

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, July 20, 2009

6 from 4:00 p.m. to 6:50 p.m.

7 * * * * *

8 BOARD MEMBERS PRESENT:

- 9 WAYNE GEORGE
- JOHN "JACK" GORMAN
- 10 KELLY BARRERA, Chairman
- CARL YOUMAN, Secretary-Treasurer
- 11 JAMES WERTER

12 * * * * *

13 ALSO PRESENT:

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

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- JANET M. BEASON, RPR, RMR, CRR, FPR
- 22 St. Augustine Court Reporters
- 1510 N. Ponce de Leon Boulevard
- 23 St. Augustine, FL 32084
- (904) 825-0570

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1 PROCEEDINGS

2 CHAIRMAN BARRERA: Like to go ahead and call
3 this meeting to order of the St. Johns
4 County-St. Augustine Airport Authority. If all --
5 if the public could arise for the Pledge of
6 Allegiance.

7 (Pledge of Allegiance.)

8 3. - APPROVAL OF MINUTES

9 CHAIRMAN BARRERA: All right. Let's move
10 along to approval of the minutes. Has all the
11 board members had the opportunity to review the
12 minutes from the previous meeting? Do we have any
13 additions, deletions, or corrections to the
14 minutes?

15 (No deletions or corrections.)

16 CHAIRMAN BARRERA: Hearing none, the minutes
17 will approve as stand (sic).

18 4. - FINANCIAL REPORT ACCEPTANCE

19 CHAIRMAN BARRERA: Financial report
20 acceptance. Do we have any additions, deletions,
21 or comments on the financial report?

22 MR. YOUMAN: No. Accept as presented. It's
23 all in order.

24 CHAIRMAN BARRERA: Okay.

25 MR. YOUMAN: If I may. Thank you.

4

1 CHAIRMAN BARRERA: Okay. Then the financial
2 report -- hearing none, the financial report will
3 stand.

4 5. - AGENDA APPROVAL

5 CHAIRMAN BARRERA: Agenda approval. Do we
6 have any additions, deletions or -- to the agenda?
7 Buzz?

8 MR. GEORGE: I have some -- I would like to
9 get on the agenda a discussion of the
10 responsibility of the board members for the
11 various committees and functions that they're on,
12 because sometimes what happens -- Kelly and I ran
13 into a situation where we had two board meeting --
14 two board members at a particular meeting, and
15 you're asking questions of one, and the other
16 one -- you get into sunshine law stuff. So I
17 think that we need to have a discussion about what
18 responsibilities are and what should happen when
19 someone else, another board member, you know,
20 shows up and is in the room.

21 CHAIRMAN BARRERA: Okay. Did you want to add
22 that to today's agenda?

23 MR. GEORGE: Yes.

24 CHAIRMAN BARRERA: Do you want it to be under

25 housekeeping items, then?

5

1 MR. GEORGE: That's fine.

2 CHAIRMAN BARRERA: Okay.

3 MR. WUELLNER: And the only other item I've
4 got is your North Florida TPO item, if you're --

5 CHAIRMAN BARRERA: Okay. As an action item,
6 we're going to be adding the North Florida TPO
7 item, and that will be behind the budget
8 presentation. All the board members have been
9 supplied with a copy of the letter, so we'll be
10 able to go through it and address that under
11 action items.

12 Do we have any other additions or deletions
13 to the agenda?

14 (No additions or deletions.)

15 CHAIRMAN BARRERA: Then the agenda will stand
16 as amended. Committee reports. TPO.

17 6. - COMMITTEE REPORTS

18 MR. YOUMAN: Who represented me?

19 MR. GORMAN: That was me.

20 CHAIRMAN BARRERA: Okay.

21 MR. GORMAN: What we have -- I'm going to
22 paraphrase it and skip a few things. I'm just
23 going to cut to the quick as to what's important
24 for us.

25 In August, which is next month, the -- at the

6

1 TPO, they're going to create a task force for the
2 study of an intermodal -- you know, of an
3 intermodal facility. And the director of the TPO
4 was talking about getting costs from Mr. Wuellner,
5 the director here, and we were talking -- she was
6 talking about needing a scope of services.

7 And we've got a conundrum there only because,
8 you know, you've got -- I don't know. Personally,
9 I think that an intermodal situation is probably
10 inevitable eventually. I'm not sure in phases how
11 the scope of it -- I think the scope is the big
12 problem. One of the reasons the scope is the
13 problem is, of course, because of the location of
14 the 312/313. And that's the next question.

15 So we -- she is going to be asking -- and
16 possibly Ed Wuellner can provide her with some
17 cost ideas and some scope of services. But again,
18 our conundrum is, is where do we put the thing?
19 How big could we make it? Because we don't even
20 know the footprint yet. That's because I also
21 asked on the 312/313 placement. And on a list of
22 priority projects, as far as the TPO goes, we're
23 sixth, is that right, Carl?

24 MR. YOUMAN: Yes.

1 to I think what actually is scheduled to get cold
2 because of state money. That's my own take on it.
3 Because I think the state is going to -- let's
4 paraphrase this whole thing. The state is going
5 to cry "poor mouth." And from my take on it from
6 talking to a number of different people, that
7 project's going to have to be federalized, which
8 complicates it but then does fund it.

9 And the convolutions of the federalization of
10 that project I'm not astute to. The director of
11 the TPO is. And any of the board members that are
12 interested in that can call her. She'll be over
13 your head in a few seconds. But that's the
14 problem.

15 It almost has to be done, you know, at beyond
16 the state level. You're going to have to politic.
17 And this board, and everybody else in St. Johns
18 County, is going to have to politic to get that
19 federalized, which some already have done. I
20 mean, even decided on. It's got to -- they've got
21 to, one, decide on the footprint before, two, we
22 can fund it. That was another important thing, I
23 think. But -- that I talked to the director
24 about.

25 There was a special meeting workshop on July

8

1 9th. I did not attend that. I could not. And
2 they were going to talk on funding issues. And
3 \$12 million is going to go to the TPO-directed
4 program. But they're still talking about high
5 speed rail discussions.

6 They're going to, at the July 9th workshop --
7 and that's something I'd ask -- I'd ask Mr. Youman
8 about, and maybe we can both get together.
9 They're going to still talk about the list of the
10 priority projects and develop a stimulus list and,
11 of course, talk about funding issues.

12 MR. WERTER: You said July 9th. You mean
13 August 9th?

14 MR. GORMAN: No, no, that was July 9th.

15 MR. WERTER: Okay.

16 MR. GORMAN: I missed that. That was done --
17 that's something --

18 MR. WERTER: Oh, okay.

19 MR. GORMAN: -- that I actually, one of us,
20 Carl or myself, needs to dig at and then bring
21 that, those details to --

22 MR. WERTER: The way you were presenting it,
23 it sounded like something that was going to --

24 MR. GORMAN: No, no. I wish I had that. But

25 it's -- that -- I need -- I need those details to

9

1 bring to you. And I'll either get them or -- and
2 maybe Mr. Youman can.

3 But that's the -- that's the two that I found
4 poignant, was the task -- the task for the
5 intermodal and the fact that -- that -- the scope
6 of that, Mr. Wuellner's going to be at, you know,
7 at odds to find out or present without 312/313,
8 and the requirement again in review of
9 federalization of that project before they can
10 even get off to ground zero.

11 See if I've got anything else. They're
12 trying to fund the -- some of these projects,
13 especially of course the one that we're interested
14 in, to keep them partially funded so they do not
15 slip off. In other words, the -- the actual
16 agenda -- as an agenda item or as a -- as a
17 project, rather, item, whether they're going to,
18 you know, fund design or whether they're going to
19 do right-of-way work or whatever. But they've got
20 to kind of keep a little bit of money in the mix
21 to keep each one of those -- to keep especially
22 our item, number 6. But as far as I'm concerned,
23 that's the priority one, you know, in -- in queue,
24 just basically in the queue. That's it.

25 There's work to be done. I'm not sure how

10

1 this county should handle it to be able to get

2 that decision made, period.

3 MR. YOUMAN: Was the County -- was the County
4 representative there?

5 MR. GORMAN: Was the County -- meaning
6 myself?

7 MR. YOUMAN: No, from the Board of
8 Commissioners.

9 MR. GORMAN: The -- there was no -- they
10 didn't have a -- I'm -- I'm at a loss for words.
11 They didn't have enough people there to actually
12 do any voting, and so that disbanded very quickly,
13 and so I spent my time with the director
14 afterwards.

15 MR. YOUMAN: Thank you.

16 CHAIRMAN BARRERA: Ed, if we could get you to
17 follow up with -- with the TPO on the special
18 meeting and pass that information both to Carl and
19 to Jack.

20 MR. WUELLNER: Will do.

21 CHAIRMAN BARRERA: Okay. Moving on, the EDC.

22 MR. WERTER: Yeah. If I can ask Cindy to
23 watch the meter and see if I get recorded today.

24 We've had two meetings since our last. We've

25 had the June 11th meeting and the July 9th of the

11

1 EDC.

2 On June 11th, the topic with guest speaker,
3 Cathy Hogan (sic) of the Small Business
4 Development Center, was about disaster
5 preparedness. And we find that we should be quite
6 involved with that, given the nature of our
7 business.

8 And there are a lot of resources at a certain
9 web site on the Florida Small Business -- I'm
10 sorry, Small Business Development Center, which is
11 located at UNF. But risk management in the way of
12 the local disaster areas, especially even though
13 we haven't seen one in a hundred years, hurricane
14 disaster preparedness, anything else; how fast we
15 can come back on board should we have to shut down
16 totally; how are our records and any other
17 materials are safeguarded; do we have online
18 backup, internet backup systems or local backup
19 systems; things of that nature.

20 I don't know when the last time -- I haven't
21 had a chance to ask Ed when the last time our
22 disaster preparedness plan has been reviewed, but
23 maybe that's something to be looked at.

24 If we look at this web site, it has a lot of

25 resources in it. How fast the businesses on the

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1 airport can come back online. I'm sure Grumman
2 has a -- I'm pretty sure, especially since it's
3 quasi military, a disaster preparedness program so
4 they can get back to their productive work.

5 But that's each individual business' duties.

6 But also that would impact us as well since they
7 are income-producing agencies to this airport.

8 That's on June 11th. So I would ask Ed, when was
9 the last time that was revisited?

10 MR. WUELLNER: As recently as less than a
11 month ago.

12 MR. WERTER: I see.

13 MR. WUELLNER: It's kind of in a constant --

14 MR. WERTER: Constant state of change?

15 MR. WUELLNER: -- state of review with the
16 agencies in the county.

17 MR. WERTER: Very good. Do we have online
18 backup for records?

19 MR. WUELLNER: Yeah. It's not online backup.
20 We have separate backup capacity here. It's
21 backed up independent of the basic and -- and at
22 an independent location.

23 MR. WERTER: It is an independent location?

24 That's good. July 9th, the topic was the state of

25 the county, which Mr. Sanchez was there and I was

13

1 sitting in for. Basically, the county, like
2 everybody else, is hurting. A hundred and fifty
3 jobs were cut in the past year, if I'm not
4 mistaken, from the county.

5 COMMISSIONER SANCHEZ: Yeah. That's --
6 that's close.

7 MR. WERTER: About a hundred --

8 COMMISSIONER SANCHEZ: Actually, over the
9 last two years, but 158, I believe.

10 MR. WERTER: Cutting back on library
11 services, as well, cutting back one day a week per
12 library.

13 The question, I believe, was the revenue. I
14 think -- I forgot the gentleman's name. Michael
15 Wanchick? How do you say his name?

16 COMMISSIONER SANCHEZ: Wanchick.

17 MR. WERTER: Wanchick. Our administrator,
18 County Administrator, was talking about our
19 revenue, and our revenue has dropped off also; is
20 that correct?

21 COMMISSIONER SANCHEZ: Considerably --

22 MR. WERTER: Yeah.

23 COMMISSIONER SANCHEZ: -- it's dropping now
24 because of the devaluation aspect.

25 MR. WERTER: Of the real estate. Again, as

14

1 per prior, I've -- I've asked and talked about
2 this; I asked him if there was any quantification
3 as to how we contribute, in our commerce that we
4 bring in, how we contribute to the county --
5 county treasury, given that we're responsible for
6 over \$500 million worth of commerce coming into
7 this county, how we impact that contribution and
8 how it can be quantified. I don't know if we --
9 we can, with any accuracy. But that was my
10 question to him.

11 So basically, like everybody else, I think
12 what, are we down, 5 or 6 percent here in
13 operations?

14 MR. GEORGE: A little more than that.

15 MR. WERTER: Say what?

16 MR. GEORGE: I think it was 6.

17 MR. WERTER: Six, yeah, close. It was like
18 5.8, something like that.

19 MR. WUELLNER: Operations? It's more than
20 that. Operations are about 17 percent.

21 MR. WERTER: Seventeen percent?

22 MR. WUELLNER: Revenues are only down a much
23 smaller number.

24 MR. WERTER: But like -- like everybody else,

25 because of the economy, we're all hurting. And I

15

1 guess we need to keep that in mind when we review
2 the budget today.

3 CHAIRMAN BARRERA: Okay. Thank you. Under
4 EDC, we have Mr. Zimmerman with us today from the
5 Industrial Development Authority, and he would
6 like to share with us some information, and so
7 it's appropriate for you to do that at this time,
8 Mr. Zimmerman.

9 MR. ZIMMERMAN: Thank you. Not much to say
10 other than we are -- there's going to be an
11 industrial development bond presentation on
12 Thursday, September 24th, at Amici's, lunchtime.
13 You folks will be invited. The presentation will
14 be I think what you heard before. You had a
15 presentation.

16 MR. GEORGE: Yeah.

17 MR. ZIMMERMAN: This presentation is aimed at
18 bankers and manufacturers, and we're doing it for
19 the purpose of exposure. We want -- we want them
20 to know that things can be done here.

21 MR. GEORGE: Yeah.

22 MR. ZIMMERMAN: As well as with you folks
23 and -- and others, people from Hastings,
24 elsewhere.

25 The presentation will be sponsored by

16

1 attorneys who do bond counseling, and they will --
2 they will sponsor the event. So you folks will
3 get an official invitation sometime the end of --
4 of August.

