all the things
 [8] that aren't --
 [9] MR. LASSITER: Have you taken a look at a
 [10] job description, a pretty encompassing job
 [11] description for this gentleman? I mean, have you
 [12] pretty well identified where his total --
 [13] MR. WUELLNER: Well, that -- that's actually
 [14] the next step. If -- if this looks okay, then
 [15] what we will do is actually go out and get job
 [16] descriptions from other airports and see how
 [17] they're using them and find out what's working
 [18] for them and what's not working for them and see
 [19] what -- see how that job description develops.
 [20] And ordinarily, we'd be bringing that back
 [21] to you, because that's -- you normally have to
 [22] approve our job descriptions.
 [23] MR. LASSITER: My concern is, is that if
 [24] we -- we open this position up and grow staff and
 [25] all, that we're -- we're not going to utilize it

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[1] is about \$19,000 in basically get set up to do
 [2] CAD and produce those drawings, computer-aided
 [3] design software and peripheral hardware that goes
 [4] with it.
 [5] MR. LASSITER: Will this individual also
 [6] pick up the threshold supervision and inspections
 [7] that our resident project manager --
 [8] MR. WUELLNER: Yes. That position gets
 [9] incorporated right into that, along with the
 [10] design abilities that a P.E. brings to -- brings
 [11] to the organization.
 [12] MR. LASSITER: Will this position impose a
 [13] load on your present other staff that will
 [14] require more staffing behind him in the sense of
 [15] secretarial, such --
 [16] MR. WUELLNER: No. We -- we believe it's
 [17] underutilized now. And vast majority of, us with
 [18] the advent of computers and word processors and
 [19] the like, do that stuff ourselves versus the old
 [20] days where all that was dumped on clerical
 [21] personnel. We don't -- we don't use that service
 [22] anywhere near the level it could be done.
 [23] MR. LASSITER: In your \$80,000 range you're
 [24] talking about, now does this include, again, the
 [25] multipliers of salary as far as retirement and --

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[1] later on. And -- and I need -- I need --
 [2] personally I need to see a job description to
 [3] say, "Okay, we're -- we're not just hiring a warm
 [4] body and then finding something for him to do."
 [5] And I understand --
 [6] MR. WUELLNER: Sure.
 [7] MR. LASSITER: -- there are projects out
 [8] there and I know we've identified them. But I --
 [9] I just feel a lot more comfortable when you --
 [10] you tell me what you need and you say, "To fill
 [11] these needs, I need this person."
 [12] MR. WUELLNER: Okay.
 [13] MR. LASSITER: Not, "I need this person,"
 [14] and then we'll talk about --
 [15] MR. WUELLNER: What we -- what we have not
 [16] done is detailed -- you know, detailed the --
 [17] basically the job description itself at this
 [18] point --
 [19] MR. LASSITER: Yeah. And --
 [20] MR. WUELLNER: -- you know, what we want in
 [21] there.
 [22] MR. LASSITER: And I -- I'm -- I agree with
 [23] Mr. Kile, what he says, in that if there is
 [24] not -- if there is not a return on benefit of
 [25] increasing salaries, I don't want to increase

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[1] them.

[2] MR. WUELLNER: Sure.

[3] MR. LASSITER: We pay our people well and we

[4] get good results out of them, but at the same

[5] time, we're not trying to grow this to a large

[6] overhead on this operation.

[7] MR. WUELLNER: Agree completely.

[8] CHAIRMAN ROSE: Do I understand what you've

[9] just said, Ed, that if we approve this -- this

[10] recommendation, the next step would be to prepare

[11] a position description, possibly in addition to

[12] that, maybe a listing of the projects that this

[13] person would be responsible for?

[14] MR. WUELLNER: Exactly. We'll take -- take

[15] that through the five-year work program as it

[16] sits today and we'll identify those that could

[17] probably be done in-house. We'll also get those

[18] job descriptions together, a single job

[19] description together based on our input from

[20] other airports and all that -- bring that all

[21] back to you.

[22] CHAIRMAN ROSE: Will you apprise the board

[23] when that's done so that --

[24] MR. WUELLNER: Absolutely.

[25] CHAIRMAN ROSE: -- issues such as --

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[1] MR. CIRIELLO: Yeah. I'm still wanting to

[2] get a little clarification on in this house thing

[3] that you keep -- I haven't heard any specifics,

[4] but let me give you an example.

[5] Many years ago, Ed, I talked to you about

[6] hangars, small hangars, you know, T-hangars. If

[7] you look in any of the aviation magazines,

[8] there's always these companies out there that

[9] sell them more or less in a kit form. I think

[10] all the steel comes ready cut, maybe even

[11] predrilled, and all you'd have to do is know, you

[12] know -- well, you know the size. Put in a pad

[13] and get a crew of guys just to go in there and

[14] like build a model and put them up. It would

[15] save us some money.

[16] And if I'm not mistaken, I think, without

[17] putting words in your mouth, you said something

[18] that if we did it that way over letting the

[19] consultants do it from step one all the way

[20] through, we'd maybe save just a couple thousand

[21] dollars over a project of 10 or 12 T-hangars.

[22] So, with this project engineer coming in, in

[23] this -- this instance, he can cut out the

[24] consultants all together because he knows how to

[25] read a drawing. He knows the size of the hangars

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[1] MR. WUELLNER: I would say plan on it at the

[2] next meeting, that we would have that job

[3] description. And if that is agreeable, then

[4] we'll begin the process of -- of finding someone.

[5] I'm not sure I -- you know, based on, you

[6] know, the -- I say extra detail -- but the detail

[7] that -- that you want to see relative to jobs out

[8] there and the like, once -- once we have that, I

[9] think, you know, the answer will be very evident

[10] to everyone.

[11] MR. LASSITER: That's kind of what I'm

[12] looking for, too. If you can identify the

[13] projects and identify the monies, not that you're

[14] going to do it to the dollar as you would when

[15] you go and bid it, but --

[16] MR. WUELLNER: We don't want to

[17] preengineer --

[18] MR. LASSITER: Yeah. You've done enough of

[19] these projects to where there is a percentage,

[20] standard percentage pretty much that drops out on

[21] this --

[22] MR. WUELLNER: We can get you close.

[23] MR. LASSITER: -- and this is -- this is the

[24] number that we need to see to qualify it.

[25] CHAIRMAN ROSE: Yeah, Joe.

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[1] that these companies sell. He knows the size of

[2] the pad you'd have to have. So, he contracts out

[3] and brings in the cement people, they put the pad

[4] down, you get the hangars delivered, and then it

[5] would be up to us.

[6] I -- I don't know if say like DiMare would

[7] want to bid on just letting his men come over and

[8] do the actual construction or if there's a work

[9] pool, maybe not in St. Johns County, but in the

[10] area, that jobs could be bid for construction

[11] people, you know, fabrication of buildings, and

[12] we could get people to come in and put these

[13] hangars up at a considerable savings over letting

[14] the consultant do it from stage one.

[15] As a matter of fact, I don't know -- has any

[16] of these hangars going in now, these T-hangars,

[17] ever been like a cookie-cutter deal, or does

[18] every time you put a stretch of 10 or 12, do they

[19] go right from scratch one and rebuild the

[20] whole -- or come up with the plans all together?

[21] MR. WUELLNER: The last three T-hangar sets

[22] were all done at one time in order to take

[23] advantage of the fact that we did engineering one

[24] time and the site development engineering could

[25] be done at one time instead of adding them as we

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[1] went.

[2] The T -- a T-hangar is -- is a very good

[3] example of where you can all but eliminate the

[4] consultant from the picture here, because the

[5] site civil work that goes into T-hangar

[6] development could all be done by the in-house

[7] engineer. There's only the -- the building

[8] itself is pre-engineered in that it's going to be

[9] required to be delivered -- I say the shop

[10] drawings will be required to be delivered with a

[11] bona fide P.E. or architect seal on it.

[12] The only piece I see that would come out of

[13] that would be the integration of any mechanical

[14] additions to the building that might need to be

[15] there.

[16] As an example, adding the outlets, and if

[17] there were ventilation or something like that

[18] that were being added to the building, that could

[19] be out on the side. But the balance of all that

[20] work would be done in-house instead of going out

[21] to a consultant engineer. That -- that's a very

[22] good example, that type of project. A drainage

[23] project, a small paving project, a huge amount of

[24] money.

[25] MR. CIRIELLO: Okay.

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[1] properties."

[2] MR. WUELLNER: Well, that's not -- yeah,

[3] that's not quite true, but --

[4] CHAIRMAN ROSE: Right. We understand. Is

[5] there any other board discussion?

[6] (No board discussion.)

[7] CHAIRMAN ROSE: All right. We're voting

[8] for --

[9] MR. CIRIELLO: We've got to have a motion.

[10] MR. LASSITER: We're going to have a motion.

[11] MR. CIRIELLO: So, I'll make the motion to

[12] go with Staff recommendation.