5 CHAIRMAN BARRERA: We appreciate that.

6 MR. ZIMMERMAN: Okay.

7 CHAIRMAN BARRERA: Thank you very much. The
8 presentation that was presented to us before was
9 very informative.

10 All right. Buzz, Intergovernmental?

11 MR. GEORGE: Back to this bond thing. I
12 think -- I think it was very informative. I don't
13 see anything, you know, on the horizon that says
14 this is when we need to do it. But as projects do
15 develop, and they will, we need to keep that as
16 a -- as a funding option.

17 CHAIRMAN BARRERA: Certainly.

18 MR. GEORGE: Intergovernmental. I had a nice
19 session. You know, every -- the -- the -- the
20 tone of the -- of everybody there was, you know,
21 budget, you know, problems, constraints, cutbacks.
22 And it's just kind of like you said, Jim, it's --
23 everybody's going through it right now.

24 Some interesting things, St. Augustine -- you

25 remember the big parking garage and all the

17

1 hullabaloo about whether we should have a big
2 parking garage or not. They're doing 820,000 cars
3 a year through there, and that's running about 65
4 percent full every day. So they're very pleased
5 with it.

6 I asked the question about, well, how's the
7 revenue projections holding up? And they
8 didn't -- didn't have that information readily
9 available. But they were very pleased with it. I
10 was surprised at the 65 percent.

11 Kelly suggested that we might want to offer
12 the people on the Intergovernmental a tour, like
13 we did, you know, with our -- our noise groups,
14 and they have accepted and we're going to do it on
15 the first of the -- November, thinking that the
16 heat and everything might be the best.

17 So, at the November meeting, which will be
18 the first Wednesday of November, we're going to
19 hopefully get enough people here that we'll know
20 at least a week in advance how many are coming so
21 we can get proper transportation.

22 One thing from a personal note, I'm sure
23 every one of you have read about the fees going up
24 for tags and -- you know, driver's license fees

25 and the like. I was not aware that you could buy

18

1 a car tag for two years. But the people that have
2 a birthday up until November, you can get your
3 tags two months early or three months early, yeah.
4 So you might want to consider going down early
5 before September the 1st and getting the two-year
6 renewal on all of your vehicles and your driver's
7 license and whatever, which I thought it was
8 interesting that they were telling us how to do
9 that, so...

10 But anyway, it was a good meeting and we got
11 a lot of good participation. And here again, it
12 was everybody's worried about budgets, so...

13 MR. WERTER: Got a question just -- do you
14 think that it would be advantageous to have --
15 invite the members of the EDC to join a tour like
16 that?

17 MR. GEORGE: I think the more exposure we get
18 to anybody, you know, to better understand what's
19 on the field is a plus.

20 MR. WERTER: I'm going to look into that.

21 MR. GEORGE: Well, let's -- talk to Bryan.
22 Bryan's the one that puts them together. And if
23 we start looking at 10 or 15 people from the
24 Intergovernmental, that corresponds to how many

25 people are going to be talking and how many

19

1 trucks, buses, because somebody's going to be
2 talking. So it -- it might be a good idea to keep
3 it in the -- offer it to them but we'll set a date
4 later on. But I'd say talk to Bryan first.

5 CHAIRMAN BARRERA: And I think that that
6 would be something that your committee would be
7 happy with --

8 MR. GEORGE: Uh-huh.

9 CHAIRMAN BARRERA: -- doing on a regular
10 basis.

11 MR. GORMAN: Yeah.

12 CHAIRMAN BARRERA: Okay. Aerospace Academy?

13 MR. WERTER: Nothing to report. No meetings.

14 CHAIRMAN BARRERA: All right. We'll move on
15 then to our -- Ron Sanchez from the County
16 Commission.

17 7. - REPORTS

18 COMMISSIONER SANCHEZ: Here.

19 MR. GEORGE: Here...

20 COMMISSIONER SANCHEZ: Yeah, I'm here, but I
21 don't have a present. I would like to go on that
22 tour when you set it up. I've never been on one.
23 So I would like to attend that on the first of
24 November, you said?

25 MR. GEORGE: I'll see about inviting you.

20

1 COMMISSIONER SANCHEZ: I appreciate that.

2 There's not a lot to say about the county. We are

3 in the midst of budget problems and we're going to

4 have to get it worked out. This coming year is,

5 you know, probably okay. The following year could

6 be a disaster unless we make plans in advance.

7 And that's what we're working on now.

8 And I don't know; my biggest worry is we have

9 a county, an infrastructure that we can't afford

10 to take care of in bad times. That really worries

11 me. And not to even mention federal level. I

12 mean, that's a million times worse off than we

13 are. However, that's the story right now. You

14 know, we -- we have everything in the county, all

15 of our infrastructure, everything else we offer to

16 the public is in jeopardy because of a bad time.

17 We can't afford it during bad times.

18 So I hope when the times start changing and

19 coming back that everyone will be mindful enough

20 to stay very conservative and let's not become

21 spendthrift as the county once was. You know,

22 like when I went in, we cut \$26 million without

23 even touching services.

24 Too bad that wasn't put aside into a reserve

25 fund to -- to help us through some of these bad

21

1 times. And we did that my first year, and that's
2 the only reason we haven't had bad times until
3 next year. But that's gone. There's no extra
4 money.

5 So I just hope everyone will keep in mind
6 what it was like to go through these bad times and
7 let's -- let's stay conservative and -- and work
8 with what we absolutely have to have, rather than
9 what everyone wants. That's -- that, to me, is
10 the big trick right there.

11 I appreciate serving as liaison to the
12 airport. I've enjoyed it. And I hope to
13 continue. And other than that, if anyone's got
14 any questions, we'll be glad to try to answer
15 them.

16 MR. GEORGE: I have a point.

17 COMMISSIONER SANCHEZ: Okay.

18 MR. GEORGE: Not a question. But all of the
19 board members here need to remember what he said
20 about they set up a reserve way back when and that
21 carried them through the hard times. And when we
22 start talking about this -- this budget, we need
23 to keep that in mind.

24 CHAIRMAN BARRERA: Thank you, Mr. Sanchez.

25 COMMISSIONER SANCHEZ: Okay. Thanks.

22

1 CHAIRMAN BARRERA: Mr. Slingluff?

2 MR. SLINGLUFF: Well, following in what

3 Mr. Sanchez reported, there's an old adage that

4 economies don't recover without transportation.

5 And I will say that we're not going down anymore;

6 we're -- we're actually pretty steady right now,

7 which is a good sign. And I -- I -- I think he's

8 absolutely right; we just have to be very, very

9 conservative here. But we are -- we're seeing

10 some daylight and a few more jets coming in.

11 Looks like a few more investors coming into the

12 county. Thank you.

13 CHAIRMAN BARRERA: Wonderful. Mr. Nehring,

14 Northrop Grumman?

15 (Not present.)

16 CHAIRMAN BARRERA: John Roderick?

17 MR. RODERICK: We had a meeting Saturday. We

18 were going to host the fly-in for Florida Sport

19 Antique Association, which coincidentally is the

20 number-one experimental aircraft association in

21 the United States. However, Mother Nature

22 canceled that.

23 At the meeting, the most important thing was

24 the -- all the club members' awareness of airport

25 security and our responsibility. And our vice

23

1 president, Mike Slingsluff, started a program for
2 picture badges, which is going very well. If --
3 if -- those of us who are members who are tenants
4 already have that. So we can be easily
5 identifiable to responsible parties on the
6 airport.

7 Along with that, we said, well, what if we
8 see somebody we don't identify; what do we do?
9 And we took a stab at it on our web site. I
10 talked with Mr. Cooper this afternoon. I'm going
11 to refine who to get ahold of. We had the obvious
12 ones, 911. They're posted around the fence. So
13 we'll refine that. And if you have any input from
14 us, please let us know. We're on the airport. We
15 kind of know what belongs here and what doesn't.
16 We want to do our part.

17 CHAIRMAN BARRERA: Thank you, Mr. Roderick.
18 Mr. Nehring, did you want to speak on behalf of
19 Northrop Grumman?

20 MR. NEHRING: I have nothing to report.
21 Thank you.

22 CHAIRMAN BARRERA: Okay. Mr. Burnett.

23 MR. BURNETT: Very briefly. You may recall
24 at the last Authority meeting you had given us

25 direction to see what we could do to challenge the

24

1 tower application that had been applied for by
2 Verizon for a tower to locate on Gun Club Road.
3 And, of course, the Airport Authority has an
4 interest in its own tower with Towercom to go
5 across from U.S. 1 from where the existing Grumman
6 tower is. But it would be west of U.S. 1.

7 That issue came up to the Board of County
8 Commissioners earlier this month, and they
9 remanded it back to the Planning and Zoning
10 Agency. There was a pretty good argument that we
11 put on. And I say "we," because Ed Wuellner was
12 also there to argue on behalf of the Airport
13 Authority as to why this matter should be
14 postponed and looked at more in depth and also
15 some technical reasons as to why the application
16 should just be outright denied.

17 And so, anyways, it's been referred back.
18 Commissioner Sanchez was on -- one of the folks
19 voting in -- in our favor. It's been referred
20 back to the Planning and Zoning Agency.

21 There was a lot of issues that were raised at
22 the Board of County Commissioner level as to why
23 it should go back, and so that's where it's at
24 right now. So they -- it -- it would presumably

25 have a hearing at the Planning and Zoning Agency,

25

1 and then the outcome of that potentially will wind
2 up sending it back to the Board of County
3 Commissioners. So it's going to be a ways yet
4 before it's to a position to where it could be
5 approved.

6 CHAIRMAN BARRERA: Would you advise the board
7 whenever it does -- it does get scheduled at the
8 PZA for hearing?

9 MR. BURNETT: Yes. Assuming that does not
10 happen before our next meeting.

11 CHAIRMAN BARRERA: Okay.

12 MR. BURNETT: There's a potential it may
13 happen. Unless you want to tell us otherwise,
14 it's -- it's my understanding that the direction
15 from the Authority is to continue to go -- go
16 forward to challenge this tower being approved.
17 And as long as I have the legal basis to do that
18 in good faith, that's what we'll be doing.

19 CHAIRMAN BARRERA: Okay. Thank you. Is
20 there any other reports from --

21 MR. BURNETT: No, no -- nothing else.

22 CHAIRMAN BARRERA: Okay. Mark Napier? Ed?

23 MR. WUELLNER: Mark is not here. The traffic
24 count table is there. Trying a little different

25 format this month to try to clarify the line graph

26

1 piece of this. Represents current year over the
2 previous year. And see the total operations are
3 down about 8,000 total ops for the year, which
4 represents about 17 percent over year over year
5 for the 12-month periods.

6 Monthly ops are off 431 takeoffs and landings
7 or about 5.8 percent for the similar period. Four
8 hundred and thirty-one -- and just as an order of
9 magnitude, sometimes represents a single day's
10 operations, so there are other -- I think in a
11 month-to-month kind of basis, it's -- there's some
12 other things in play, too. Like we've had not
13 necessarily unusually rainy weather, but any
14 impact of a fairly high percentage of IFR weather
15 in a month certainly has -- in any time of any
16 year, has a significant impact on total
17 operations, as your VFR guys simply aren't flying
18 at that time.

19 And that's actually improved. It was over 21
20 percent at one point earlier in the year. And I
21 saw statistics very recently where the -- overall
22 nationally it's off over 23 percent.

23 CHAIRMAN BARRERA: Carl? Carl, did you have
24 a comment you wanted to make?

25 MR. YOUMAN: Yes. Is this primarily small

27

1 planes, general aviation versus the commercial,
2 where Mr. Slingsluff was saying that he's seeing a
3 steadying of the pattern for commercial?

4 MR. WUELLNER: They have the most impact on
5 the operations data because they statistically
6 provide more takeoffs and landings, and operations
7 are defined by that -- that metric versus fuel or
8 some other metric.

9 MR. YOUMAN: Okay. Thank you.

10 CHAIRMAN BARRERA: Project updates.

11 8. PROJECT UPDATES

12 MR. WUELLNER: Okay. A few developments over
13 the last month or so. The Airport Authority
14 executed a grant with the FAA for stimulus funds,
15 as they're known out there generally.

16 We received a 100 percent funded grant for
17 the Taxiway B North project. That is under
18 construction now as of -- as of the other day.
19 And looks like -- I mean, they're telling us it
20 should be just about a three- to four-month
21 duration kind of project. So it should go very
22 quickly and be completed and -- and back open.
23 But that pavement, starting Wednesday, will be
24 closed to the area you see highlighted there, will

25 be closed.

28

1 The tower will accommodate -- during the
2 daytime, it will accommodate different route
3 structure to and from runway ends. But it will
4 remain closed for the duration of the project, as
5 there's really no way to make it work that doesn't
6 extend the total construction time by almost a
7 factor of two. So it makes sense to just close it
8 one time, get it done, and get it back opened
9 again.

10 MR. GEORGE: What is the general plan?

11 MR. WUELLNER: The general plan --

12 MR. GEORGE: If you're closing that whole
13 taxiway, how are we going to get down there?

14 MR. WUELLNER: Actually, this is the section
15 that begins approximately where the paver apron
16 ramp is. Runs out on Taxiway Bravo to the
17 intersection of runway 13/31, which is this piece
18 of it.

19 MR. GEORGE: Yeah.

20 MR. WUELLNER: And then north on Bravo,
21 including Bravo 1, those pieces of pavement will
22 be closed. If you desire to use the runway to the
23 south or departures to the south, arrivals to the
24 south, they will take you up runway 2/20 and

25 across and you'll have access off the A side --

29

1 MR. GEORGE: Okay. All right.

2 MR. WUELLNER: -- of the -- or Alpha side of
3 the field.

4 MR. GEORGE: Okay.

5 MR. WUELLNER: There should be no other
6 impacts. If you're landing on a 13 arrival,
7 you're pretty much past all of those intersections
8 anyway before arriving. And it's kind of a
9 reverse scenario on arrivals. On a 31
10 configuration, it can exit the Alpha system and --
11 and come back across.

12 The scheme of things, we're lucky the setup
13 we do have is pretty conducive to keeping a normal
14 flow. It will be barricaded and lighted and all
15 of the normal construction kind of things going
16 on.

17 MR. GORMAN: Again, what's your -- what are
18 you looking at for completion --

19 MR. WUELLNER: They're telling us --

20 MR. GORMAN: -- Christmas?

21 MR. GEORGE: Three to four months.

22 MR. WUELLNER: -- four months or less.

23 MR. GORMAN: Four months. Okay.

24 MR. WUELLNER: They will begin, if the

25 schedule holds, which obviously has weather

30

1 impacts as they go, but the schedule would start
2 them doing milling operations on Friday already.

3 So, it will -- getting it prepped to repave
4 the existing sections will go very, very fast.
5 And keep in mind they're only adding I guess about
6 20 feet, round numbers, on each side of the
7 existing pavement, so it's not a huge physical
8 construction in the -- in the sense of building a
9 whole new taxiway. It's -- this is a remodeling,
10 in a sense, versus -- versus starting over.

11 MR. GEORGE: Ed, any way you can create a
12 short e-mail that basically says what you just
13 said in the last two minutes and get it to the
14 SAAPA distribution?

15 MR. WUELLNER: Sure.

16 MR. GEORGE: And all the tenants on the -- on
17 the field, too.

18 MR. WUELLNER: I would --

19 MR. GEORGE: I don't -- I don't mean the
20 tenants like, you know, the hangar operators. You
21 get it to SAAPA, let them get it out.

22 MR. WUELLNER: Sure.

23 MR. GEORGE: But I assume Luhrs and -- you
24 know, and the rest of the guys would want to know.

25 CHAIRMAN BARRERA: And I'd like to add to

31

1 that that I'd like for the FBO to post something

2 up on that for the transient --

3 MR. GEORGE: Okay.

4 CHAIRMAN BARRERA: -- people. And,

5 definitely, I'd like it to go out to all of the

6 tenants.

7 MR. GEORGE: Well, he's not nodding his head,

8 so I don't know if what that means --

9 MR. WUELLNER: No, that's fine.

10 MR. GEORGE: -- he will do it or he won't do

11 it.

12 MR. WUELLNER: We can do that.

13 CHAIRMAN BARRERA: We'll let Ed work with him

14 on that one.

15 MR. WUELLNER: We can do that. I would also

16 point out that as a -- as a condition of all of

17 these -- the recovery act grants, the information

18 related to the project is posted on our web site.

19 There's a dedicated page, too, everything from the

20 grant application to progress reports that are

21 required. So they're -- the web site will have

22 the most current information --

23 MR. GEORGE: Okay.

24 MR. WUELLNER: -- related to the project

25 itself.

32

1 CHAIRMAN BARRERA: And that was the last
2 point I wanted to ask you, is to make sure that we
3 put it on the front page of the web site.

4 MR. WUELLNER: There's a link off the front
5 page to the site, to the page.

6 CHAIRMAN BARRERA: Right. But I -- I would
7 like to have that it's going to be marked off on
8 the front page.

9 MR. WUELLNER: The -- that the pavement's
10 closed?

11 CHAIRMAN BARRERA: The construction part.

12 MR. WUELLNER: Okay.

13 CHAIRMAN BARRERA: And that will alert the
14 pilots.

15 MR. WUELLNER: Okay.

16 CHAIRMAN BARRERA: Do we have any further
17 board comment on that project update?

18 MR. GORMAN: Just a quick one. Ed, are they
19 going to pave the shoulder like they did on the
20 other?

21 MR. WUELLNER: Yes.

22 MR. GORMAN: And is there -- okay. We can
23 talk about it later, but I'm just curious as to
24 the -- the requirement to pave the shoulder; is

25 that de rigueur something always to be done or --

33

1 MR. WUELLNER: It's an erosion control and
2 maintenance issue, and FAA buys in the fact that
3 it also adds to the response --

4 MR. GORMAN: Okay.

5 MR. WUELLNER: -- on emergency vehicle access
6 out there.

7 MR. GORMAN: Oh.

8 MR. WUELLNER: It's not full-strength
9 pavement. It's -- it's more of a roadway --

10 MR. GORMAN: I know. It -- it can't take the
11 whole weight. I was just curious as to when you
12 see that expanse, it looks like a huge taxiway.

13 MR. WUELLNER: Yeah. And it is.

14 MR. GORMAN: I mean, it's because the
15 shoulder's paved.

16 MR. WUELLNER: Next project I have for you is
17 the multiuse building. Construction is underway
18 now in the sense that they're beginning the
19 flagging and they've started putting silt fence up
20 and the like. And I think they're earnestly --
21 will probably clear, you know, areas for
22 construction starting by the end of the week. And
23 that is still on track to be finished not later
24 than March. And that's -- that's a pretty

25 generous schedule. I wouldn't be surprised to see

34

1 it come in a little ahead of that date. But
2 that's the date that's -- that's out there right
3 now.

4 And it's basically the exact same story
5 related to the aircraft maintenance facility.
6 It's a companion project to this, as well as the
7 infrastructure piece of it. They're -- they're in
8 on the exact same time lines because it's the same
9 contract, same contractor.

10 Washrack, we have an agenda item for the
11 contract award for this. All the permits are in
12 place now related to this. And assuming award
13 today, we should be using it in September.

14 EA, not a whole lot of change in terms of
15 overall progress, but that -- they continue to
16 plug away with that. I have seen several of the
17 agency letters beginning to filter in back to FAA
18 relative to project discussion or notification of
19 the project parameters. So they'll keep plugging
20 away with that. And I would suspect we'll have a
21 pretty good update coming up in the next, I would
22 say 60 days as they -- the report starts taking
23 shape and starts getting out there for the public
24 meeting side of it. Yes, sir?

25 MR. GORMAN: This is a tongue-in-cheek

35

1 comment, but if you want to see the worst of
2 government -- you know, this is not a reflection
3 on the director. He has to put up with this. You
4 call it the A, B, C -- he calls it the A, B, C,
5 but it's the worst of government, because
6 basically they are just fooling with nothing.

7 If you look at the ditch -- and I'm very much
8 of an environmentalist -- and you look at where
9 they're going to push dirt and you just, common
10 sense, see what's going to happen out there, and
11 then you look and see what -- the money and time
12 they're spending to do these different agencies to
13 do a lot of nothing, it's amazing. Sorry.
14 It's -- just take a look.

15 MR. YOUMAN: I didn't want to make a comment,
16 but I fully agree with you. Looking at the list
17 it's --

18 MR. WUELLNER: But it doesn't change the fact
19 that you --

20 MR. YOUMAN: Still have to do it.

21 MR. WUELLNER: -- have to comply with the
22 law.

23 MR. GORMAN: He's -- that's -- it's the
24 director's cross to bear on this.

1 development schedule. You have an item within the
2 budget to discuss the -- the financial component
3 of -- and the -- and the phasing related to that.
4 But suffice it to say if it survives budgeting,
5 then it's a fall/winter kind of time line. It
6 should be timed very closely to the multimodal
7 (sic) in terms of being able to open trails.

8 We are going to take the approach, again,
9 subject to budget-related discussions, pursuing
10 some grant-related -- Florida Inland Navigational
11 District has a grant program that would allow us
12 to try and get a grant for construction of the
13 walkway, decking, observation platforms, things of
14 that nature, and those are typically a 50/50
15 grant. But the application time line on that is
16 in an April time line.

17 So it -- in terms of application, we will be
18 postured to be in the consideration on an April,
19 and then it would probably be a fall item relative
20 to budget for next year as to programming the
21 match for things like boardwalk or physical
22 improvements other than trail. Yes, sir?

23 MR. GORMAN: Yes. I just have a brief
24 comment. Let's not let a -- this is a budget

25 item -- kill the idea, because we really don't

37

1 need to spend a lot of money on it. It's just

2 land reserved for a park.

3 In other words, if there is a grant problem

4 or we can't get a grant, let's just fence it, you

5 know, get the trail up, and use it as a project ad

6 infinitum. There isn't any -- any rush to finish

7 this. There's just kind of a need to define the

8 borders of it, is the only way I see it, you know.

9 So I don't -- as a budget item, I don't want it to

10 get -- become an onerous budget item.

11 MR. WUELLNER: It certainly makes sense to

12 pursue grant funds to -- to match this if you're

13 going to do it.

14 CHAIRMAN BARRERA: Ed?

15 MR. WUELLNER: Yes.

16 CHAIRMAN BARRERA: You -- you misspoke when

17 you called it the multimodal instead of multiuse,

18 to tie in the completion of the multiuse building

19 in March 2010 when you were talking about the

20 trail.

21 MR. WUELLNER: I missaid it?

22 CHAIRMAN BARRERA: Misspoke. I wanted to

23 have that on the record. We were talking multiuse

24 building.

25 MR. WUELLNER: I mean multiuse, not multi --

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1 MR. GEORGE: Speaking of all of those --

2 MR. WUELLNER: Multi -- whatever it is --

3 modal.

4 MR. GEORGE: We haven't planned a -- an open

5 house, if you will, on anything we've done since

6 the tower. And I think that these -- the multiuse

7 building, the hangars, the whole area over there

8 for the park should be used as a theme to have a

9 big open house, and maybe have it on a Saturday so

10 that more people can come and see what we have.

11 MR. GORMAN: Part of public relations which

12 we talk about.

13 MR. GEORGE: Yeah.

14 MR. GORMAN: Maybe the paper would actually

15 say something nice about it because it is

16 certainly for the citizens of St. Johns County.

17 MR. GEORGE: The paper's done well.

18 MR. GORMAN: Seem to be coming around.

19 MR. WUELLNER: Okay. As far as we know,

20 Citizens Airport Group, next meeting is August

21 20th. We are continuing -- the web site

22 enhancements referred to here are web site

23 enhancements related to eventually being able to

24 gather the information on the noise, the -- the

25 policy that -- that we're all discussing under the

39

1 complaint or issues-gathering database. So -- and
2 that's a later agenda item. So at least get the
3 flow chart coming up here in a minute.

4 Marketing and PR, just as -- spoke last week
5 to the St. Johns Realtors Group relative to just
6 general airport. That was an invitation extended
7 after we spoke at Vilano Beach about 15 months ago
8 related to the aerobatic box.

9 We were contacted to not -- not speak about
10 the aerobatic box, but just talk about the airport
11 in general. And we did that last week. And happy
12 to report we're, you know, continuing and getting
13 some continued interest from airlines, especially
14 after Jumpstart, and we continue to do follow-up
15 contacts with -- with the particular airlines we
16 met. We're doing that every few weeks. And we
17 continue to have some dialogue there. So
18 hopefully in the next, not too long, we'll have
19 something positive to -- positive to announce out
20 of that.

21 MR. GEORGE: Back to the presentation that
22 you did, in keeping with your normal presentation,
23 I assume there was a PowerPoint?

24 MR. WUELLNER: Yes, sir.

25 MR. GEORGE: Is that PowerPoint being turned

40

1 over to the PR committee so that we can
2 containerize it?

3 MR. WUELLNER: It can be.

4 MR. GEORGE: You know, I think it should be.

5 MR. WUELLNER: Yeah. Be happy to do that.

6 It's there ready to use.

7 MR. GEORGE: Okay.

8 MR. WERTER: Regarding Jumpstart, have you
9 had any feedback from -- and if the board
10 remembers, or the public remembers, we had a team
11 go up of Ed, Mr. Gorman, myself, and -- and
12 Michael Slingsluff. Have you heard from any of
13 those people that we -- we spoke with?

14 MR. WUELLNER: They're part of the ones we
15 are talking with. We've been able to have some
16 discussions continue with several of them.

17 MR. WERTER: Very good.

18 MR. WUELLNER: Now, whether they come to
19 something is another matter, but --

20 MR. WERTER: Yeah.

21 MR. WUELLNER: -- the door is open.

22 MR. WERTER: It was a dynamic meeting. I
23 thought it was very fruitful. And I don't think
24 we stepped on anybody's toes. So it was an

25 interesting process.

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1 MR. GEORGE: So you think that -- that yours
2 and Jack's presence was very beneficial to the
3 airport, or do you think that we ought to --

4 MR. WERTER: I can tell -- I can tell you
5 what the dynamics were. Ed presented the
6 advantages of being at St. Augustine Airport.
7 Michael showed us the -- showed them that -- the
8 support they would have from the FBO and services
9 that could be rendered to them. Ed and my --
10 excuse me. John and myself were able to present a
11 more flavor, shall we say, to the surrounding
12 demographics. And the four of us complemented
13 each other whenever we had -- and it was a
14 speed-dating kind of scenario. You had 20 minutes
15 with an airline to sell your airport. And then
16 they would play music and say, "Sorry, next
17 table," and you would move on to the next airline.

18 If Ed didn't like address the issues of the
19 shifting demographics, I jumped in and talked
20 about how the shifting demographics were mainly
21 south, and we complemented each other that way.
22 And also the personal experiences of -- of John
23 and I that we don't like going all the way to JIA.
24 I live on the north end of St. Johns County in

25 Ponte Vedra. If I had the options, if there was

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1 even a connector flight out of St. Augustine, I'd
2 rather do that.

3 So, yeah, I think it was very beneficial.

4 And maybe Ed can address that issue, too, because
5 I was kind of concerned about that.

6 MR. GEORGE: Well, one of my concerns is that
7 this board micromanaging, you know, what's going
8 on, because all of us could get involved in our
9 own little pet projects and we'd be tying his
10 staff up so --

11 CHAIRMAN BARRERA: Certainly we can look at
12 that next year.

13 MR. GORMAN: I would actually disagree with
14 that heartily. I think that we were very
15 supportive of Ed and just let him carry the ball.

16 MR. WERTER: He was our team --

17 MR. GORMAN: Yeah, really good.

18 MR. WERTER: He was our team leader.

19 MR. GORMAN: And I think that the -- that the
20 airport -- the airline executives saw us as
21 supportive of him. And we already had a facility.
22 And they got our cards in hand, and I think that
23 the whole, in total, gestalt of the thing was they
24 thought, well, these guys want to do business and

25 they're not going to fool with us; we can just

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1 move in. And that's kind of what we did for Ed.

2 We -- we tried to convey that. It's like we're --

3 we're dead serious; we want to get an airline in

4 here.

5 MR. WERTER: It showed -- it showed -- very

6 much showed community support, not just the

7 airport going for business, community support.

8 And, of course, that's what they're going to be

9 looking for. You know, it's the market.

10 CHAIRMAN BARRERA: Okay. Let's move on.

11 MR. YOUMAN: Can I just ask Wayne one

12 question?

13 MR. GEORGE: Yeah.

14 MR. YOUMAN: On the open house idea, was this

15 in March 2010 when everything opens up? Was that

16 the idea?