[13] CHAIRMAN ROSE: Okay. All right. I was

[14] going to say we're going to vote on the staff

[15] recommendation to create the staff engineer

[16] position. But we will address this issue again

[17] when the position description and the array of

[18] projects or activities that he'll be assigned to

[19] will come before us at the next meeting, right?

[20] MR. WUELLNER: Right.

[21] CHAIRMAN ROSE: Okay.

[22] MR. LASSITER: Mr. Rose --

[23] CHAIRMAN ROSE: Joe made a motion.

[24] MR. CIRIELLO: Yeah.

[25] CHAIRMAN ROSE: Is there a second?

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[1] MR. WUELLNER: If you just -- as an example,

[2] you spent, you know --

[3] CHAIRMAN ROSE: All right.

[4] MR. WUELLNER: -- a hundred thousand

[5] dollars --

[6] CHAIRMAN ROSE: Any other board --

[7] MR. WUELLNER: -- in the northeast area with

[8] site civil.

[9] CHAIRMAN ROSE: We're ready to vote. You

[10] want to say something before we vote?

[11] MR. KILE: Yes, I'd just like to add -- Tony

[12] Kile, St. Johns County. I'd just like to add to

[13] my comment.

[14] This man that Mr. Wuellner proposes to hire

[15] is supposedly filling two jobs. So, what kind of

[16] engineer is going to take a step down to be a

[17] project manager over properties that we have to

[18] fulfill the position? I mean, if the man is an

[19] engineer, he's an engineer, just like an attorney

[20] is an attorney, just like everybody else has

[21] their own suiting.

[22] And now -- now you're asking an individual,

[23] who is schooled and so forth to be an engineer,

[24] you say, "Whoops, time out. In your off time,

[25] you're going to be a project manager for our

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[1] (No second to the motion.)

[2] CHAIRMAN ROSE: Okay. The motion dies

[3] without a second.

[4] MR. LASSITER: I would -- I would like to

[5] modify this recommendation and say -- make a

[6] motion that Staff present -- prepare and present

[7] to us at the next meeting parameters concerning

[8] the staff engineering position. That's my

[9] motion.

[10] CHAIRMAN ROSE: Essentially that -- that --

[11] MR. LASSITER: For -- for --

[12] CHAIRMAN ROSE: That's what we just --

[13] MR. LASSITER: -- further action. In other

[14] words, Ed, I -- I'm just not comfortable right

[15] now to say, "Okay, go hire an engineer."

[16] MR. WUELLNER: Uh-huh.

[17] MR. LASSITER: I want to see a lot more of

[18] the groundwork before we move to the next.

[19] CHAIRMAN ROSE: Is there a second to that

[20] motion?

[21] MS. GREEN: I second that motion. I'd

[22] like -- I know what you mean by "parameters,"

[23] what we discussed, job description and cost

[24] savings.

[25] MR. LASSITER: Right. Yes.

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[1] MS. GREEN: I second that motion.
 [2] CHAIRMAN ROSE: All right.
 [3] MR. LASSITER: The project's a five-year
 [4] project.
 [5] CHAIRMAN ROSE: Is there any further
 [6] discussion on the motion? Joe? Anything else?
 [7] MR. CIRIELLO: No.
 [8] CHAIRMAN ROSE: Okay. All in favor, say
 [9] aye.
 [10] MR. CIRIELLO: Aye.
 [11] CHAIRMAN ROSE: Aye.
 [12] MR. LASSITER: Aye.
 [13] MS. GREEN: Aye.
 [14] CHAIRMAN ROSE: Opposed?
 [15] (No opposition.)
 [16] CHAIRMAN ROSE: The motion is carried.
 [17] Okay. Ed, we can move on with the action
 [18] items.
 [19] 7.B. - CONSERVATION EASEMENT
 [20] MR. WUELLNER: The next item I have is
 [21] relative to proposed conservation easement.
 [22] Bryan's got some overhead stuff here for you.
 [23] But I need to kind of bring you to where -- yeah.
 [24] If you turn the front two off, it's usually good.
 [25] Apparently about 1990, the Airport

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[1] actually after that was all done, in comes
 [2] somebody from the Water Management District who's
 [3] been reassigned back to our airport after not
 [4] being in our area with the district for the
 [5] previous seven plus years, going through old
 [6] files and notes, getting back into our general
 [7] area, discovered that that easement had not been
 [8] done, and just stopped in to see if he could get
 [9] a copy of the recorded easement, because it was
 [10] not in their files.
 [11] Yeah, well, it's not in ours either and it's
 [12] not been recorded. So as a result, this -- that
 [13] issue was hanging out there. As you can see, the
 [14] easements, as they're out there, each one having
 [15] its own little legal description, represented
 [16] quite a smattering on the east and northeast side
 [17] of the airport.
 [18] In our conversations with that individual
 [19] from the Water Management District, we
 [20] conceptually agreed that maybe we could find a
 [21] better way to go about creating the easement
 [22] without, you know, shotgunning it all over the
 [23] northeast area so that we had to work around all
 [24] those little areas well into the future. Most of
 [25] them are in the acre to -- less than an acre to

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[1] Authority, which at that point predates all of
 [2] us, agreed with the Water Management District to
 [3] create conservation areas as they're identified
 [4] on -- up here now. They're indicated by a
 [5] letter. And it was a part of the agreement to
 [6] permit what is now the Grumman North -- North 40
 [7] complex, which is not shown on the drawing there
 [8] but is in the vicinity there of -- where the word
 [9] AREA "F" is written.
 [10] The Authority, for whatever reason, and I --
 [11] there's no explanation in the file -- failed to
 [12] record the easements. And I -- we can't even
 [13] find a signed copy of the conservation easement
 [14] by the Airport Authority. But got to the point
 [15] where everybody agreed the permits were issued.
 [16] It just never -- the last step and a half there
 [17] just never finished.
 [18] The Water Management District -- it went
 [19] unnoticed with us and the Water Management
 [20] District for many years, upwards of nine, almost
 [21] ten years. As a matter of fact, it was ten
 [22] years.
 [23] During the permitting of the eastside
 [24] corporate area, not to be confused with the
 [25] northeast area, the eastside corporate area --

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[1] three-acre range in total size. Most of them are
 [2] less than an acre.
 [3] We approached them or asked them if they
 [4] would be interested in allowing us to create a
 [5] single easement area that was -- that made more
 [6] sense in terms of ecosystem and made more sense
 [7] to them in terms of benefit that they're trying
 [8] to derive as a part of a conservation easement,
 [9] that being protection of habitat.
 [10] They were open to that. We knew at that
 [11] point that the northeast development area was
 [12] coming down the road. And in fact, some of the
 [13] road changes that are incorporated, intersection
 [14] changes, were Hawkeye View Lane intersects with
 [15] Gun Club Road at our property there by the
 [16] Grumman entrance.
 [17] We knew we were going to try and realign
 [18] that and that that was, as we knew at that point,
 [19] going to be in the conservation area as it was
 [20] proposed.
 [21] We elected to explore possibilities with the
 [22] Water Management District about working that
 [23] storm water -- that mitigation of the wetland
 [24] there, as well as these conservation easement
 [25] areas into a single replacement agreement that

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[1] covers all of the offsite -- all of that
 [2] mitigation offsite to where the construction
 [3] activities would be.
 [4] Next slide there, Bryan. Handling the
 [5] easement issue first, the original easement
 [6] issue. There are now two issues on the table.
 [7] One's the water -- or the wetland mitigation for
 [8] the northeast corporate area. The other is the
 [9] replacement of these conservation areas.
 [10] We are proposing, because the areas that are
 [11] shown there now, as depicted up here, was it C --
 [12] A, B, and C there, along with a part of, I think
 [13] it's J or I up on the north. K, E, and J. The
 [14] K, E, and J were created wetlands that are going
 [15] to have to remain in place. They were indeed
 [16] created by the Airport Authority and need to
 [17] remain in place. We're not going to mitigate
 [18] wetlands here by tearing down something that
 [19] was -- that was created there.
 [20] The balance of those areas which primarily
 [21] consisted of upland buffer areas, that meaning
 [22] they're not wet, were rolled into one and come up
 [23] with a -- a total for that, and we're proposing a
 [24] separate area for that. So, these easements
 [25] would need to be ratified into a new easement

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[1] come from that would be pulled out of.
 [2] We're proposing to put them in this kind of
 [3] bluish area as it shows up on the picture, up on
 [4] the screen here, which is the industrial park
 [5] property the Airport Authority has been acquiring
 [6] over the last 10 to 15 years.
 [7] Go ahead, Bryan. This gives you an idea.
 [8] The colored area here is rep -- show the areas
 [9] within that development, within the industrial
 [10] park property that the Airport Authority
 [11] currently owns. If it's shaded there, the
 [12] Airport Authority owns it. Give you an idea of
 [13] how much of that property we've acquired over the
 [14] years.
 [15] A lot of that, especially the stuff to the
 [16] left of the screen, if you were to just kind of
 [17] draw a line where the street there is, especially
 [18] the stuff west, on the left side of the drawing
 [19] here, which is really on the north, is directly
 [20] under the end of the runway.
 [21] If you'll look up to the extreme right-hand
 [22] side, if you see this -- kind of the finger of
 [23] the runway pointing down there, and it is either
 [24] directly under the runway or very close to being
 [25] under the runway. So, it's an area that we're

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[1] document and ultimately passed by the Airport
 [2] Authority and agreed to and signed, sealed, and
 [3] recorded with the county.
 [4] This would be basically the contents of one
 [5] conservation easement that would be created. The
 [6] balance of area that was in the original, as well
 [7] as the mitigation area for the -- for the half
 [8] acre of wetland destruction, would form a second
 [9] conservation easement.
 [10] Go ahead, Bryan. These are the areas that
 [11] would fall out of the agreement. Those are the
 [12] upland areas that would -- would get consolidated
 [13] into a new location.
 [14] Go ahead, Bryan. Next area. The area we're
 [15] proposing is -- this is what represents the --
 [16] the Johns Industrial Park property just as an
 [17] area. You can see the Grumman North 40 right at
 [18] the top of the screen on a little bit to the
 [19] right. The big box that looks there is the
 [20] northeast area corporate -- or North -- excuse
 [21] me. That's the North 40 complex of Grumman.
 [22] It doesn't show all the development that's
 [23] occurred in that area. There's a lot of other
 [24] buildings that have been built in that area. But
 [25] that's the area where those conservation areas

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[1] not going to want to allow development to occur
 [2] in just by its nature where it is relative the
 [3] runway ends.
 [4] Go ahead, Bryan. This slide here, which
 [5] represents a portion of the property in the -- in
 [6] the industrial park would be the prop -- or
 [7] property that's available, and it shows its --
 [8] its -- its type. Is it wetland or upland?
 [9] And the color coding there, the darker, more
 [10] natural green color, if you will, is -- is
 [11] wetland area -- excuse me, is upland area. The
 [12] mustard kind of color is the upland area -- I did
 [13] it again -- wetland area. Got you thoroughly
 [14] confused. So, mustard's wetland. The greenish
 [15] color is upland area, available from that street
 [16] to the north that's -- that we currently own.
 [17] Go ahead, Bryan. Mitigating the wetlands
 [18] and the uplands required by the conservation
 [19] easement as well as the wetlands destruction in
 [20] the northeast corporate, which is a half acre of
 [21] destruction, which means we have to come up with
 [22] about four -- well, it's eight times that amount
 [23] or about four acres' worth of preservation area
 [24] in order to satisfy the mitigation requirements
 [25] for that.

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[1] This is a piece of that industrial park
 [2] property that we're proposing to put under a
 [3] conservation easement with the Water Management
 [4] District to satisfy that previous commitment we
 [5] had for -- for a conservation area, as well as
 [6] mitigate the half acre of wetland destruction in
 [7] the northeast corporate area.

[8] And is that the last slide you've got?
 [9] Yeah, all total, there's about 15 acres, if my
 [10] memory's correct, 14 -- 14 and a quarter acres
 [11] total that would need to be mitigated or placed
 [12] under some sort of conservation easement here.

[13] The district is open to this property.
 [14] We've had a preliminary discussion with them. I
 [15] have attached a copy of the conservation easement
 [16] format that the district uses or is suggesting we
 [17] use in finalizing the two separate conservation
 [18] easements.

[19] Again, the one is preserving the creation
 [20] that was done on the east side in its original
 [21] form and location, and the other is to be placed
 [22] in this new created conservation area that is
 [23] west of U.S. 1 in the north half of the
 [24] industrial park property. And, in fact, it's
 [25] just a piece of the north half.

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[1] thought or suggestion on how to mitigate this and
 [2] get it all back in, please get with me; we'll be
 [3] happy to review that and go over it and see if
 [4] there's a way to make that --

[5] CHAIRMAN ROSE: You'd like for us to get
 [6] with you --

[7] MR. WUELLNER: If you --

[8] CHAIRMAN ROSE: -- before the next meeting.

[9] MR. WUELLNER: Absolutely. So that if -- if
 [10] there's a suggested change, we can get that
 [11] worked into the --

[12] CHAIRMAN ROSE: Is there public comment on
 [13] this issue? Mr. Bryant.

[14] We're using you today.

[15] COMMISSIONER BRYANT: Yeah. For the record,
 [16] Jim Bryant, 232 North Ocean Trace Road. Ed, how
 [17] does that affect the -- is it the 2015 master
 [18] plan for the airport? If it ever comes to
 [19] fruition, the northeast/southwest runway on the
 [20] west side of the road, is that going to affect
 [21] that?

[22] MR. WUELLNER: It is out of that area and
 [23] it's out of what we believe to be the proper
 [24] orientation of that runway, which will be studied
 [25] as a part of the master plan that will kick off

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[1] But it's an area that ultimately can be used
 [2] as kind of a mitigation bank for the Airport
 [3] Authority to place all the uplands and eventually
 [4] all the wetlands in that area into a conservation
 [5] easement for the district, allow us, as we
 [6] continue developing the property and have needs
 [7] for mitigation property, to go to that area and
 [8] keep building a larger and larger ecology area or
 [9] diverse ecology in that area, which the district
 [10] supports and we think makes good sense from an
 [11] environmental --

[12] CHAIRMAN ROSE: You're asking us to review
 [13] this material and come back to you?

[14] MR. WUELLNER: I'm going to come back next
 [15] month with the blanks filled in on the
 [16] agreements, because there will be two of them,
 [17] and you'll also have attachments that will relate
 [18] to the legal descriptions for all of those little
 [19] pieces and parts. And that'll get tied together
 [20] and I'll be asking you to approve those two
 [21] conservation easements at that time.

[22] So, what I'm asking in the month here is you
 [23] look that over. If there's an area that causes
 [24] you a problem, you don't want to take this
 [25] approach, there's -- you've got some other

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[1] this summer.

[2] COMMISSIONER BRYANT: So, the new runway
 [3] wouldn't be --

[4] MR. WUELLNER: No, we don't believe so.

[5] COMMISSIONER BRYANT: -- in the way. Okay.

[6] MR. WUELLNER: It'd be in an area that
 [7] should be preserved anyway.

[8] CHAIRMAN ROSE: Is there other comment?
 [9] Yes, sir.

[10] MR. MARSH: Mark Marsh, 3390 Agricultural
 [11] Center Drive. Ed, I was I think on the board
 [12] when -- when that was -- some of that was done,
 [13] but is that land over there, is that at the end
 [14] of 13? Is that the area that you want to
 [15] mitigate, in that area, pretty much?

[16] MR. LASSITER: It's probably easier if you
 [17] want to hold this up.

[18] MR. WUELLNER: We set it on the pointer,
 [19] so... The mitigation areas are spattered all
 [20] over in this general area here that we're talking
 [21] about (indicating). The area we're proposing to
 [22] use is right in this area of the industrial park
 [23] across the street (indicating).

[24] CHAIRMAN ROSE: On the approach to --

[25] MR. WUELLNER: That's where the

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[1] conservation -- the new conservation area would
 [2] be created. The other ones, the created area is
 [3] right here (indicating) and there's one back here
 [4] (indicating).
 [5] MR. MARSH: None of them are road frontage
 [6] areas, though, are they?
 [7] MR. WUELLNER: No, no. They're all internal
 [8] and currently have access via like a fire road
 [9] cut through there. It's not a -- there's no
 [10] public access.
 [11] MR. MARSH: And I haven't -- I don't -- I
 [12] forgot to look -- I haven't looked at the master
 [13] plan in a while, but that's not an area that --
 [14] that is designed for the industrial site park
 [15] that we were trying -- that we were looking at?
 [16] MR. WUELLNER: It is in the industrial park
 [17] plat up there, but it's an area that we would
 [18] have likely kept out of development because of
 [19] its location underneath the runway. But it is in
 [20] that original industrial park plat, if you want
 [21] to call it that.
 [22] MR. MARSH: I sure wouldn't mess that
 [23] industrial park plat up to put a mitigation area
 [24] in it, even if you had to go buy other land to
 [25] put mitigation in. I think -- you know, we've

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[1] somewhere up in that area to -- and get it as far
 [2] off of U.S. 1, because that property for
 [3] industrial site property is probably tremendously
 [4] valuable property. I know there's some wetlands
 [5] in there, because I've been in there.
 [6] MR. WUELLNER: Huge amount of wetlands.
 [7] MR. MARSH: And if we can use those wetlands
 [8] to do it and get away with it, then I think
 [9] that's a good idea. But if that -- if you're
 [10] taking good industrial property and making a
 [11] swamp out of it to make somebody happy, I'd look
 [12] at buying some cheaper land somewhere else in the
 [13] county to do that with.
 [14] MR. WUELLNER: Largely that north half of
 [15] that park is a very nice mix conservationwise of
 [16] uplands and wetlands. A great deal of those
 [17] lots, as you can see -- that you saw on the
 [18] overhead and I think it's in your handout, you
 [19] know, a great deal of that is wetlands mixed with
 [20] uplands, and you're not going to be able to
 [21] mitigate those wetlands --
 [22] CHAIRMAN ROSE: Is there any other public
 [23] comment? Board comment?
 [24] MR. CIRIELLO: I just wonder, would it be,
 [25] not practical, but would it -- would it benefit