17 MR. GEORGE: Yeah.

18 MR. YOUMAN: Yeah. That's like I had

19 mentioned previously.

20 MR. GEORGE: Give us some -- some leeway.

21 Make it April or, you know --

22 MR. YOUMAN: When everything opens up. Okay.

23 Thank you.

24 MR. WUELLNER: Aerospace Academy, it was

25 already noted they're in summer recess. There's

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1 nothing new to report there.

2 Budget performance roundup, overall for the
3 year, revenue's down about 11 percent. Expenses
4 are down about 7.8 percent at this point.

5 And the first action item when you're ready.

6 CHAIRMAN BARRERA: I'm ready.

7 9.A. - SOUTH DEVELOPMENT AREA - INSPECTION AGREEMENT

8 MR. WUELLNER: All right. First item we have
9 is for south development area. This is for the
10 project inspections. That's a primary contract
11 with Passero in the amount of \$198,500, which is
12 approximately 8 percent of the total construction
13 budget. Included within the \$198,000 figure is
14 the Prosser Hallock/AVCON component, which would
15 primarily be their responsibilities toward the
16 aviation -- the aircraft maintenance facility.

17 The agreement we have in place with LPA
18 already includes the RP -- RPR service. That's
19 why it's not addressed specifically in here. And
20 it would be our recommendation that you approve
21 that RPR services agreement with Passero at
22 \$198,500.

23 CHAIRMAN BARRERA: Okay. We'll open that up
24 for public comment. Mr. Roderick?

25 MR. RODERICK: My -- my observations are, of

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1 course, anecdotal, but I've watched them support
2 the theme of this board and to support the
3 environment and save tremendous trees. And in my
4 passing around the county, all over, that's widely
5 supported as being beneficial to everybody. They
6 have adopted that. And I don't know if Andrew's
7 going to be king of the druids some day, but he
8 certainly takes it to heart.

9 CHAIRMAN BARRERA: Thank you, Mr. Roderick.
10 Mr. Brunson?

11 MR. BRUNSON: Thank you. Just a comment.
12 Today on a talk radio show the subject came up
13 about user fees. And what I just wanted to remind
14 everybody in aviation, this is a very serious
15 thing. In my personal opinion, user fees -- and
16 Ed just talked about having 17 percent decline.

17 User fees are two things in my opinion:
18 They're dangerous and they're going to cut
19 aviation usage. Being dangerous, some -- my
20 understanding is that user fees would be hard to
21 collect. But if you're flying IFR, they know who
22 you are, they can charge user fees. More people
23 are going to start flying VFR. That's dangerous.

24 But I'd just like to make a comment that --

25 that SAAPA, especially, and us -- you as board

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1 members need to keep that in mind.

2 MR. WERTER: Can I ask you, you said this was
3 on the radio today?

4 MR. BRUNSON: Yes.

5 MR. WERTER: What --

6 MR. BRUNSON: Well, my good friend Neil
7 Boortz brought this up, him being a pilot and
8 staying in tune with what's going on, and that's
9 where that came from.

10 CHAIRMAN BARRERA: Thank you, Mr. Brunson.
11 We'll open it up for board comment, this agenda
12 item. Jack?

13 MR. GORMAN: Just to clarify for the public
14 where the money comes from, the funding on the
15 \$198,000 --

16 MR. WUELLNER: Is 50/50 with Florida DOT.

17 MR. GORMAN: That's -- I just wanted to
18 clarify that just for the public's benefit.

19 CHAIRMAN BARRERA: Do we have any further --

20 MR. WERTER: Just a question. Is the 8
21 percent -- the plus or minus 8 percent, is that
22 about par what's usual with this type of contract?
23 Let me get a little bit closer to the mic. I see
24 Cindy staring at me. The 8 percent, that's about

25 the usual neighborhood for this type of fee?

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1 MR. WUELLNER: It -- it's actually low.

2 MR. WERTER: Lower?

3 CHAIRMAN BARRERA: Do we have a motion? Any
4 further board comment?

5 MR. YOUMAN: I make a motion we accept it.

6 CHAIRMAN BARRERA: Into the mic.

7 MR. YOUMAN: I make the motion we accept.

8 MR. GORMAN: I'll second it.

9 CHAIRMAN BARRERA: All in favor?

10 MR. GEORGE: Aye.

11 CHAIRMAN BARRERA: Aye.

12 MR. GORMAN: Aye.

13 MR. YOUMAN: Aye.

14 MR. WERTER: Aye.

15 CHAIRMAN BARRERA: Any opposed?

16 (No opposition.)

17 CHAIRMAN BARRERA: Motion passes unanimously.

18 9.B. - COMPLAINT POLICY - UPDATE

19 MR. WUELLNER: Okay. Next item I have, this

20 is an updated chart from what went out with the

21 agenda package, so it's hopefully a little --

22 little easier to walk through. But this is the

23 proposed information flow or the database flow

24 related to the -- the complaint policy that's in a

25 draft form that we're beginning to kind of work

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1 through.

2 But generically they -- it starts up here
3 with the web site and the user. In the event we
4 receive an issue, comment, or something, complaint
5 or whatever, it can be also entered by Staff, but
6 in any case, it goes into the same -- same
7 interface on the web site. So it's the exact same
8 interface to begin the process, whether the public
9 goes directly to that interface or Staff goes
10 directly to the interface.

11 It immediately generates -- once the send
12 button has been placed there, it immediately
13 generates a response back to the individual and
14 lets them know that we've received that comment
15 and provides a unique tracking number for them
16 relative to that complaint so that we -- in the
17 event we have multiple complaints by the same
18 individual, we're able to identify specifically
19 which one.

20 From that point on, the airport staff can
21 take that complaint and address it. And by
22 addressing it as the policy kind of defines, it
23 could be anything depending on the nature of the
24 complaint, but it -- it ultimately involves

25 investigating it and coming up with some eventual

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1 response back to whoever has made the original
2 complaint.

3 The -- the follow-up will be an e-mail at the
4 end of that. At the point Staff would close
5 that -- that issue, that generates an e-mail back
6 to the individual originally making the -- making
7 the inquiry, and it provides a record on the
8 internet for anybody to go look at that, the
9 results of that complaint, what -- what was the
10 complaint and how was it resolved. That
11 information will be available on the web site.

12 At this point, I think the policy says it
13 would be kept on the web site for a period of a
14 couple of years. I don't know whether it was two
15 or three as it was originally written up. But
16 anyway, it would be out there for -- for a while
17 for anybody who wanted to go back and see what the
18 nature of the complaint was and what we did
19 relative to that complaint. But that's the -- the
20 general flow of that.

21 The -- the administrative side or the
22 administrative tool piece, we're still developing
23 with the web site developer, the -- the interface
24 that's working with the database. But suffice it

25 to say we're trying to find -- get enough

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1 parameters in there to allow for use of the data
2 in a true database fashion so that we can sort by
3 area, sort by nature of complaint, those kinds of
4 things, so that that data can be -- can be useful
5 in identifying problems or problem areas or
6 activities that are inconsistent with how we
7 should be operating out of the airport.

8 That's kind of where it is right now, and we
9 continue to -- to work on the electronic side
10 with -- we'll probably bring you another piece of
11 this back next month for some follow-up. But take
12 a look at it. If you've got comments or stuff,
13 questions or whatever related to what we see as
14 the general flow, please get back to me.

15 As we get those individual pages up and in a
16 beta mode and -- and we're able to share those, we
17 can -- we can do that too with you so you see what
18 that actually looks like when you get to the web
19 page.

20 CHAIRMAN BARRERA: We do not have any public
21 comment on this agenda item so we can open it up
22 for board comment. I think, Carl, you were
23 wanting to speak?

24 MR. YOUMAN: Yeah, I have two questions.

25 One, manpower resources related to this tracking,

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1 is it going to take more manpower?

2 MR. WUELLNER: It's effectively neutral.

3 We're -- we're already doing that. The -- the
4 advantage to this ultimately is we end up with a
5 much better record stream related to it.

6 The -- the other way, which was more
7 handwritten notes, those kinds of things, resulted
8 in probably inconsistent information available
9 relative to problems or problem areas we might
10 have.

11 MR. YOUMAN: Did the -- did the Citizen --
12 did the Citizens Airport Group have input into
13 developing this?

14 MR. WUELLNER: It's -- this whole thing is
15 being vetted with them as we go, also. I suspect
16 when they meet in August, whatever we have
17 developed at that point will be shared with them.

18 MR. YOUMAN: Great.

19 MR. WUELLNER: It's not being -- obviously,
20 pieces of it you have to develop sort of in a
21 vacuum as to what you would like to see, but then
22 at some point it becomes out there and everybody
23 gets to weigh in on it.

24 I don't -- I don't know when eventually it

25 will culminate in policy adoption of some form or

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1 fashion but, you know, once all the pieces and
2 parts together and the comments are all back and
3 that -- that back-and-forth has -- has happened, I
4 think it's -- it'll -- it'll be sometime down the
5 road here.

6 MR. YOUMAN: Thank you.

7 CHAIRMAN BARRERA: Jack?

8 MR. GORMAN: Just -- just a short comment.

9 In other words, if let's say you're a -- you hear
10 a noise, you don't like it, you -- you get on the
11 web site, you complain about the noise, is your
12 complaint verbatim published, or is there an
13 edit --

14 MR. WUELLNER: The complaint will be at the
15 end.

16 MR. GORMAN: Or is there -- is there an edit
17 function to this?

18 MR. WUELLNER: No. If -- if you give it to
19 us in any form or fashion, it's public record.

20 So, you know, word of caution, if you use a lot of
21 expletives, that's how you're going to be
22 portrayed.

23 MR. YOUMAN: But does the individual have to
24 identify themselves or --

25 MR. GORMAN: That's a good question, too.

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1 MR. WUELLNER: That's part of the policy
2 debate that y'all will have as it -- as it comes
3 forward. Right now, there's baseline information
4 that would have to be provided in order for us to
5 do a staff follow-back on the complaint.

6 MR. YOUMAN: Is it if someone doesn't
7 identify themselves, you could hear, see all sorts
8 of derogatory or --

9 MR. WUELLNER: Right. It --

10 MR. YOUMAN: -- type of comments in a -- in
11 a -- not only derogatory, but --

12 MR. WUELLNER: That's true. And a way to
13 follow up on the complaint, obviously, the -- the
14 next thing is a -- is essentially direct contact
15 with the individual making the complaint to get
16 additional details, you know, all the things that
17 you -- you miss and that you pick up in a
18 conversation you don't necessarily get when it's
19 written.

20 MR. GORMAN: I think Mr. Youman went right
21 where I was going to go with it. In other words,
22 if they can't identify themselves, you don't
23 necessarily have to publish all the expletives. I
24 mean, how do you -- how do you handle this thing?

25 MR. WUELLNER: Well, we -- obviously we're

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1 not going to publish anything that's not accepted
2 into the database.

3 MR. GORMAN: Right.

4 MR. WUELLNER: I mean, it won't even -- we
5 won't even have a record of that.

6 MR. GORMAN: Okay.

7 MR. WUELLNER: But if you've made a
8 legitimate complaint, then the information will be
9 available on the web site. We -- you know, it's a
10 matter of policy debate as to how much of that
11 information is on there.

12 My -- my gut feeling is we would probably
13 pull out the name, address component of the
14 complaint from the public, you know, the -- the
15 database once it's -- once the -- the
16 investigation's complete, because the name,
17 address piece is really not -- I don't know why it
18 would need to be out there. We -- we would have
19 it as a part of the database but wouldn't
20 necessarily need to be published.

21 The -- the important part is what -- what was
22 the complaint, for lack of better terms, where
23 geographically was the complaint, and further,
24 what was -- and, of course, what the nature of the

25 complaint, but then finally what was accomplished,

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1 what was -- what was the result of that
2 investigation. I don't think at that point the
3 individual's name or address is -- needs to be
4 public. But it's available.

5 In theory, anybody that walked in, you know,
6 we would have to give that to them if we have
7 that. So it could be followed through. I just
8 don't know that we would really embrace publishing
9 it for personal privacy issues, for no other
10 reason.

11 CHAIRMAN BARRERA: Buzz?

12 MR. GEORGE: Ed, have you guys had anymore
13 discussion about sending the neighborhood noise
14 groups an information copy on all the complaints
15 that come in? In other words, where we're sending
16 e-mails out, put them on a carbon copy of it.

17 What I'm concerned is that, you know,
18 somebody's not going to give us an e-mail address
19 and so what happens to it? But if it always gets
20 back to Beau George's group where, you know, they
21 get the e-mail saying, just like we were trying to
22 do those points right there, then they're
23 knowledgeable about what's going on.

24 MR. WUELLNER: When -- and I assume you mean

25 at the point where the complaint's accepted, they

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1 provided whatever you eventually in a policy

2 decide is minimum information to log it?

3 MR. GEORGE: Yeah, exactly, right.

4 MR. WUELLNER: It's absolutely no big deal to

5 do that, because it'd just be an additional

6 e-mail --

7 MR. GEORGE: Well, we have --

8 MR. WUELLNER: It's self-generated.

9 MR. GEORGE: I think we need to bring it up

10 to them to get them to say they want it.

11 MR. WUELLNER: Oh, okay. I see what you're
12 saying.

13 MR. GEORGE: We don't need to flood their --
14 their gates with it, but --

15 MR. WERTER: We'll just send a master copy
16 to --

17 CHAIRMAN BARRERA: I think that -- my feeling
18 on that is if it's available on the board -- on
19 the web site, it's available to anybody and
20 that -- that as an airport, we're -- we're doing
21 this trying to work with the community, but we --
22 the FAA is responsible for the airplanes in the
23 air.

24 We can work with our tenants. We can -- we

25 can educate as much as we can. But we -- and we

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1 can collect the data. But we're doing this as a
2 service, not as -- as something to send out to
3 different groups.

4 I think that making it available on the web
5 site is making it public for everybody. And --
6 and that affects -- because we did get complaints
7 last year from -- that were planes that originated
8 at Craig Field, we did get -- and weren't -- never
9 even came here to our airport. We do get
10 complaints about transient aircraft.

11 I think that copying other people on e-mails
12 as they're received, especially when they haven't
13 been fully vetted, I think that would be
14 premature. I think that making it available on
15 the web site would be the most prudent way to
16 handle that.