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[1] been buying that land periodically over the years
 [2] to eventually develop an industrial park to bring
 [3] revenues, to get this off the tax rolls.
 [4] When we were on there, we were aggressively
 [5] buying that land as hard and fast as we could buy
 [6] it when it became available over there, and the
 [7] plan was to develop an industrial park in this
 [8] area. And I can tell you by the property values
 [9] and -- and when I was looking for commercial
 [10] property in this area, that area is probably one
 [11] of the most valuable pieces of property in St.
 [12] Johns County right now.
 [13] So, I'd really think long and hard before I
 [14] put a swamp in there where we can sell, you know,
 [15] industrial properties. And that's what we were
 [16] trying to do earlier on in the two board, the two
 [17] boards that I served on; number one, to protect
 [18] the airport so that what happened to Craig Field
 [19] didn't happen here, and then to develop
 [20] industrial property like Bartow and other
 [21] airports that have gotten totally off the tax
 [22] rolls. And I wouldn't lose site of that.
 [23] I would go buy some swampland somewhere
 [24] farther up the end of the runway up there, maybe
 [25] where the VOR site was supposed to be or

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[1] this board any to have a workshop, not a meeting,
 [2] but a workshop to get into this thing and discuss
 [3] it to get a better understanding?
 [4] I -- I hear what you guys are saying, but I
 [5] really don't have a picture in my mind of what
 [6] you're talking about. You're talking about
 [7] moving some areas, like get credit, more or less,
 [8] moving one swampy area to another one and then
 [9] you can use this swampy area over here that you
 [10] had moved for something else?
 [11] MR. WUELLNER: Right. You pay a penalty --
 [12] MR. CIRIELLO: And maybe even with the
 [13] workshop, we could take a tour of this and
 [14] visualize it and see. I -- what Mark said just
 [15] makes a little bit of sense.
 [16] You know, that -- but then like you said,
 [17] too, Ed, that at the end of the runway, we don't
 [18] want anything to be developed in there that could
 [19] somehow be construed by some people as a hazard
 [20] to approaching planes, you know, so there's two
 [21] different lines of thought.
 [22] But I just wondered if a workshop might be
 [23] beneficial to the rest of the board besides me to
 [24] get a better picture of what's going on.
 [25] MR. WUELLNER: Well, a conservation easement

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[1] essentially by definition means you're going to
[2] leave it alone. It's going to be you -- you keep
[3] the deed, but you're basically saying it's going
[4] to remain undeveloped for -- forever. It's a --
[5] it's a big deal to get it out of a conservation
[6] easement. It can be done, but it's a big deal.

[7] And this -- this area being where it is
[8] basically locks -- to an area about 3- or 4,000
[9] feet off the end of the runway, locks it into a
[10] conservation area which will prevent development
[11] from encroaching any closer than that on the end
[12] of the runway.

[13] Keep in mind, it's going to remain forested,
[14] it's going to remain, you know, wet and
[15] unimproved. You're not going to have the ability
[16] to place buildings or do anything else up there.

[17] CHAIRMAN ROSE: Ed, does the mitigated area
[18] have to -- it doesn't have to all be contiguous?

[19] It can be several pieces of property. Anyway --

[20] MR. WUELLNER: It could -- yeah, it could
[21] be -- it could be pieces. I mean, yeah, but
[22] that -- that was what we were actually trying to
[23] avoid is -- is creating small conservation
[24] easements all over.

[25] CHAIRMAN ROSE: Board? Suzanne?

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[1] properties we actually own. There are other lots
[2] in there that could be acquired. There's a --
[3] some road right-of-way that could be vacated.
[4] And create a single block of property long term.

[5] And if you then look at this drawing, you
[6] see how much of that is uplands, which is the
[7] only area you would even really be able to
[8] develop in any meaningful fashion, which is a
[9] fairly small percent -- it's less than half, I
[10] can tell you that. Probably closer to a third of
[11] the total property that we're just showing here
[12] could be developed because it's uplands.

[13] The other, you'd have to mitigate again into
[14] at least eight to one, maybe even more, in terms
[15] of preservation, finding another area on the
[16] property, purchasing another area, as Mark
[17] suggested, or any other, you know, allowable
[18] mitigation method by the district.

[19] So, it's not -- all those areas depicted as
[20] wetland on that drawing, in order to use it,
[21] you're going to have to -- to mitigate it. They
[22] like it because it's a -- it's a good mix of wet
[23] and dry -- use that term -- and creates a lot
[24] of -- a good habitat.

[25] CHAIRMAN ROSE: Susan -- Suzanne?

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[1] MS. GREEN: Well, not knowing the industrial
[2] park development that Mark was saying, when we
[3] either get back together or you present
[4] something, if you could just say this is what
[5] we've proposed, and as you kind of outlined here,
[6] where there's a significant amount of wetland and
[7] upland and I know it's in that little area,
[8] because it sounds like from what you're telling
[9] us, we wouldn't have developed that in the first
[10] place. It wouldn't have been able to be that
[11] profitable, and now it's going to allow
[12] development in the scattered areas that just by,
[13] I guess luck of not being recorded, we're going
[14] to be able to circumvent.

[15] MR. WUELLNER: Yeah. Basically, if you look
[16] at the second-to-last sheet here --

[17] MS. GREEN: Yeah.

[18] MR. WUELLNER: -- it gives you an idea from
[19] that -- from that halfway point in the industrial
[20] park going north, which is basically this line
[21] here (indicating), this fire road cut through the
[22] property, up to this point (indicating), which
[23] again becomes not our property.

[24] But this -- this area right in here
[25] (indicating) is depicted generally here on the

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[1] MS. GREEN: That's fine.

[2] MR. LASSITER: What's the total -- you
[3] haven't looked at the total required mitigation
[4] for the completion, the build-out of the -- the
[5] airport footprint we now have.

[6] MR. WUELLNER: Oh, no.

[7] MR. LASSITER: Is that going to be something
[8] that this site would be able to contain, or is
[9] it, as Mark says, are we going to need --

[10] MR. WUELLNER: I would --

[11] MR. LASSITER: If it's 8 to 1 or 20 to 1,
[12] are we going to deed -- because I can tell you,
[13] and Jim will back me up on this, finding wetland
[14] mitigation in the same basin -- basin is getting
[15] extremely expensive and very difficult.

[16] MR. WUELLNER: Uh-huh.

[17] MR. LASSITER: You're -- you're competing
[18] with the developers out there. And in a few
[19] years, you're not going to be able to say, "Well,
[20] I just want to go buy me a piece of swampland."

[21] MR. WUELLNER: And effectively, you're
[22] creating your own little conservation bank here
[23] that -- that allows you to mitigate on property,
[24] which is going to be --

[25] MR. LASSITER: And that's my point. If

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[1] Mark's saying they bought this for commercial
 [2] construction, but -- but what was said by Suzanne
 [3] and you is, in essence, we can't do anything with
 [4] this now, because if we do an 8-to-1 or a 10-to-1
 [5] on these lots to be able to fill these lots in,
 [6] we've got to go find land anyway and -- to be
 [7] able to bring it up to the point of doing
 [8] anything commercially in this area, which is in
 [9] the flight path and to the --
 [10] MR. WUELLNER: Now, the --
 [11] MR. LASSITER: -- to 13/31.
 [12] MR. WUELLNER: -- the south half of that has
 [13] significantly more --
 [14] MR. LASSITER: Yeah.
 [15] MR. WUELLNER: -- uplands in it. And that
 [16] becomes much easier to develop.
 [17] MR. MARSH: Mr. Chairman, Mark Marsh again.
 [18] Charlie, what you're saying is true, and when you
 [19] start developing that property, you're going to
 [20] have to mitigate it, use it again. You're going
 [21] to have to put your storm water retention in.
 [22] MR. WUELLNER: Exactly.
 [23] MR. MARSH: And -- and where you're going, I
 [24] think, is really a good idea. We need to look
 [25] for a site that we can mitigate the whole

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[1] know, to take a great piece of commercial
 [2] property and make a swampland out of it. I'd go
 [3] buy some swampland.
 [4] MR. LASSITER: If -- if -- I think if that
 [5] area itself is developable in the sense that it's
 [6] not going to impede anything as far as
 [7] development of the airport as far as the approach
 [8] to 31/13, if -- if that approach is already
 [9] there, then this is perfect, because we won't --
 [10] MR. MARSH: I fly over airports all over the
 [11] country where I'm flying over industrial sites
 [12] at the end of the runway. They develop those
 [13] properties, industrial sites all over the United
 [14] States. They don't want housing in there, but
 [15] industrial sites, there -- there's no reason you
 [16] can't develop an industrial site at the end of a
 [17] runway.
 [18] CHAIRMAN ROSE: Ed, we're not -- we're not
 [19] going to take any action --
 [20] MR. WUELLNER: No.
 [21] CHAIRMAN ROSE: -- on this today.
 [22] MR. WUELLNER: Yeah.
 [23] CHAIRMAN ROSE: What we're going to ask the
 [24] board members to do is to consider what we've
 [25] discussed and the comments we have and get back

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[1] project.
 [2] When I developed my property, I built it --
 [3] I built the retention for the whole site just in
 [4] case I wanted to develop the whole site, because
 [5] I wanted to get it over. And I think long
 [6] term -- I mean, this board's got to think out;
 [7] you can't think today, we've got to think way
 [8] ahead of today -- that you better start looking
 [9] for some land to mitigate.
 [10] If we're going to use lands that we bought
 [11] now for industrial development -- and I've got
 [12] some comments on that, because it seems like that
 [13] hadn't even been talked about in a long time --
 [14] but I think you better not use your industrial
 [15] development land to mitigate with, because then
 [16] if you start to develop, you're going to cut your
 [17] property in half again because you're going to
 [18] have to mitigate it again to develop the
 [19] property.
 [20] So, that property -- I can't just tell you
 [21] in this area how valuable that piece of property
 [22] is right now, especially for the road frontage
 [23] and everything else and the access through, you
 [24] know, the 312 corridor and going down and getting
 [25] out of here with. But it'd be a shame to, you

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[1] to you so you can include that consideration in
 [2] what you recommend to us next month.
 [3] MR. WUELLNER: I mean, I'd love to put it
 [4] off another year and wait till the master plan's
 [5] done and then plug it in based on that, but I
 [6] don't think the district's going to let us do
 [7] that. You know, we've already held them off 18
 [8] months on the idea of the northeast area. But --
 [9] CHAIRMAN ROSE: Okay.
 [10] MR. McCLURE: I don't want to step outside
 [11] my role here, but I want, just before we close
 [12] the commentary, to just add one thing from the
 [13] legal perspective.
 [14] The other thing to be aware of on this
 [15] site -- and it's really supportive both of what
 [16] Mr. Marsh said and what Mr. Lassiter said, is
 [17] that there is another reason why this site has
 [18] significant value, and that is that the area --
 [19] if you look on the map, you can see where the
 [20] racetrack is at the end of Big Oak Road.
 [21] And the area that's north of the racetrack
 [22] extending over basically to where I think you can
 [23] see the power line easement that's cut straight
 [24] through at the western edge of our property, all
 [25] of that was part of the Cummer Land Trust

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[1] acquisition by the Water Management District, as
[2] well as the west side of the racetrack.

[3] And that's been designated as a -- as a
[4] wetland resource of regional significance. And
[5] that means that they really like it. And if you
[6] are mitigating by providing augmentation, you're
[7] enhancing that wetland of regional significance,
[8] then you're allowed to -- you're not required to
[9] follow one rule that they all -- that everybody
[10] else has to, and that is that whenever you
[11] develop property, the first thing you have to do
[12] is prove that you're minimizing or avoiding your
[13] wetland impacts.

[14] I mean, if you come in with a site plan and
[15] you -- you want to say, "Hey, look, I'm going to
[16] go buy a bunch of property out in the woods
[17] somewhere and mitigate," they're going to say,
[18] "Well, wait, we aren't there yet. The first
[19] thing you have to do is prove to me that your
[20] design minimizes your impacts on wetlands and
[21] show me that you can't design it a different way
[22] to have less of a wetland impact."

[23] Well, when you're providing mitigation as a
[24] part of a wetland of regional significance, then
[25] you don't have to do that. You can say, "I'm

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[1] doing it just because this is the wetlands that
[2] I -- I want to effect, and they're in the way of
[3] the runway or they're in the way of my industrial
[4] park," or whatever they may be, "because what I'm
[5] giving you is something that you really want,"
[6] and that's enhancement on this wetland of
[7] regional significance.

[8] So, oftentimes those wetland mitigation
[9] resources are much more valuable than other ones
[10] that you might acquire elsewhere. And this is
[11] close to that nested basin. I'm not sure that
[12] it's in it or not.

[13] But for that reason, one of the things
[14] that -- that we would do as -- as part of our
[15] responsibility for the airport, is to try and
[16] make sure that -- that the value you're getting
[17] from the district is -- is the value that you
[18] should be getting for it, because I think that
[19] these wetlands have even more value than just an
[20] 8-to-1 ratio on the site at the airport. If
[21] we're giving them this, they might have a little
[22] bit more value.

[23] We also want to negotiate, by the way, even
[24] if we -- if we do or don't develop it, if we do
[25] wind up using it for mitigation, to make sure

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[1] that we can keep the trees trimmed, because one
[2] of the things in the conservation easement is not
[3] affecting the vegetation, and I know you don't
[4] want a 150-foot pine out there at the end of the
[5] runway.

[6] CHAIRMAN ROSE: Well, George, you and Ed
[7] will be able to --

[8] MR. McCLURE: Yes.

[9] CHAIRMAN ROSE: -- put your heads together
[10] and consider these comments and any other
[11] comments that we need to make.

[12] MR. McCLURE: Yeah, I guess the long and
[13] short of it is, it was a good thing for that --
[14] the Airport Authority that started this process
[15] over there to acquire it. It's turned out to be
[16] very valuable.

[17] CHAIRMAN ROSE: Charles?

[18] MR. LASSITER: My only other question, Ed,
[19] is, is what is the process of acquiring the rest
[20] of this chunk, shall we say? As we're talking
[21] about the value is going up, I think -- of
[22] course, with the individual in there, they --
[23] they have their problems because of the wetlands
[24] that they would have to deal with as well.

[25] MR. WUELLNER: We've identified a couple of

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[1] additional tracts in there, just a couple of
[2] additional lots this year. That's it. The
[3] balance of them, many of which are still held
[4] overseas.

[5] The history of this, it's one of the last
[6] great swamp deals in Florida. It was sold as
[7] prime industrial land 25 -- well, I guess 30
[8] years, 35 years ago now, sold for basically twice
[9] its value today and is all held in South America
[10] and Europe. They've been paying taxes on it
[11] since that time, and we've actually successfully
[12] gotten back 35, 40 acres of it in the last couple
[13] of years from overseas at less than what they
[14] paid for it just to get out from under it.

[15] And a lot of it ends up in tax deed sales
[16] and -- and we pick it up off of that.

[17] CHAIRMAN ROSE: Let's move on. And you'll
[18] have this on our agenda at the next meeting.

[19] MR. WUELLNER: Oh, yeah.

[20] CHAIRMAN ROSE: Item C.

[21] 7.C. - NORTHEAST CORPORATE AREA FUNDING

[22] MR. WUELLNER: Just one more. Last item I
[23] have is -- when we finished up last month, we
[24] were about to meet with Florida DOT in an attempt
[25] to get all the funding straightened out on the

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[1] northeast development area. This complicated
 [2] thing you look -- that's in front of you
 [3] represents that, basically, best guessed at final
 [4] results here.
 [5] On the expense side, represents the total
 [6] project cost by element, separated by grant. And
 [7] that's the -- the site development, you follow
 [8] each line across -- we're talking about the same
 [9] item all the way across even though I've got it
 [10] boxed a little bit.
 [11] You've got site development corporate
 [12] facility, which included Ring Power and SK, and
 [13] the corporate facility for Regency Aviation. The
 [14] three separate grants are listed under -- right
 [15] immediately under the word "Revenues."
 [16] The amount of FDOT and Authority commitment
 [17] relative to those grants are listed right there,
 [18] too, with the total following on the right-hand
 [19] side. The amount of shortfall relative to each
 [20] of those project line items is the -- under "Net
 [21] Balance" on the extreme right.
 [22] The bottom section there, where it starts
 [23] with "Authority Budget Adjustments" represents
 [24] mitigating the \$1 million of grant shortage at
 [25] that point. And it is proposed to be done in

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[1] DOT is willing, as we are, to give up their
 [2] 5 percent of that total project, which represents
 [3] \$125,000, and ours, another 5 percent, to equal
 [4] another \$250,000.
 [5] The total of those adjustments and the grant
 [6] projects, the three grant projects listed above,
 [7] equals the expense side of it or the grant
 [8] project itself, the grant projects. The expense
 [9] sides would equal the revenue sides on this when
 [10] all the math, the magic's done.
 [11] If that approach is acceptable, then we feel
 [12] we're in a position to go ahead and execute the
 [13] construction contracts, assuming Florida DOT
 [14] concurs in that, which they have agreed with the
 [15] methodology. They don't have any issues there.
 [16] They're waiting to hear from us exactly how much
 [17] money they need to append to each one of those
 [18] three grant projects listed above.
 [19] CHAIRMAN ROSE: Well, you told us about this
 [20] last -- last month.
 [21] MR. WUELLNER: I -- yeah, I told you how we
 [22] thought we were going to get there and I also
 [23] promised you to bring back an explanation of how
 [24] we did get there or would propose to get there
 [25] and since it involves additional dollars than

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[1] three separate ways here.
 [2] Authority Budget Adjustments are the
 [3] \$225,000 deferred development of the maintenance
 [4] facility. That's the Authority share of that,
 [5] \$225,000. Another \$150,000, like we mentioned
 [6] last month, that was to go to the bulk hangar
 [7] rehab in current year, both to be reprogrammed in
 [8] the next fiscal year.
 [9] Heliport development, which is a grant with
 [10] Florida DOT, that is a portion of that money.
 [11] That leaves about a hundred -- round numbers,
 [12] about \$175,000 left in that grant project for
 [13] development of a remote heliport site. So, 300
 [14] additional FDOT thousand dollars -- how is that
 [15] for splitting that one up? The Authority would
 [16] have another \$75,000 that would have been related
 [17] to that grant, for a total of \$375- and change.
 [18] The last project is an erosion control and
 [19] Taxiway B extension project which is in the DOT
 [20] work program for next year. It is still probably
 [21] a year or more away from being permitted for even
 [22] consideration of construction. That grant
 [23] represented construction not going through the
 [24] exercise of environmental and permitting, which
 [25] is ongoing right now.