17 MR. GEORGE: I think that once the web site
18 is in operation -- excuse me, for this function,
19 that's fine. But in the transition period, we've
20 got a lot of people that are looking over our
21 shoulder who says, you know, but we need this, you
22 said you're going to give it to me, I don't get
23 this, I don't know this. We need to keep those
24 people informed while we are building this

25 database, if you will.

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1 And I think that to begin with -- and I don't
2 know if that's the first year or what -- if they
3 want to receive it, that we should send it to the
4 group, not to Beau George or to anybody of the
5 group, but only as a extension of our PR to the
6 group showing what's happening.

7 MR. WERTER: Well, that's -- that was my
8 intent in what I said --

9 MR. GEORGE: Yeah.

10 MR. WERTER: -- sending it to Mr. George, you
11 know, as --

12 MR. GEORGE: Yeah.

13 MR. WERTER: -- as the head of the group.

14 MR. YOUMAN: May -- may I ask how many are a
15 lot of people? How many --

16 MR. GEORGE: How many people do I want it
17 sent to?

18 MR. YOUMAN: No, no. How many are a lot of
19 people? Just a general idea of how many people
20 we're talking about.

21 MR. GEORGE: Four. Three. Two. One. The
22 only one I can think of now is sending it to one
23 representative of that organization.

24 MR. YOUMAN: No, I understand what you're

25 saying there, but how many are a lot of people

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1 that are --

2 MR. WERTER: Complaining.

3 MR. YOUMAN: -- complaining that -- that you
4 mentioned? You just said there's a lot of people
5 complaining, and I was just wondering how many is
6 a lot of people?

7 MR. GEORGE: Whenever you go to the meetings,
8 there's anywhere from eight people to 25 people
9 that are at those meetings.

10 MR. YOUMAN: Thank you.

11 CHAIRMAN BARRERA: Is that attendance
12 regular?

13 MR. GEORGE: In all the meetings, they are
14 our neighbors.

15 MR. YOUMAN: No, I didn't -- I just asked the
16 question about how many, the number. That's all.
17 I was curious --

18 MR. GEORGE: Okay.

19 MR. YOUMAN: -- what "a lot of" meant.

20 MR. GEORGE: Okay.

21 CHAIRMAN BARRERA: I think that as we go
22 through this complaint and -- and concern, or
23 really, notification, that we need to go through
24 each part as a separate piece. Already I've been

25 approached by more than one person about the fact

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1 that the airport noise that affected them has
2 decreased.

3 So if we look at that, we need to be able --
4 in order to make this an effective process, is to
5 be able to gauge it at each step of the way to see
6 how much progress we've made with each of the
7 steps we've implemented.

8 MR. GEORGE: That's true. What you're saying
9 is we need a report card --

10 CHAIRMAN BARRERA: We need --

11 MR. GEORGE: -- on us.

12 CHAIRMAN BARRERA: We need --

13 MR. GEORGE: What have we done, what action
14 was taken, what's the results coming out of it.

15 CHAIRMAN BARRERA: I think that we need to be
16 able to analyze the actions that we've taken and
17 see if they've made progress and to what extent
18 that that progress has been made. Because by the
19 nature -- we're not going to be -- by the nature
20 of being an airport, we're not going to be able to
21 eliminate all the noise at this airport.

22 MR. GEORGE: Know that.

23 CHAIRMAN BARRERA: So there will always be a
24 noise component. How much have we reduced it?

25 We've made several changes in -- in our flight

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1 patterns. We've made -- we've worked with our
2 tenants here at the airport. We've held
3 educational information with the local pilots.

4 So we have to measure how far that's gone
5 before we can see how much further we need to go.
6 You have to know where you're at to figure out --
7 and what you've done effectiveness of before you
8 can figure out the next step. You have to walk
9 before you can run.

10 MR. GEORGE: Well, I -- I'm just trying to
11 get it motivated and moving, okay? As far as
12 whether we're going to walk first and then run,
13 that's fine. But as far as I think what this --
14 my personal opinion of what this organization
15 should be doing is we should be extending a hand
16 to our neighbors to say, hey, we're trying --

17 CHAIRMAN BARRERA: Oh, I agree with you.

18 MR. GEORGE: -- okay? And if we sit back, as
19 we have done for the last year or so, and say
20 we're going to do this, we're going to do this,
21 we're going --

22 CHAIRMAN BARRERA: I guess I take --

23 MR. GEORGE: It ain't happening.

24 CHAIRMAN BARRERA: I take -- I take -- I look

25 at it differently, because I know that I

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1 personally, and -- and my husband personally, has
2 worked with Ed, has worked with the tower behind
3 the scenes and has -- has accomplished things
4 within the past year. So I would take -- I
5 would -- I would disagree with you that our
6 airport hasn't done things, because I've seen the
7 changes and I've seen people in the community tell
8 me positive things about those changes.

9 MR. GEORGE: Okay. I was not --

10 CHAIRMAN BARRERA: So I think that we have
11 been progressing.

12 MR. GEORGE: I was not attacking that nothing
13 has been done. It's just what I was attacking was
14 keep them informed --

15 CHAIRMAN BARRERA: I agree with you --

16 MR. GEORGE: -- of what we are.

17 CHAIRMAN BARRERA: -- of keeping informed.

18 MR. GEORGE: All of the things that you've
19 done behind the scenes, those need to be brought
20 out. And that's all I was trying to do here, is
21 we're getting a database that we've talked about
22 for two years, in effect. And we've got one group
23 that we -- that is spearheading pushing us to get
24 this. And I'm just saying that we need to keep

25 them informed of the results and what's happening

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1 with it.

2 CHAIRMAN BARRERA: And -- and I -- and I

3 think that we'll -- we'll be able to do that. And

4 I think that -- I just don't want to take on -- I

5 think that by publishing it on the web site, it

6 will make it available for everybody across the

7 board. And -- and I don't -- and -- and should --

8 and in the intermediate time, I think that if

9 should somebody request that they want that

10 information, as always, we will provide it.

11 MR. GEORGE: Okay. I disagree with you.

12 CHAIRMAN BARRERA: Ed, what do you need from

13 us on this?

14 MR. WUELLNER: Just comments back on it.

15 We're going to -- we're continuing the database

16 development at this point, and we'll update you

17 again next month on that.

18 I would suspect that based on that meeting

19 date, we -- we may just be ahead. I'm going to

20 have to look at the calendar. I don't know right

21 off the top of my head. But it looks like we're

22 going to be about three days ahead of the -- the

23 noise group, airport noise group meeting next

24 month. So I -- I think at that point, we should

25 identify the items we want to get to that group

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1 and what message or feedback we can get from that
2 group going into the September meeting so that we
3 have maybe more development.

4 By then we should have the database piece of
5 it pretty functional or able to look at and see
6 how sort of realtime things would work. Then the
7 next piece would be plugging that after a bit of a
8 vetting with the noise group in terms of the
9 usability and what -- what those things are, is
10 then get the vetting of the policy wrapped over,
11 you know, maybe in September, thereabouts, as kind
12 of a short-term target and get that public input
13 on that and see how the policy ends up related to
14 it.

15 CHAIRMAN BARRERA: What I --

16 MR. WUELLNER: Do you have a draft out there?

17 I'm not sure -- I didn't -- I did not attend those
18 meetings so I don't know how well communicated --
19 I suspect it's out there, based on some feedback I
20 got, that the -- the draft policy is out there.

21 You know, I have not directly received any
22 feedback from any individual or group, for that
23 matter, at this point. But I suspect that's
24 coming. Now to look at the electronic piece of it

25 as we get into August, get that feedback, now we

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1 have feedback, I would hope, from both components
2 of this and then we'd adjust that in the context
3 of getting the policy formalized or finished and
4 adopted ultimately.

5 MR. GEORGE: Has the draft policy been
6 changed?

7 MR. WUELLNER: We have made no textual edits
8 to it --

9 MR. GEORGE: Okay. Fine.

10 MR. WUELLNER: -- at this point.

11 MR. GEORGE: All right.

12 MR. WUELLNER: We've not really received
13 direction to do that. We've received some
14 individual comments, but it's not really been
15 vetted as a group with the -- with the -- with the
16 board itself. I mean, you made comments. I think
17 a few comments came out of the initial
18 presentation of it.

19 MR. GEORGE: Yeah.

20 MR. WUELLNER: And those kind of comments
21 need to get discussed and some general direction
22 provided back to us as to exactly how you want
23 that final policy to -- to look.

24 MR. GEORGE: Okay. You want to give us a

25 deadline for getting those --

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1 MR. WUELLNER: Well, I think the natural
2 course here is that -- that, you know, we -- we
3 look at the last electronic component of this at
4 the August meeting. Now we have the electronic
5 piece that can even be demonstrated or shown to
6 the noise group, if they wish. We have a draft
7 policy out there. It's time to get feedback.

8 MR. GEORGE: Okay.

9 MR. WUELLNER: And that feedback plays into,
10 I would think, your September meeting, at which
11 point you take those comments and decide whether
12 you have a policy that's in or near a final form,
13 needs to be edited based on the feedback you've
14 gotten, and we adopt it with the edits or we
15 postpone it a month and further vet it one more
16 time with the groups after the edits. That's
17 really for you to determine as you go.

18 But I would think the earliest time line that
19 I see is, you know, maybe an adoption in September
20 of a final electronic and the final policy
21 document that supports it.

22 MR. WERTER: Excuse me.

23 MR. GEORGE: Could I ask Sacha to -- for the
24 minutes of -- the last meeting they had, there

25 were two or three people that were very interested

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1 in it. If you wouldn't mind prodding them to get
2 some comments in, just outline of notes and stuff
3 like that, that would be great.

4 MS. MARTIN: Some of them are away right now.

5 MR. GEORGE: Yeah.

6 MR. WUELLNER: I think it would also be
7 helpful, if they're not going to consolidate them
8 into single comments from the group, then, you
9 know, we need to then make an effort to make sure
10 they know to plan on being at say a September
11 meeting to make those comments and get them --

12 MR. GEORGE: Yeah.

13 MR. WUELLNER: -- you know, wrapped into the
14 record here.

15 CHAIRMAN BARRERA: As a part of the public
16 comment.

17 MR. WUELLNER: Either way.

18 MR. GEORGE: Yeah. I'll call Beau George and
19 explain to him where we stand with it, what needs
20 to be done.

21 MR. WUELLNER: And I suspect we can get -- I
22 mean, my goal is that it's -- at the October --
23 calendar, right? At the August meeting of that
24 group, we should be able to demo the product, the

25 database, so that everybody gets to see what --

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1 what the user interface is, see the tools that are
2 available, those kinds of things, and what the
3 reports would look like, because we'll have all of
4 those things able to be -- to be seen.

5 MR. GEORGE: Can I offer them the use of this
6 facility? If you want to show them something,
7 that might be the best place to show them.

8 MR. WUELLNER: That's fine by us.

9 MR. GEORGE: Okay.

10 MS. MARTIN: You mean have the meeting here?

11 MR. GEORGE: Yeah.

12 MR. WUELLNER: That might be easier in
13 getting internet. But there are other ways of
14 doing that, too.

15 9.C. - WASHRACK FACILITY BID AWARD

16 MR. WUELLNER: Okay. Next item I have before
17 we talk budget is the GA washrack. As I mentioned
18 earlier in the project reports, we were out for
19 bids for those. All the permits were received
20 finally, so we -- we felt comfortable enough going
21 out for bid.

22 You had 19 bids for this job. Lowest
23 responsive bidder was with AWA Contracting at
24 \$99,900. I believe if we did some checking,

25 you'll find out this was actually less expensive

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1 than the first one we built, when it comes right
2 down to it, to give you an idea of what the
3 economy was. And the washrack that's existing has
4 been there eight years probably. So it's -- it's
5 an awful good price on that.

6 It is a FDOT project with us at a 50/50 grant
7 match. And our recommendation is to award to AWA
8 Contracting. You also have a letter as a part of
9 your information, I believe, a copy of the
10 engineer's recommendation also.

11 CHAIRMAN BARRERA: We have no public comment
12 on this item, so we'll open it up for board
13 comment.

14 MR. GEORGE: Ed, what was the budget we had
15 for this project?

16 MR. WUELLNER: We were estimating at
17 \$135,000, I believe, was the original project
18 budget for it.

19 MR. GEORGE: Okay.

20 MR. WUELLNER: It's part of a much larger
21 grant.

22 MR. GEORGE: Yeah.

23 MR. WUELLNER: It's a component of -- and
24 you'll maybe get a better feel; I can talk more to

25 it when we get to the budget piece. But --

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1 MR. GEORGE: Okay.

2 MR. WUELLNER: -- it was part of a -- my
3 remembrance, about a \$600,000 total project. This
4 is a piece of that grant.

5 MR. GEORGE: The only reason I brought it up
6 is from the -- the budgets -- or the bids that we
7 got for the multiuse building and the hangars, you
8 know, the prices that we had been experiencing
9 three or four years ago are coming down, and we
10 might want to, you know --

11 MR. WUELLNER: For how long is debatable, but
12 it's certainly --

13 MR. GEORGE: That's why I'm saying we might
14 want to take a look at it now, you know, before we
15 do that with the budget.

16 MR. WUELLNER: Yeah, it's a great time to
17 have projects being bid in that respect.

18 MR. GEORGE: Yeah.

19 CHAIRMAN BARRERA: Do we have anymore board
20 comment on this item? Do we have a motion?

21 MR. GEORGE: Make a motion we accept Staff's
22 recommendation.

23 MR. WERTER: I second it.

24 CHAIRMAN BARRERA: Okay. All in favor, say

25 aye.

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1 MR. GEORGE: Aye.

2 CHAIRMAN BARRERA: Aye.

3 MR. GORMAN: Aye.

4 MR. YOUMAN: Aye.

5 MR. WERTER: Aye.

6 CHAIRMAN BARRERA: Any opposed?

7 (No opposition.)

8 CHAIRMAN BARRERA: Motion passes. Our next
9 agenda item would be the budget and millage.

10 9.D. - 2009-10 BUDGET PRESENTATION & TRIM ADOPTION

11 MR. WUELLNER: Yeah. Your -- your goals for
12 today is we'll -- we'll make a brief budget
13 presentation, which will be the first iteration of
14 this year's proposed budget.

15 Your -- your accomplishments today need to
16 include adoption of the TRIM level for the
17 upcoming year, which those of you who have been on
18 the board before understand that is the
19 not-to-exceed millage that would be put out as a
20 part of the TRIM notifications to the general
21 public. It is ultimately mailed by the Tax
22 Collector's Office.