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[1] what we actually spoke of at the last meeting.
 [2] We had gotten through the Authority budget
 [3] adjustment descriptions line at the last meeting,
 [4] but the other two projects is how FDOT is
 [5] proposing to get more of their money into that --
 [6] those three projects. And it would be our
 [7] recommendation of we go ahead and --
 [8] CHAIRMAN ROSE: Are there any questions of
 [9] Ed?
 [10] MR. WUELLNER: -- as such move through the
 [11] contract process and wrap up the grants.
 [12] You'll see grant supplemental agreements
 [13] with Florida DOT then perhaps as early as the
 [14] next meeting that will bring those numbers into
 [15] alignment so that you have three separate grants
 [16] that now bring those DOT dollars listed at the
 [17] bottom up into those -- those numbers so that
 [18] they now equal the projects.
 [19] CHAIRMAN ROSE: If we proceed with this, are
 [20] we impacting next year's budget to the point
 [21] where we have a problem with our millage?
 [22] MR. WUELLNER: No, I don't think so at all.
 [23] DOT next year has a relatively lean capital year
 [24] because of an adjustment they made in the house
 [25] revenue or the state -- what do they call it --

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[1] the revenues conference? They've made an
 [2] adjustment relative to fuel collection, fuel tax
 [3] collection within the state, which pulled back
 [4] the aviation as well as motor vehicle program on
 [5] a one year to reestablish a new base.
 [6] CHAIRMAN ROSE: I agree with -- with what
 [7] you're doing. My only comment is that we've been
 [8] very fortunate in the past in being able to move
 [9] ahead with projects at -- near the end of the
 [10] year if some other airport or some other agency
 [11] isn't able to use all of the money that's
 [12] available to them. It's redistributed it and if
 [13] we are there and can match it, we've got some --
 [14] I hope we still have -- we retain that kind of a
 [15] capability.
 [16] MR. WUELLNER: Yeah. And there's still the
 [17] possibility, like they did with the terminal
 [18] project originally, we make -- we've had that
 [19] discussion, we've agreed how to do it and we make
 [20] the request, and then they found other ways to
 [21] make it happen where we didn't have to make
 [22] project adjustments within grants that we have.
 [23] CHAIRMAN ROSE: Is there any public comment?
 [24] Yes.
 [25] MS. ANDERSON: I'm Tracine Anderson, Aero

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[1] MR. LASSITER: Which is something brand new
 [2] that we brought in in this year's budget --
 [3] MR. WUELLNER: Correct.
 [4] MR. LASSITER: -- so I think we're -- we've
 [5] got that buffer there.
 [6] CHAIRMAN ROSE: Right. Okay. Let's move
 [7] on, Ed. Project update.
 [8] MR. WUELLNER: I -- I assume that was
 [9] acceptable, since I didn't hear anybody say no.
 [10] CHAIRMAN ROSE: Yes. Fine.
 [11] MR. WUELLNER: All right.
 [12] CHAIRMAN ROSE: Any comment, any comment?
 [13] MR. LASSITER: Well, you didn't -- you
 [14] didn't need a motion.
 [15] CHAIRMAN ROSE: Go ahead.
 [16] MR. WUELLNER: Well, I think you -- the
 [17] latitude was there last time to do that, but I,
 [18] to be honest, wasn't entirely comfortable doing
 [19] that without explaining it.
 [20] 7.D. - PROJECT UPDATES
 [21] MR. WUELLNER: Projects updates. Taxiway B,
 [22] the grant application. As you know, we bid this
 [23] last month, made the tentative award.
 [24] Information has been submitted to FD -- or FAA on
 [25] this project, and they are indicating that we

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[1] Sport. Ed, I just have a question. Does this
 [2] mean if in fact we do get this other building
 [3] going quicker, that this is going to knock out
 [4] doing the bulk hangar or --
 [5] MR. WUELLNER: Only until October.
 [6] MS. ANDERSON: Okay.
 [7] MR. WUELLNER: It wouldn't -- and it wasn't
 [8] going to start anyway. At this point, they
 [9] probably won't even wrap up construction until
 [10] sometime late this summer.
 [11] MS. ANDERSON: So, it's just a
 [12] technicality --
 [13] MR. WUELLNER: It is a --
 [14] MS. ANDERSON: -- not next year's budget.
 [15] MR. WUELLNER: -- technicality. Yeah. It
 [16] pulls it out of the current -- takes the money
 [17] that's currently budgeted this year, out of it,
 [18] puts it into this, and then they'll have to
 [19] reallocate the same money back into next year's
 [20] budget.
 [21] MS. ANDERSON: Thank you.
 [22] MR. LASSITER: Ed, we also still have the
 [23] reserves of the half million.
 [24] MR. WUELLNER: We have not touched those
 [25] reserve numbers based on --

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[1] will likely be presented a grant offer for the
 [2] taxiway project within the next 30 days. So,
 [3] with any luck we'll have that \$1.8 million
 [4] project under contract and rolling along here
 [5] early this summer.
 [6] ILS, the ground inspection, we are
 [7] optimistic this week or next week, that FAA will
 [8] be in contact with us to get that done. They
 [9] apparently pulled all of their technical support
 [10] and placed it at Sun N' Fun, during that event.
 [11] That wrapped up over this last weekend. And
 [12] I think after they tear down whatever they do
 [13] there, that those ground people will become
 [14] available again to start doing what they normally
 [15] do the rest of the year and we should be able to
 [16] get it ground checked and flight checked here
 [17] very quickly.
 [18] Self-fuel, we'll -- delay in delivery of the
 [19] tank. Go figure. But they will be -- we should
 [20] be operational by no later than mid -- mid-May.
 [21] So, three weeks, thereabouts, four weeks.
 [22] Air traffic control tower is, at this point,
 [23] I would tell you between 90 and 95 percent
 [24] complete in terms of the construction contract.
 [25] The avionics or the installation of radio

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[1] equipment will be -- it is going concurrently to
[2] some extent and they have a 30-day period after
[3] conclusion of construction activities to wrap up
[4] the in-tower installation of that.

[5] The tower is at this point on a schedule to
[6] wrap up the 30th of April in terms of
[7] construction or be substantially complete at that
[8] date. And the equipment installation I think has
[9] a date of June 6th right now to wrap up its
[10] activities.

[11] So, we would like to, if -- your permission
[12] here, is schedule a tower dedication to go
[13] concurrently with our next meeting, and we are
[14] also proposing to do that. The 20th meeting,
[15] which is your -- like your second-to-last item on
[16] your agenda, conflicts with the national airports
[17] meeting and you also have a board member that's
[18] going to be at that meeting, and the Chairman
[19] informs me he won't be here on the 20th either
[20] way. So, you're down to three members and no
[21] staff for the 20th.

[22] And our suggestion, if -- if you're
[23] agreeable to it, would be to combine a May/June
[24] meeting here and put it on the 10th of June,
[25] which is also a Monday, have a regular meeting at

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[1] 4 o'clock, but say 2 o'clock in the afternoon, is
[2] schedule a -- is do the tower dedication. We'll
[3] invite state representatives and, you know,
[4] county commissioners and elected officials and
[5] all that and try to do a nice job of that in the
[6] afternoon.

[7] CHAIRMAN ROSE: You're moving that to the
[8] 10th -- 10th of June.

[9] MR. WUELLNER: 10th of June.

[10] CHAIRMAN ROSE: Would be a -- would we
[11] combine the two meetings, the May and June?

[12] MR. WUELLNER: Yeah, I -- I would think so.
[13] If there's something comes up relative to the
[14] terminal or whatever that requires an additional
[15] meeting, then we'll -- we'll schedule that.

[16] CHAIRMAN ROSE: We'll schedule that as a
[17] special meeting just for that subject, nothing
[18] else.