23 Proposed public hearing dates -- please make
24 a note of these -- are tentatively September 14th

25 for the first public hearing, to be followed the

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1 following Monday -- these are both Mondays -- the
2 September 21st, which would also be combined with
3 your regular meeting.

4 Both public hearings would begin at 5:01,
5 whether the 14th, that's the time the meeting
6 would start; on the 21st, there would be an
7 adjournment from the regular agenda to accomplish
8 that at 5:01.

9 MR. GEORGE: On the 21st.

10 MR. WUELLNER: On the 21st. If those dates
11 are a problem, especially the first date, I need
12 to know that today, because we have to provide
13 that as a part of our filing with the Property
14 Appraiser's Office and the Tax Collector's Office,
15 because that date is ultimately published on the
16 TRIM notice. So we need -- if there's a conflict
17 with another governmental entity -- in this case,
18 the only people we are not allowed to conflict
19 with is the County and the School District.

20 MR. GEORGE: I have a conflict on the 21st.
21 I'll be out of town for about ten days in there.

22 MR. WUELLNER: Okay. That is a Monday. It
23 could be accomplished --

24 MR. GEORGE: How about the --

25 MR. WUELLNER: We have some latitude on the

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1 date, but...

2 MR. GEORGE: How about the 28th?

3 MR. WUELLNER: You know, I don't remember

4 what the -- there's a separation, a maximum

5 separation between first and second public

6 hearings.

7 MR. GEORGE: Yeah.

8 MR. WUELLNER: She's going to go look that up

9 real quick. You could move the 14th sooner and

10 get it accomplished --

11 MR. GEORGE: Yeah.

12 MR. WUELLNER: -- before you leave.

13 That's -- that's a possibility, too. It's up to

14 you. You guys need to decide. I just need that

15 first date definitively. And then the second one

16 has to fit in the statutory envelope of time to

17 occur.

18 MR. GEORGE: She's getting it.

19 MR. WUELLNER: Okay.

20 MR. BURNETT: The second meeting has to be

21 within 15 days of the first meeting.

22 MR. YOUMAN: What happens if a board member's

23 not attending?

24 MR. WUELLNER: Yes, it could be put off

1 MR. GEORGE: Just got to have a quorum.

2 MR. YOUMAN: Pardon?

3 MR. GEORGE: If I'm not here, if one of us
4 isn't here --

5 MR. WUELLNER: So technically, yes, it could
6 be accomplished on -- if you're gone ten days?

7 MR. GEORGE: Yeah, I'm leaving the 16th, be
8 back Sunday, the 27th.

9 MR. WUELLNER: You'll be gone from the 14th
10 to the 28th, so it's 14 days.

11 MR. GEORGE: The 14th through the 28th would
12 work for me. I was just --

13 MR. WUELLNER: It -- it would meet it by one
14 day, the statutory issue. You have a 15-day
15 window --

16 MR. GEORGE: Yeah.

17 MR. WUELLNER: -- from the first to the
18 second. This would give you 14 days on your
19 schedule.

20 MR. GEORGE: So it would need -- it would
21 meet that.

22 CHAIRMAN BARRERA: Are all of the other board
23 members able to attend on September 28th?

24 MR. GORMAN: For myself, it would be more

25 convenient the 14th and the 21st. I would also

75

1 like to let the other board members -- if we have
2 to change any of these, all the board members need
3 to know before it changes, rather be informed of
4 the changes.

5 CHAIRMAN BARRERA: Carl?

6 MR. WUELLNER: We can -- as I mentioned, we
7 can move it forward. You could do your first one
8 as early as -- you cannot do it any sooner than
9 September 3rd by statute.

10 So you could do the first one on the 3rd and
11 do your second one on the 14th. Or, I guess in
12 this case, you can't do -- we couldn't do it the
13 7th, because unlike most years, that's Labor Day,
14 the 7th. It's very late into the first week of
15 September this year. So you could do it the day
16 after, say the 8th, and do it the following
17 Monday, the 14th, and be done on the -- at that
18 point.

19 CHAIRMAN BARRERA: And then move our board
20 meeting to the 14th?

21 MR. WUELLNER: You could do it the 14th,
22 absolutely.

23 CHAIRMAN BARRERA: Because that would
24 necessitate us --

25 MR. WUELLNER: Yeah.

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1 MR. GEORGE: That would be fine.

2 MR. WUELLNER: That's fine with us, too. Or
3 you can go the 14th-28th route. That works, too.
4 Whichever -- whatever way's better for everyone.

5 CHAIRMAN BARRERA: What would be most
6 convenient for you, Carl?

7 MR. YOUMAN: I believe the 14th and 28th,
8 because this is a very unusual year, what's --
9 what's happening with being in this -- in this
10 railroad projects, and I may be en route to
11 Portland, Oregon. I don't know yet. But I'll
12 have to work it out and get back like I did --

13 CHAIRMAN BARRERA: Jim?

14 MR. WERTER: 14th and 28th would be fine by
15 me.

16 MR. GEORGE: 14th and 28's fine.

17 CHAIRMAN BARRERA: Jack?

18 MR. GORMAN: Well, see, now that's fair. I'm
19 outvoted. That's fine. 14th and 28th is fine
20 now.

21 CHAIRMAN BARRERA: But the key there is I
22 didn't vote.

23 MR. BURNETT: And the 28th would be the
24 regular --

25 MR. GEORGE: But what about the 8th and the

77

1 14th? That's fine with me, too. But it's not
2 fine with you.

3 MR. YOUMAN: No.

4 MR. GEORGE: Okay.

5 CHAIRMAN BARRERA: And then we'll move the
6 regular meeting to the 28th at 4 -- at 4 o'clock.

7 MR. WUELLNER: Okay. Is that -- everybody
8 okay with that? I mean, maybe not thrilled, but
9 that's where they are? Okay.

10 MR. GORMAN: And these meetings are at 1701.
11 We're talking 5:01.

12 MR. WUELLNER: 5:01.

13 CHAIRMAN BARRERA: On the 28th, it's at 4:00,
14 because that'll be the regular board meeting. And
15 then we'll stop and adjourn.

16 MR. WUELLNER: Okay.

17 MR. YOUMAN: There's a bigger version of
18 this --

19 MR. WUELLNER: Okay.

20 MR. YOUMAN: -- that you can read.

21 CHAIRMAN BARRERA: Cindy, can you get Carl a
22 larger version?

23 MS. HOLLINGSWORTH: You have one right there.

24 MR. YOUMAN: Where is it?

25 MR. WUELLNER: It's under your pile there.

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1 MR. YOUMAN: Oh, thank you.

2 MR. WUELLNER: We'll talk in the context of
3 single-year budget and then have -- or do you
4 prefer to start off with it in the context of
5 five-year? It's a matter of which sheet we talk
6 to.

7 CHAIRMAN BARRERA: Let's start with the --
8 the single-year budget.

9 MR. WUELLNER: Single year? Okay. What's --
10 what's on the screen represents several pieces of
11 information for you. One is -- the left column,
12 left-most column of numbers represents what was
13 budgeted during -- for this current fiscal year
14 that we're in a sense wrapping up. The right-most
15 column, which is column H, is the proposed numbers
16 for next year.

17 The two middle columns provide information to
18 you related to the eighth month performance in the
19 budget and our anticipation of where it will end
20 up in the end of the -- by the end of the fiscal
21 year. So by the end of September, the estimated
22 end-year numbers represent where things, we expect
23 things to fall out completely.

24 You can see that the one-year, or the 2009

25 budget, we estimate a total of about \$13,736,000

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1 as being the budget number.

2 A couple of things to point out. One is the
3 ad valorem component of the budget. We
4 currently -- the current year provided a millage
5 rate of 1 -- .169 mills, which generated
6 approximately \$4 million, just a smidge under \$4
7 million net to the Airport Authority.

8 The proposal under the 09-10 budget reduces
9 that millage down to .16 even. That, with a
10 reduction in the tax base this year, would
11 generate a total of about \$3.25 million. So it's
12 about a \$750,000 tax -- overall tax reduction or
13 reduction of revenues to the Airport Authority out
14 of ad valorem proceeds. And equally as important,
15 the millage rate is reduced to the individual
16 taxpayer, too, by reducing it to .16.

17 When we -- we can talk more in the context of
18 what has gone on with the tax base, but suffice it
19 to say the rolled-back rate for the first time
20 I've ever been involved with this is literally an
21 increase in taxes -- excuse me, an increase in the
22 tax rate to generate the same amount of money, to
23 the tune of about 18 percent.

24 So you would have to raise taxes by nearly 18

25 percent in order to get the same amount of money

80

1 you did the previous year. Obviously that's not
2 something we're interested in doing.

3 Key items within that, your revenue items
4 continue to be the homes, T-hangars, conventional
5 hangars, commercial leases, other lease revenues
6 and fees. Those stack up. You can compare them
7 between the two years. And I'll go to the revenue
8 sheet in further detail if you wish.

9 Cash forward into the year of about just
10 under a million dollars of cash, in addition to
11 the \$2.3 million that -- provided for in the
12 budget at the fully funded reserve for the year of
13 \$2.3 million.

14 You can see that this year, though, that
15 number would end up growing -- would end up as a
16 total of about a \$5 million number when you get
17 down to the expense side. You'll show a
18 placeholder here.

19 But largely, we would grow -- the majority of
20 the tax revenues this year would fund -- fund
21 additional reserves, leading into, since this
22 would be at this point the last year of -- of ad
23 valorem collections. So, at -- at the conclusion
24 of this year's -- this proposed budget, the

25 Airport Authority would be off the tax rolls.

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1 Move on down to the -- you can see the other
2 revenue sources within there which include cash
3 forward and reserves forward, interest of about
4 \$35,000. State -- the state and federal grant
5 numbers line up here, as does the ad valorem
6 proceeds in the -- in the total picture.

7 You can see there's about just under \$5
8 million of total grant funds within the \$13
9 million budget. Five million dollars of that
10 number is reserves. So between those two items,
11 you get a pretty good feel for where the operating
12 budget's going to -- going to square out.

13 Expense side, salaries of just under \$600,000
14 proposed, or the total personnel benefits, taxes,
15 all of those types of things end up about an
16 \$832,000 estimated expenditure next year.

17 Operating budget itself, this is operating
18 items -- these are not capital items -- of about
19 \$1.5 -- excuse me, \$1.15 million, leaving a total
20 operating budget of about \$1.9 million in
21 operations. Five million dollars in reserves
22 being held. About \$65,000 in equipment and
23 another \$6.6 in -- in capital expenditures
24 proposed for next year. Those are offset -- that

25 \$6.6 million number is offset by the grant funds

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1 on the top.

2 So you can see that we effectively get \$6.6
3 million of improvements for about \$1.6 million of
4 local funds. So it's a pretty -- pretty good rate
5 of return, about a -- not quite a 4-to-1 ratio of
6 grant funds we match with local funds.

7 Are there any particular areas you want to go
8 over? Otherwise, I'll jump to the capital side
9 and just go -- go through that real quick. But if
10 you want to detail any of those particular
11 classifications, revenues, personnel or operating
12 expenditures, we can pull those sheets up in
13 detail. We've got detail backup for those, too.

14 This is kind of a review. I like to hit this
15 for you real quick. But this is kind of a detail,
16 what happened during the year relative to capital
17 so you get some idea of how the capital dollars
18 were expended during the current year or estimated
19 to be followed through for the year. Also helps
20 to understand what projects we bring forward into
21 the proposed budget for next year.

22 But basically, EA, you can see the
23 expenditures of -- will be about 70, 80 percent
24 done with the EA at the point we conclude the

25 fiscal year. That is a total project value back

83

1 originally of about \$750,000. There will be a
2 small component of that carried forward into next
3 year's capital.

4 ARFF facility design, Taxiway B, you can see
5 we'll -- looks like we'll be awful close to
6 wrapping Taxiway Bravo up within the current
7 fiscal year. A lot of that will depend on how --
8 how the weather cooperates with them being able to
9 do the Taxiway B project.

10 Finished projects this year, fuel farm,
11 washrack. This is the line item I mentioned
12 earlier, that the washrack is -- is joined in with
13 the DOT grant. The other half of that is common
14 fuel farm, so we have the ability to construct
15 fuel-related facilities with the balance of that
16 grant.

17 This year, we expended -- we wrote the check
18 for the industrial park study to the Chamber, so
19 that's a capitalized item of \$25,000. You can see
20 we didn't expend anything to speak of in the
21 current year related to the rental car facility.

22 We had a runway re-marking that we did not
23 get to and in fact postponed based on what we
24 believe to be the eventuality in the next -- next

25 year or so of the runway rehab project, in which

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1 case the marking would be included in that
2 project. So it's an expenditure we're not going
3 to carry forward.

4 The future land use was a study that was
5 programmed. We have not done that study to the
6 scope that was needed.

7 Cell tower's a project the Authority
8 ultimately turned into a revenue source, not an
9 expenditure. So it drops out completely from an
10 expenditure budget.

11 Did the hangar row G replacement this year.
12 Those doors have been replaced now with the
13 HydroSwing doors.

14 South development area infrastructure, this
15 is likely fencing, gates, security, that kind of
16 thing.

17 T-hangars N through R was completed just as
18 we entered the new fiscal year last year, so
19 that's the balance of the south development
20 original T-hangar project, so it was just a small
21 carry-on in that.

22 Restaurant stair replacement is underway
23 right now. That should have been carried over
24 here to estimated -- it should have been a hundred

25 thousand at the end. It's actually going to be --

85

1 end up netting at about \$70-, but it'll be done.

2 They've got the footers and all that formed now,

3 and the stairs are due in next week. So it will

4 be -- the restaurant stairs will be finished.

5 Building education piece of this will be in

6 this current fiscal year. The balance of the

7 project is programmed in the next fiscal year.

8 We'll see those numbers in a minute.

9 You had a half a million dollars in land

10 acquisition. You purchased three -- three

11 properties throughout the course of the fiscal

12 year totaling the \$532,000.

13 We've spent about \$5600 related to

14 consultant-related activities on the park

15 development.

16 And your new commercial hangars on the south

17 end are also -- a piece of that's been -- will be

18 in this fiscal year, and the balance will be

19 forwarded into next fiscal year.