[19] MR. WUELLNER: If we need to do that, yes.

[20] MR. CIRIELLO: Be no meeting in May at all,
[21] then.

[22] MR. WUELLNER: Be no meeting in May,
[23] correct. We'll have a June 10th meeting to cover
[24] both. And -- and if we need, we'll -- we'll
[25] contact you with a special meeting.

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[1] CHAIRMAN ROSE: And you think we -- figure
[2] on a tower dedication, which is -- I think is a
[3] good idea, ceremony to get our --

[4] MR. WUELLNER: Like to have maybe the
[5] afternoon and have it open to the public for, you
[6] know, a -- have an open house thing so if anybody
[7] wants to take a tour to the top or, you know,
[8] elevator, for those of you that want to do it,
[9] should be working by the end of the week, so...

[10] CHAIRMAN ROSE: All right. Well -- okay.
[11] We'll just take care of that last item, then. Is
[12] it satisfactory with everybody to do that on June
[13] the 10th? Any problems?

[14] MR. CIRIELLO: And the meeting will start at
[15] 2:00 instead of 4:00.

[16] CHAIRMAN ROSE: Well, the meeting will start
[17] at 4:00, but we'll have a dedication at 2:00.

[18] MR. CIRIELLO: Yeah. No, as far as I'm
[19] concerned --

[20] CHAIRMAN ROSE: You'll be here at 2:00.

[21] MR. CIRIELLO: -- I've got to be here at
[22] 2:00.

[23] MR. WUELLNER: You've got to be here at
[24] 2:00, yeah.

[25] And the last item I need to know, we had

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[1] noticed last month on the paint shop being
[2] vacated, we have not identified anybody for the
[3] purposes of a paint shop at this point.

[4] Would you like us to prepare an RFP and
[5] advertise it to solicit someone to occupy it as a
[6] paint facility, or would you like us just to
[7] lease it out commercially as -- yeah, we can go
[8] either way with it. We have -- we have people
[9] who will occupy it, but they're not going to be
[10] in the paint business.

[11] CHAIRMAN ROSE: Any comment?

[12] MR. LASSITER: Return per square foot is
[13] based on usage, isn't it?

[14] MR. WUELLNER: Well, worst case is -- is
[15] corporate-type storage, yeah.

[16] MR. LASSITER: Yeah. So, paint shop is at
[17] the top of the --

[18] MR. WUELLNER: That would be the best, yeah,
[19] assuming we can get it. I mean, the trouble -- I
[20] think the -- the risk/benefit here is, you can --
[21] you can play -- we can find somebody, but we
[22] really can't put anybody in there unless they
[23] knowingly just are taking it for a month or two
[24] while we identify a tenant and, of course,
[25] they're willing to move in right away. You know,

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[1] it could be many months till we identify a paint
 [2] shop and get them relocated to St. Augustine for
 [3] that purpose, if indeed they're interested.
 [4] CHAIRMAN ROSE: Joe, did you want to say
 [5] something?
 [6] MR. CIRIELLO: Yeah, I had --
 [7] MR. WUELLNER: In the interim, I can lease
 [8] it.
 [9] MR. CIRIELLO: I had some questions on that,
 [10] that I was going to bring out in our reports, but
 [11] since you brought it up now, the paint shop will
 [12] definitely be vacated April 30th.
 [13] MR. WUELLNER: As of the last communication
 [14] we had, and your last approval.
 [15] MR. CIRIELLO: Now, my thoughts in just what
 [16] you were saying, that hangar needs to be making
 [17] money.
 [18] MR. WUELLNER: I agree.
 [19] MR. CIRIELLO: But it was designed and built
 [20] specifically for a paint facility. And I'm of
 [21] the mind that we ought to immediately put out --
 [22] I don't know if it's a bid or notification or
 [23] application, to see if somebody would want to
 [24] make -- use it as a paint shop right away.
 [25] There may be some airports I read about in

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[1] we're still pursuing that -- that goal. All
 [2] right.
 [3] CHAIRMAN ROSE: Any public comment?
 [4] MR. WUELLNER: That was the last item I had.
 [5] CHAIRMAN ROSE: Mark?
 [6] MR. MARSH: Sorry to butt in again, but Mark
 [7] Marsh again. Joe, I totally agree with what you
 [8] said on this. I don't always agree with you, but
 [9] I do agree on this one. This was the worst
 [10] project under my tenure in the two terms on the
 [11] board that we ever pulled. It was a bonhead
 [12] move on the board at that time, and I thank God I
 [13] didn't vote for it, but it happened.
 [14] We spent, what, a million-three, a
 [15] million-four, maybe a million-five, okay, on that
 [16] place over there. And we've never gotten a
 [17] return on the investment ever. It's the worst
 [18] investment this Airport Authority has ever made
 [19] in the history of the Airport Authority.
 [20] Now, to go over here and rent this for
 [21] hangar space is salt on the wound, guys -- and
 [22] ladies, excuse me. This is a travesty. So, we
 [23] need to find -- we put the best equipment in
 [24] there. We had to run a fire protection line in
 [25] there. It's automatic sprinkled. It's

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[1] AOPA and that that have good paint businesses
 [2] that want to put a subsidiary here.
 [3] So, in the meantime, I would like to see
 [4] some kind of -- I don't say an agreement, but
 [5] understanding that whoever we let in there right
 [6] away to be making some money is on either a
 [7] weekly basis or something so that we might have a
 [8] paint shop wanting to come in and we're not tied
 [9] up, saying, well, we're already let a guy use it
 [10] for hangar space and I don't know how we can get
 [11] him out.
 [12] MR. WUELLNER: We can do that.
 [13] MR. CIRIELLO: So, whatever the language
 [14] would be, whoever goes in there to help us make
 [15] money has got to be on the temporous (sic) of --
 [16] MR. WUELLNER: Right.
 [17] MR. CIRIELLO: -- things, so that as soon as
 [18] we get paint people, we can put them in there,
 [19] because that's what it was designed for.
 [20] MR. WUELLNER: Okay.
 [21] MR. CIRIELLO: Okay.
 [22] MR. WUELLNER: That -- that's the direction
 [23] I want to make sure, because if you don't want to
 [24] pursue a paint facility, I -- we can have it
 [25] leased tomorrow. But I just want to make sure

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[1] everything. It was a beautiful facility.
 [2] And I'm sorry for Ricky, but it didn't work
 [3] out, but the sure fact of it is, you can't rent
 [4] this place for hangar space; you just can't rent
 [5] it for regular terminal space -- I mean, storage
 [6] space or whatever you got in mind. It's a --
 [7] it's a -- it's a sin to the county to do that.
 [8] So, let's exhaust all opportunities to get a
 [9] paint facility in here that it was designed and
 [10] built to do.
 [11] CHAIRMAN ROSE: Thank you, Joe. Okay. Any
 [12] other comment?
 [13] MR. WUELLNER: That's all I have, sir.
 [14] 8.A. - AUTHORITY MEMBERS - CHAIRMAN ROSE
 [15] CHAIRMAN ROSE: All right. Well, I have
 [16] just one item that I forgot to mention. When we
 [17] were talking about the engineering position, Ed,
 [18] when you come back next -- next week with the
 [19] position description, I'd also like to have a
 [20] copy of the position description for the existing
 [21] resident project manager --
 [22] MR. WUELLNER: Sure, sure.
 [23] CHAIRMAN ROSE: -- okay? So I -- I'd like
 [24] to compare those. I have nothing else. Just
 [25] glad to have Suzanne for her second meeting. We

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[1] won't welcome you anymore.
 [2] MS. GREEN: That's okay.
 [3] CHAIRMAN ROSE: Okay. Let's see. Who's
 [4] next? Dennis is not here. Charles Lassiter.
 [5] 8.C. - MR. CHARLES LASSITER
 [6] MR. LASSITER: I have no comment.
 [7] 8.D. - MR. JOSEPH CIRIELLO
 [8] CHAIRMAN ROSE: Joe Ciriello.
 [9] MR. CIRIELLO: Yep. Well, I'd like -- in
 [10] light of what you just said about the job
 [11] descriptions and that, that you wanted, why can't
 [12] the rest of us have the same thing to look at?
 [13] CHAIRMAN ROSE: Oh, yeah. Oh, yeah. I
 [14] meant it for everybody.
 [15] MR. WUELLNER: He meant the board.
 [16] MR. CIRIELLO: Well, you didn't say that.
 [17] MR. WUELLNER: That's how I would think.
 [18] MR. CIRIELLO: I -- I'm very picky, and I
 [19] have a fragile ego. I want to -- I want to hear
 [20] my name mentioned. I would --
 [21] CHAIRMAN ROSE: Okay. I'd like to amend my
 [22] comment and say "including Mr. Ciriello." How is
 [23] that?
 [24] MR. CIRIELLO: Okay. Thanks. Now, with
 [25] that out of the way -- the paint shop, I had

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[1] MR. CIRIELLO: Okay. But I just was
 [2] wondering, because in light with that, I have an
 [3] article here out of AOPA about hangars and how
 [4] they're divied up and stuff. How long ago has it
 [5] been since this board has reviewed the policy of
 [6] hangars, the procedures of the hangars? I -- I'd
 [7] like to maybe have a --
 [8] MR. WUELLNER: How they're rented?
 [9] MR. CIRIELLO: -- an agenda meeting or
 [10] something to go over that again and see if
 [11] there's any changes that may be needed or
 [12] necessary.
 [13] MR. WUELLNER: As -- as to how they're
 [14] rented? Is that what you're --
 [15] MR. CIRIELLO: Yeah, yeah.
 [16] MR. WUELLNER: I think the adopted -- last
 [17] adopted policy by the Authority was '96.
 [18] MR. CIRIELLO: What's that, four or five
 [19] years or something?
 [20] MR. WUELLNER: Five plus.
 [21] MR. CIRIELLO: Don't you think that maybe we
 [22] could look at it as an agenda item and see if
 [23] there's any changes anybody might want to make in
 [24] the language or procedure and how to do it?
 [25] MR. WUELLNER: We can do that. It's pretty

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[1] here. Oh. Has anything been done about the
 [2] civil air patrol, Ed?
 [3] MR. WUELLNER: We have a meeting we're
 [4] putting together next week with them to go over
 [5] what alternatives might be available for them.
 [6] We're not overly optimistic we're going to be
 [7] able to meet too many of their needs without it
 [8] getting very expensive and being laid almost
 [9] entirely on the Airport Authority, so --
 [10] MR. CIRIELLO: Well, one of the things they
 [11] requested was a hangar, right? And -- and we
 [12] have a hangar list and we just can't go and shove
 [13] somebody out or take them off the list and put
 [14] them up there and give them a hangar, right?
 [15] MR. WUELLNER: Right.
 [16] MR. CIRIELLO: Why couldn't they --
 [17] MR. WUELLNER: -- they've been on the list.
 [18] MR. CIRIELLO: -- go into the National
 [19] Guard? That's a government issue -- a government
 [20] thing. And would they have room enough in there
 [21] to throw a Skyhawk in, if they would be willing
 [22] to do it?
 [23] MR. WUELLNER: They are certainly welcome to
 [24] talk to them. They own their own building. I
 [25] don't --

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[1] straightforward. It's a one-pager.
 [2] CHAIRMAN ROSE: Why don't you put it in the
 [3] items.
 [4] MR. WUELLNER: I will do it.
 [5] CHAIRMAN ROSE: That's a good idea.
 [6] MR. CIRIELLO: And while I'm on this timing
 [7] thing, one other thing that I haven't been happy
 [8] with for a long time, and it's getting better,
 [9] but when is our contract due up for the people
 [10] that do our auditing? I'm not really happy with
 [11] them, and I just wondered if maybe it's not -- if
 [12] it's getting near the time to where we'd have to
 [13] either re-sign the contract or bid it out for
 [14] another --
 [15] MR. WUELLNER: I believe you have one more
 [16] annual audit under the current terms, and then we
 [17] would resolicit. What are you not happy with?
 [18] MR. CIRIELLO: I'm not happy with the
 [19] monthly reports. It may be not their fault. May
 [20] be not ours, but --
 [21] MR. LASSITER: That's different.
 [22] MR. WUELLNER: That's different. That's not
 [23] the auditors.
 [24] MR. CIRIELLO: Well, they're not the ones
 [25] that do that?

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[1] MR. WUELLNER: No. That's the -- that's our
[2] accountant. That's not our -- the auditor.
[3] MR. CIRIELLO: Well, we have two different
[4] people, an auditor and an accountant.
[5] MR. WUELLNER: Absolutely.
[6] MR. CIRIELLO: Well, I thought one could do
[7] the other, I mean, that they was both one and the
[8] same.
[9] MR. WUELLNER: You end up like Enron when
[10] you don't --
[11] MS. GREEN: One should check the other.
[12] MR. CIRIELLO: Oh, well, then, I'm --
[13] MR. WUELLNER: I don't think you have any
[14] problems with the auditor.
[15] MR. CIRIELLO: If I'm blasting the auditor,
[16] I apologize. I could never understand why our
[17] monthly report is so complicated and difficult,
[18] that two and three months at a time, we'd come in
[19] here and there'd be no report. It'd be --
[20] MR. WUELLNER: I think you've started to see
[21] it back on a monthly basis now.
[22] MR. CIRIELLO: Hmm?
[23] MR. WUELLNER: I think you've now started to
[24] see it on a monthly basis again now that the
[25] accounting software has been brought current --

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[1] and finds out what they're going to do and when
[2] they're going to come forward with their
[3] proposal, that it may be, you know, the first of
[4] May, and he's saying, "Okay, we're ready to go."
[5] And if need be, I'm in favor of some type of
[6] special meeting in May.
[7] CHAIRMAN ROSE: Then we'd be six weeks away
[8] from a board meeting if we wait till the 10th of
[9] June.
[10] MS. GREEN: Exactly. And I'm assuming that
[11] they're going to be a little quicker on that,
[12] hopefully, in the next week or ten days.
[13] MR. McCLURE: And what I'll do, Ms. Green,
[14] is that I think the chairman has the authority to
[15] call a special meeting in the -- in the meantime,
[16] and depending upon the nature of their response,
[17] if it's something that requires the board to get
[18] together, I'll communicate with the chairman
[19] and -- and get the meeting convened.
[20] CHAIRMAN ROSE: Right. And I think if for
[21] some reason we're not going to get together, I
[22] think I'd like to send a memo to everybody.
[23] MS. GREEN: That'd be fine, just so we
[24] know --
[25] CHAIRMAN ROSE: This is where we stand.

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[1] MR. CIRIELLO: Okay.
[2] MR. WUELLNER: -- and we did change CPAs
[3] about six months ago? Eight months ago?
[4] MR. CIRIELLO: All right. Okay.
[5] CHAIRMAN ROSE: Okay?
[6] MR. CIRIELLO: Yeah.
[7] CHAIRMAN ROSE: Suzanne.
[8] 8.E. - MRS. SUZANNE W. GREEN
[9] MS. GREEN: I had one comment, in light of
[10] the fact that we're going to combine May and
[11] June.
[12] MR. WUELLNER: Uh-huh.
[13] MS. GREEN: And I know Mr. McClure is doing
[14] an excellent job with the surety, but I -- I
[15] really would suggest and would be in favor of a
[16] special meeting so that we make sure we, one,
[17] work with the surety to keep them happy, but to
[18] hold their feet to the fire so whatever timing we
[19] have, that we keep them to it so that liquidated
[20] damages provision, if it comes into play, we're
[21] showing to keep them --
[22] CHAIRMAN ROSE: So, you think a special -- a
[23] special session just to review and discuss --
[24] MS. GREEN: Well, I think after Mr. McClure
[25] does what he has to do and meets with the surety

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[1] MS. GREEN: -- where we are.
[2] CHAIRMAN ROSE: Work with Ed to get one
[3] together.
[4] MR. McCLURE: That's fine.
[5] MS. GREEN: Okay.
[6] CHAIRMAN ROSE: Is there anything else to
[7] come before us? Any public discussion? Public
[8] comment?
[9] 9. - PUBLIC COMMENT
[10] MR. STRICKLAND: I'm Dave Strickland,
[11] Ring -- representing Ring Power. Just a couple
[12] of questions. I'm a little confused. Mr. Rose,
[13] you started the meeting by saying you would defer
[14] any discussion on the -- the hangar construction
[15] and so forth. Is that --
[16] MR. WUELLNER: The terminal project.
[17] CHAIRMAN ROSE: Different --
[18] MR. WUELLNER: Different project.
[19] MR. STRICKLAND: Okay. Then at the end of
[20] the budget discussion for the funds, when will
[21] the contract be signed for the new hangars?
[22] MR. WUELLNER: They'll be in DOT's hands
[23] tomorrow morning and should be by the end of the
[24] week.
[25] MR. STRICKLAND: Okay. And that is with the

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[1] contract?

[2] MR. WUELLNER: Yes.

[3] MR. STRICKLAND: Okay. Thank you. That was

[4] my question.

[5] CHAIRMAN ROSE: You're a good tenant. We

[6] want to keep you here. Any other comment?

[7] (No further comment.)

[8] 10. & 11. - NEXT REGULAR BOARD MEETING AND ADJOURNMENT

[9] CHAIRMAN ROSE: Meeting is adjourned. See

[10] you on June the 10th at 2 o'clock.

[11] MR. WUELLNER: Or sooner.

[12] CHAIRMAN ROSE: Or sooner.

[13] (Thereupon, the meeting concluded.)

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[1] REPORTER'S CERTIFICATE

[2]

[3] STATE OF FLORIDA)

[4] COUNTY OF ST. JOHNS)

[5]

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

[7] was authorized to and did stenographically report the

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

[9] record of my stenographic notes.

[10]

[11] Dated this 21st day of April, 2002.

[12]

[13] *Janet M. Beason*

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

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