20 MR. GEORGE: Ed, the items that show up for

21 the budget of zero this year --

22 MR. WUELLNER: Uh-huh.

23 MR. GEORGE: -- but yet we're spending money

24 against those, is that just a carryover from the

25 previous year or --

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1 MR. WUELLNER: Some were carryovers. Some
2 were grant funds or projects that actually were
3 initiated within the year. And the federal funds
4 or state funds were identified much quicker than
5 the original -- or the last budget process.

6 MR. GEORGE: Okay.

7 MR. WUELLNER: So they weren't -- weren't
8 known to us at the end of last year. And so --

9 MR. GEORGE: So on those projects, you would
10 have come back to the board and asked for an
11 approval to go --

12 MR. WUELLNER: You -- you ultimately approved
13 the contracts and did all of those things during
14 the course of the year.

15 MR. GEORGE: Okay.

16 MR. WUELLNER: Capital. Capital budget this
17 year lays out, primarily the EA, conclusion of the
18 EA activity. When you add that to the previous
19 year expenditures, comes up to about \$750,000
20 total project. You have construction of the ARFF
21 facility. When that goes, it will be a FAA
22 project at 90, probably 95 percent funded.

23 Taxiway B North is underway. You've spent,
24 as -- as I mention here, part of it will be in

25 this current fiscal year. Majority of it will

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1 probably lean over into the next fiscal year, but
2 very early in next fiscal year. That is a 100
3 percent funded project, so it's -- it has no
4 Authority contribution listed with it.

5 Fuel farm, that will be the balance of that
6 FAA project. And it's more a placeholder in our
7 budget. And -- and the improvements to the fuel
8 farm would likely be tied to the need for
9 additional fuel storage, which would probably be a
10 precursor to airline or something like that that
11 would require a significantly higher level of
12 storage.

13 However, we do need to note that that grant
14 has an expiration date of about 15 months from
15 now, so we need to be thinking about either
16 expending it on that or approaching DOT with some
17 other -- some other project that they might let
18 you use it on.

19 Multipurpose building carryforward at 50/50
20 with FDOT.

21 Park construction, we're showing \$85,000.
22 That's essentially to construct the trails.
23 There's about a mile and a quarter's worth of
24 trail back there. That's a low-end trail material

25 kind of construction, based on that kind of

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1 number, primarily because of the quantity. It's
2 over a mile and a quarter length of trail. But
3 that's probably a mulch or -- or some sort of
4 inexpensive aggregate product to stabilize the
5 trail. That would be -- that would be the
6 \$85,000. We are not budgeting at this point any
7 other improvements such as the decking --

8 MR. GEORGE: Decking.

9 MR. WUELLNER: -- observation -- we would tie
10 that to success with a FIND grant after April of
11 next year. If we are able to get a grant for
12 that, then we would move that into the next fiscal
13 year, October, and say, all right, you've got this
14 much money on the FIND grant; you need to budget
15 the other half of it. But that would be a next --
16 next fiscal year item once the grant money's
17 identified.

18 MR. GEORGE: That type of grant --

19 MR. WUELLNER: Or the year after, whenever it
20 shows up.

21 MR. GEORGE: Going along with what Jack was
22 saying earlier, if -- if we have a good warm and
23 comfortable feeling one way or the other about the
24 grant, could we spend the money in advance and

25 then get the grant to reimburse us?

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1 MR. WUELLNER: I honestly don't know the
2 answer to that. My suspicion is not, because it's
3 a reimbursable grant. We -- it would be our first
4 grant with the Inland Navigation District. So I
5 can't really speak to what the terms would be.

6 Some DOT things, we can do that. FAA, we can
7 do that. But not all our DOTs can we pre-spend in
8 a sense that money. We can look at the specific
9 grant terms. I don't know if you know off the top
10 of your head, Andrew.

11 MR. HOLESKO: (Shakes head no.) No.

12 MR. WUELLNER: He's done a couple of those
13 grants over the years. It's probably an after the
14 fact. You probably cannot expend it until which
15 time as you have the grant.

16 MR. GORMAN: We're not time critical on any
17 of that stuff anymore. I mean --

18 MR. WUELLNER: No, no.

19 MR. GORMAN: Doesn't make any difference.

20 MR. WUELLNER: No, not in that context. And
21 you -- as I said, right now, even if you got a
22 grant award or notification in April or May, we
23 right now would not be programming to build it
24 until at least October. However, we would

25 certainly keep you aware of the fact if you got a

90

1 grant, it would be coming back to this board for
2 approval to accept it. You could make a decision
3 then. You may want to allocate out of reserves to
4 get it going sooner than that. You may want to
5 just defer it to a next budget year discussion.

6 And that would be somewhat dependent on what the
7 grant terms are when they come out.

8 CHAIRMAN BARRERA: And that's basically a
9 placeholder for that.

10 MR. WUELLNER: No. It is not a placeholder
11 for the match for FIND. This is real construction
12 at a hundred percent --

13 CHAIRMAN BARRERA: For the trails.

14 MR. WUELLNER: -- funded by -- yes.

15 CHAIRMAN BARRERA: Okay.

16 MR. WUELLNER: For just trail pieces. We're
17 hoping -- we had a very good discussion two
18 weeks -- ten days ago, I don't know what it was,
19 about possibly involving one of the high schools
20 or more than one of the high schools in partnering
21 with us in the development of the physical part of
22 this as part of the community service projects
23 that they need to do as a part of the school. So
24 I'm hoping to meet with at least the -- one of the

25 administrators at St. Augustine week after next,

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1 once they're back, kind of kicking in, to see if
2 they'd be interested in doing something like that,
3 so that we end up using high school kids and --
4 and the like. You know, we -- we purchase the
5 materials effectively and -- and assist in the
6 development, but they do the work.

7 CHAIRMAN BARRERA: Can certainly include the
8 boy scouts. Many of them are working on their
9 eagle scout.

10 MR. WUELLNER: Well, we'd be open to anybody
11 wanting to help or, you know, do a public service
12 or community service project, whether it's, you
13 know, scouts or schools or whatever.

14 A lot of these kids need to -- well, you in
15 fact have to have community service credits to be
16 able to get out of high school these days. So
17 it's a good -- you know, it's a program that's
18 premade. They can come in and -- and do their
19 time, so to speak, and get credit for it, being a
20 public project and -- and satisfy graduation
21 requirements, also. So it seems like a natural,
22 but we need to bounce it off the school -- or
23 schools.

24 And if -- and if there are other schools that

25 would -- are interest, you know, we're fine with

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1 that, too. I don't need 5,000 kids out here on a

2 weekend. But I think we get the flavor of it.

3 You know, we can make that work.

4 COMMISSIONER SANCHEZ: Get it done real

5 quick.

6 MR. WUELLNER: I'm not sure what'd get done.

7 CHAIRMAN BARRERA: I think the scouts. 4-H,

8 I think they might be interested. I think there

9 might be a couple of -- of good groups that

10 would -- that would be right up their alley of

11 what they already do in the community.

12 MR. WUELLNER: We'd love to partner with, you

13 know, any -- any number of them that makes sense.

14 CHAIRMAN BARRERA: Uh-huh.

15 MR. WUELLNER: And last item we have, the FBO

16 terminal area, as well as this building, are in

17 need of exterior maintenance work, which would in

18 most cases be repairing cracks and painting and

19 doing all of that stuff.

20 We're proposing that you may want to consider

21 budgeting about \$150,000. This is not for

22 painting. This would be to change the exteriors

23 of those to the material that is used on the air

24 traffic control tower and U.S. Customs. So it's

25 basically a permanent exterior solution that would

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1 eliminate the future need to go ahead and do
2 painting and that kind of stuff in the terminal
3 area, as well as this building. It's -- round
4 numbers, it's about \$5 a square foot applied.

5 So you -- there's about, I want to say four
6 buildings, that are included in that number.
7 That's a budget -- we'd obviously bid it when it
8 came time to do it, but it's kind of a budgetary
9 number to do that. But it would be a -- sort of a
10 permanent solution to a problem that we end up
11 having to paint every four or five, six years over
12 there. And it just -- it's showing its age, and
13 the stucco cracking and all the things that go
14 with it. So something to consider.

15 MR. GEORGE: I think that's one good way of
16 getting it into capital, because if you're not --
17 if you're just doing --

18 MR. WUELLNER: Painting.

19 MR. GEORGE: -- you know, paint and
20 everything, that's maintenance. That doesn't go
21 in the capital budget. That goes in the operating
22 budget to maintain all that stuff.

23 MR. WUELLNER: And worse yet, you've got to
24 do it again.

25 MR. GEORGE: Yeah, but -- no. But if you --

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1 if you can make it where it's a permanent solution
2 to something, then you're enhancing the value of
3 the building and that becomes capital. I think
4 the accountants would go along with that.

5 CHAIRMAN BARRERA: I think it's also more
6 environmentally friendly.

7 MR. WUELLNER: It's a whole lot -- it's very,
8 very durable finish. We've just had excellent
9 results in the buildings we've used it. It is the
10 material that will go on the stucco-related
11 components of the multipurpose facility, as well
12 as the -- I call it the wainscoting piece of the
13 bottom of the new aircraft maintenance facility,
14 just the decorative component of it.

15 We've just had excellent results with it.
16 We've had to do almost nothing to the tower. It's
17 been what, six, seven years. I mean, at most,
18 it's a washoff of -- of accumulated dust and dirt,
19 but you don't have to repaint. Color's stayed
20 permanent. It's good solid material.

21 MR. YOUMAN: Is the -- is the multiuse
22 building being coated with the same thing right
23 now?

24 MR. WUELLNER: Yes. It will be when -- when

25 we get to that point, yeah. It is specified.

95

1 So, anyway, that's in -- that's in there for
2 your further discussion and -- and debate over it.
3 You can see there's about 7 -- right at 76
4 percent -- or 74 percent, excuse me, of the total
5 capital program is paid for by FAA and Florida DOT
6 grant-related funds.

7 So I think right there in front of you, about
8 \$6.6 million in projects, about \$1.7 of which --
9 \$-.75 of which is Airport Authority. And there's
10 several -- or at least one or two projects up
11 there that are not currently FDOT eligible. Okay.
12 Uh-huh?

13 MR. YOUMAN: Is it -- is it time to ask a
14 question?

15 MR. WUELLNER: Absolutely.

16 CHAIRMAN BARRERA: Yes. Go ahead.

17 MR. YOUMAN: In -- in the current year, we
18 appear to be down quite a bit in the commercial
19 hangar revenues, the conventional hangar revenues,
20 and of course that north terminal rent.

21 MR. WUELLNER: Yeah.

22 MR. YOUMAN: But then I'm looking at the
23 budget, and it seems like we're budgeting for
24 higher -- we anticipate higher revenues next year,

25 but we're so far off this year, what -- what basis

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1 do we have to anticipate higher revenues next

2 year?

3 MR. WUELLNER: Some part of --

4 MR. GEORGE: Occupancy dates.

5 MR. YOUMAN: Hmm?

6 MR. GEORGE: Occupancy dates.

7 MR. WUELLNER: Part of it's occupancy dates.

8 Part of it is a reclassification of some hangar

9 units based on their actual occupancy. You had

10 some -- as we entered last budget year, there were

11 some units that were classified as commercial, and

12 they would have been shown here as commercial

13 lease revenues.

14 The ultimate use -- one example is Wind

15 Dancer. Wind Dancer, when we were going into the

16 fiscal year last year, was a commercial lease. It

17 is now a corporate lease, and the revenues are

18 worked into the small commercial corporate line.

19 You'll see -- I don't have quite far enough, what

20 we're doing.

21 MR. GEORGE: Carl, on the multiuse building

22 and the new hangars, based on a March completion

23 and April occupancy, we only have those for five

24 months next year. So the next year, we'll have a

25 full 12 months. That -- so that's one of the

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1 reasons you'll see it go up next year, too.

2 Because I think we occupied all of these new ones

3 in the February, March time frame. So you lost

4 September's -- revenue from September up to that

5 point.

6 MR. YOUMAN: Okay.

7 MR. WUELLNER: You can almost see here from

8 the totals what -- what's going on, but you can

9 see that the commercial, or the conventional

10 hangar totals go from \$485- to \$516- next year.

11 But you can -- you can see there's not hardly

12 a change at all in the corporate side as we add a

13 couple of buildings in the mix down in this range.

14 But some of the revenue that was previously in the

15 corporate -- excuse me, in the commercial lease

16 classification is moved up into the conventional

17 hangar lease classification. So it's a shifting

18 of where it's shown in the budget based on the use

19 or the actual lease that's executed within the --

20 that's executed on the particular unit.

21 MR. YOUMAN: Okay. Thank you.

22 MR. WUELLNER: Now, if you like, I can try to

23 put it in context for you on the five-year real

24 quick and work with the summary sheet. Suffice it

25 to say the capital development program in the

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1 five-year is the F -- if you didn't catch the
2 note, but it is the FDOT, the JACIP, the Joint
3 Automated Capital Improvement Program, projects
4 that are currently programmed in the adopted
5 Florida DOT work program. So we're using that as
6 the basis for capital projects for years 2, 3, 4,
7 and 5.

8 The exact capital program I just went over is
9 the first year's capital program in this. So the
10 two -- the two lines here, the '09-10 budget
11 column throughout is exactly -- it's linked
12 exactly to the one year budget. So the two remain
13 exactly the same.

14 If we adjust one, it adjusts the other,
15 which, depending on the adjustment, may or may not
16 affect the next four years.

17 You can see changes in total revenue related
18 to leases. These are the major classifications.
19 As we move out, you'll see we have fewer and fewer
20 realized dollars on rental homes, which is
21 consistent with the general direction over the
22 last few years.

23 We see increases in the total revenue
24 expenditure -- or, excuse me, revenue expectations

25 for nearly all other classifications of revenue on

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1 the airport, to include T-hangars, conventional
2 hangars, our commercial leases, fees, and other
3 kinds of lease revenues, to include ground leases
4 and the like.

5 The revenue side of this is tied back to the
6 capital development program also. And, as always,
7 we delay the realization of revenue by one full
8 year. So we -- we -- in an effort to be extremely
9 conservative, if we budget a capital project
10 that's a revenue project, we do not budget revenue
11 against it until the following year. That allows
12 it not only to get constructed, but in the event
13 the project's delayed or whatever, there's no
14 expectation of revenue against it for that period
15 of time. That seems to work pretty well and --
16 and keeps it as simple as possible in developing
17 it.

18 MR. GEORGE: It's a good conservative
19 approach because if it comes in early, then the --

20 MR. WUELLNER: It's more to the bottom line.

21 MR. GEORGE: Right.

22 MR. WUELLNER: And we -- more often than not,
23 that's what happens. We budget -- you know, we --
24 there's so much of a delay that we end up ahead of

25 the curve on it. But I prefer to keep it fairly

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1 conservative in how we approach it.

2 Going into nonoperating, I want to point out
3 that after the conclusion of next fiscal year,
4 funded reserves will go from \$2.3 million to \$5
5 million. So you will have \$5 million in reserves
6 from that point forward within the model as we're
7 using it.

8 That \$5 million is entirely discretionary
9 with the Authority, but keeping in mind when you
10 tap into it, you probably are going to want to
11 find a way to replenish those reserves or
12 reestablish it in another level, whatever your
13 preference is, at each subsequent budget year you
14 go -- go down the road.

15 So, while we project a -- I'll call it a
16 profit, that can be used to offset reserves. It
17 can be used however you choose to do it moving
18 forward. Right now, we just bring it as a cash
19 forward item in each year. If we generate a
20 profit as projected, that number is a cash forward
21 number that's not allocated to reserves. It's
22 just shown as a cash forward item in the next
23 year.

24 MR. GEORGE: How do we come up with \$5

25 million? You knew I was going to ask that

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1 question.

2 MR. WUELLNER: Well, without going into a lot
3 of detail, we looked at the -- the total of
4 capital improvement programs over the next -- or
5 projects over the next five-year period and looked
6 at what the Airport Authority's share of those
7 would be and looked at it as the fallback position
8 to continue development of the airport.

9 It also has a tie at the \$2.3 million level,
10 had a tie to a full year's worth of operating
11 expenditures. And the previous thinking on that
12 was not tied to op -- was not tied to capital, was
13 tied to ops, and was tied more specifically to
14 what if during the budgeting process we -- we just
15 messed it up completely and we could -- we were
16 prohibited statutorily because of something we did
17 during budgeting from being able to assess ad
18 valorem.

19 So how would you sustain the airport for the
20 year between the time you messed up and the time
21 you could go through the ad valorem process again
22 and reestablish the -- the revenue side?
23 That's -- that was the previous -- sort of
24 previous thinking related to reserves. But now

25 it's back up. It's back up to the capital

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1 development program.

2 MR. GEORGE: Yeah. At one time, we formally
3 requested a recommendation by our CPA firm to tell
4 us what they recommended, based on their knowledge
5 of other airports and governmental organizations,
6 and I -- if I remember correctly, they were a
7 little reluctant to step to the mic.

8 MR. WUELLNER: They are still reluctant.

9 MR. GEORGE: Okay.

10 MR. WUELLNER: They feel that is ultimately a
11 policy decision of the Authority. It is not a
12 financial requirement per se. They -- they feel
13 that it's up to this board to determine what is an
14 appropriate level of -- of comfort relative to
15 reserves.

16 MR. GEORGE: Okay.

17 MR. WUELLNER: So I know that, but that's the
18 best I get out of them.

19 MR. GEORGE: Okay.

20 MR. WUELLNER: They just -- they don't --
21 their opinion is they don't want to be responsible
22 for inadequate or too little.

23 MR. GEORGE: Well, initially, the whole idea
24 of maintaining a -- you know, a carryforward or a

25 surplus was for maintenance of the facilities, you

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1 know, major maintenance that might be required to
2 completely redo a hangar, you know, or -- or
3 something like that.

4 MR. WUELLNER: Yeah, and -- and I -- I
5 completely agree with you.

6 MR. GEORGE: I like the logic that you're
7 using as far as, you know, a year's worth of
8 operating expenses to cover that, because I think
9 that that's something that the -- that the county,
10 you know -- what kind of reserve did you guys
11 have, \$10 million or 20?

12 COMMISSIONER SANCHEZ: It's hard for me to
13 remember, but we -- we had to be ready for the
14 referendum 1 -- referendum 1. That was \$10 1/2
15 million. The state required us to increase our
16 OPEC health fund for retirement people. That was
17 \$7 1/2 million. There were two or three other
18 things. At one time we probably had more than \$20
19 million in reserves.

20 MR. GEORGE: Okay.

21 COMMISSIONER SANCHEZ: I would say it was
22 actually closer to \$30 million at one time.

23 MR. YOUMAN: I have another question if
24 you're -- if you're finished.

25 MR. GEORGE: For now.

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1 MR. YOUMAN: Okay.

2 COMMISSIONER SANCHEZ: And that's coming from
3 memory, the best I can remember on it, too.

4 MR. YOUMAN: It's probably a very easy
5 answer, which I don't see again, but going from
6 year 1 to year 2 in commercial leases, there's a
7 \$500,000 increase in revenue, and then from year 3
8 to year 4, there's a \$700,000 increase in revenue.
9 And I was just curious what is going to happen in
10 those years to increase the revenue so greatly?

11 MR. WUELLNER: You have two big dynamics in
12 that particular mix, and they're both related to
13 upcoming Northrop Grumman lease renewals. And at
14 this point, as you -- as you recall, especially
15 recently as -- as treasurer, it's a deferred rent
16 situation.

17 MR. YOUMAN: Okay.

18 MR. WUELLNER: Those situations resolve
19 themselves at the end of 2010 and also again in
20 2012.

21 MR. YOUMAN: I thought that's what --

22 MR. WUELLNER: Which was one of the numbers.

23 MR. YOUMAN: -- it might be. I just wanted
24 clarification.

1 are.

2 MR. YOUMAN: Okay. Thank you.

3 MR. WUELLNER: I -- I -- I feel like I just
4 need to point out in general we're -- we're
5 seeing -- which is a symptom of the current
6 economic times, but you're -- you're seeing
7 contraction in -- in particular the state FDOT
8 program, grant program. So you're not seeing a
9 lot of new projects get programmed. Well, they
10 get programmed, but they're not getting funded
11 necessarily.

12 There's a lot of -- of pressure on that
13 program in general, and in fact was given a -- I
14 think it was about -- it's about a \$90 million
15 program throughout the state for all airports.
16 And they took about a \$9 million hit, even during
17 this year.

18 So they were -- they were back cutting, you
19 know, 10 percent, call it, out of that, just that
20 fast. And we were -- we were very fortunate; we
21 did not get clipped particularly bad. We -- we
22 lost a \$50,000 item that we weren't really
23 programming anyway.

24 Some other airports in the state lost -- some

25 of them lost over a million dollars just in a

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1 particular airport location. So we're going to

2 continue to watch it and monitor it.

3 It's -- unfortunately, like all of these --

4 all other governmental entities, you're on that

5 one-year cycle in terms of real budgeting and

6 budget adoption. So we have to, as -- as an

7 airport and an airport association, continue to be

8 very, very vigilant about what's going on with the

9 grant programs, and where necessary, continue

10 to -- to lobby both FDOT and the legislature as

11 necessary to make sure that capital development

12 funds remain available to airports to get them off

13 the tax rolls, so...

14 With that, as I said, I'm happy to go over

15 any element, any piece or whatever. As I said,

16 your -- your real issue today -- we're going to

17 have time to in a sense beat this up and continue

18 to develop it over the next couple of months, but

19 the goal today is to establish what the

20 not-to-exceed millage is. That's your only

21 statutory duty during the month of July. So we

22 need to come to some understanding what -- what

23 the maximum or the not-to-exceed millage rate will

24 be as it's advertised on the TRIM notices to the

25 general public.

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1 CHAIRMAN BARRERA: We received no public
2 comment on this agenda item, so we can open it up
3 to board comment.

4 MR. GEORGE: I would --

5 CHAIRMAN BARRERA: Buzz?

6 MR. GEORGE: I'm sorry.

7 CHAIRMAN BARRERA: Go ahead.

8 MR. GEORGE: We're -- we're setting a
9 not-to-exceed millage that we can come down on
10 when we get to the final budget and everything. I
11 don't see why we don't leave it the .1697, just in
12 case going through this budget we find something
13 else that's in there that we might have wanted it.

14 MR. WUELLNER: I would say historically y'all
15 have taken, even when we're in a mode of reducing
16 the ad valorem commitment, in -- in different
17 economics situations, we normally would look
18 seriously for TRIM notification, taking the
19 rolled-back rate.

20 But this year, the rolled-back rate is
21 effectively a 18 percent tax increase. And I
22 don't think that's necessarily the message, even
23 though I -- I highly doubt, based on even your
24 reaction to the first blush of the budget,

25 we're -- we're looking at increasing the ad

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1 valorem component within the budget this year. If
2 anything, we're looking at reducing what it was
3 over last year.

4 It's certainly a safe number. It is a -- if
5 you -- this is round number, but at .1697, which
6 was last year's millage rate, I believe the total
7 generated ad valorem to us is about \$3.5 million.

8 MR. GEORGE: So, \$200,000.

9 MR. WUELLNER: Round numbers, is about
10 \$200,000. That would be the latitude you would
11 have going into the budget hearings.

12 You could, in theory, take that .1697 number
13 and adopt it, and you would generate \$200,000 more
14 total revenue to the -- to the airport as a
15 result.

16 You don't -- you know, if you take the .16
17 number, you're locked into that number. That is
18 the maximum number. So, you know, it really --
19 whatever you want to do. At first, my thought
20 was, well, I mean, the simplest approach is take
21 the rolled-back rate, take -- take -- but I'm not
22 sure we're not just creating a lot of unnecessary
23 discussion when there's no real tenor to go ahead
24 and take the --

25 MR. GEORGE: Right.

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1 MR. WUELLNER: -- ad valorem rate at any
2 point. So worst case, you're keeping the tax rate
3 exactly what it was last year to the individual.
4 And that's the absolute worst-case scenario.

5 CHAIRMAN BARRERA: I have a question. Ed, on
6 this -- on the collection of the ad valorem taxes,
7 I noted that typically, we get about 96 percent.

8 MR. WUELLNER: Varies by year. This year,
9 it's -- it's off a little more.

10 CHAIRMAN BARRERA: That's what I wondered.

11 MR. WUELLNER: The actual tax base took a
12 bigger hit by the time they got through. And you
13 had more people appealing the Value Adjustment
14 Board, too.

15 CHAIRMAN BARRERA: Okay. Do you know how far
16 it's down?

17 MR. WUELLNER: The tax base itself?

18 CHAIRMAN BARRERA: Or --

19 MR. WUELLNER: I saw the percentage. Do you
20 remember, Ron?

21 CHAIRMAN BARRERA: Ron, do you know what,
22 from the County --

23 COMMISSIONER SANCHEZ: I really don't.

24 MR. WUELLNER: I -- I want to say it's --

25 it's -- really is that 19 percent number, that

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1 18 -- what is it here?

2 CHAIRMAN BARRERA: The -- but the collection
3 of.

4 MR. WUELLNER: It's 17.85 percent, because
5 the roll-back rate is effectively a measure of
6 what the tax base change this year.

7 CHAIRMAN BARRERA: Okay. So it's down 17
8 percent, is the tax base.

9 MR. WUELLNER: Yes. Nearly 18. You -- in
10 terms of rolled-back rate, to get the same amount
11 of money, you'd need to raise ad valorem taxes to
12 .1948.

13 CHAIRMAN BARRERA: I'm not in favor of that.

14 MR. WUELLNER: That's not going the direction
15 we intend to go, so...

16 (Mr. Youman leaves the room.)

17 CHAIRMAN BARRERA: I'm not in favor of -- of
18 raising it, the millage rate at all to the
19 rolled-back rate. I'm comfortable with setting --
20 as you suggested, Buzz, setting it to the .169 --
21 .1697 and keeping it what it was last year,
22 anticipating that we're going to be collecting
23 less this year of the 17 percent down from the 96.
24 So that's probably, what, 80 -- only collect how

25 much of that. No, it would be 95?

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1 MR. WUELLNER: Oh, I think, you know, you're
2 going to budget it at 95 percent of that revenue.

3 CHAIRMAN BARRERA: Ninety-five --

4 MR. WUELLNER: Yes.

5 CHAIRMAN BARRERA: -- percent. That's --
6 that's my general feeling.

7 MR. GEORGE: Your budget is already at 95
8 percent of -- of .16.

9 MR. WUELLNER: -- 6, yes.

10 CHAIRMAN BARRERA: Ninety-five or 96 percent?

11 MR. WUELLNER: It's at -- I believe it's at
12 95 percent of --

13 CHAIRMAN BARRERA: Okay.

14 MR. WUELLNER: -- the generated dollars at
15 .16. I get all that out right.

16 CHAIRMAN BARRERA: Okay. Do we have any
17 other board discussion on this? Jack?

18 MR. GORMAN: Real quick. If you roll it back
19 to .16, you know, not -- not to exceed, do you see
20 any way -- I mean, we're going to try to be
21 conservative because everything is cut back about
22 17 percent. Do you see any big glitches on the
23 horizon to get off the tax rolls or is there --

24 MR. WUELLNER: No. That's --

25 MR. GORMAN: -- any big bumps in the roll?

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1 (Mr. Youman returns to the room.)

2 MR. WUELLNER: No, that's -- that's
3 technically what you budgeted.

4 MR. GORMAN: That's what I'm hearing, yeah.

5 MR. WUELLNER: And my suspicion is that's
6 where we're going in September, is to the .16
7 level. But as a precaution, safeguarding the
8 process, your -- I think what Mr. George is
9 suggesting is we take the -- you know, we use the
10 millage rate of last year, which is the .1697 --

11 MR. GEORGE: As the not-to-exceed.

12 MR. WUELLNER: -- as the not-to-exceed
13 number.

14 MR. GEORGE: Right.

15 MR. WUELLNER: Recognizing we're probably all
16 going toward .16 or lower if -- if that ultimately
17 comes out of it.

18 COMMISSIONER SANCHEZ: Ed, we do the same
19 thing at the county. It's a safeguard. We're
20 going to set a tentative rate which is higher than
21 what we're going to end up setting it, I'm sure.
22 And you're right, the public will -- you know,
23 will not pay attention to the fine print. They'll
24 get all riled up. But legally you have to do

25 this, but you also have to protect yourself in

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1 case there is a fluctuation of the budget when you
2 go back and -- and work the final budget. So it's
3 just a safeguard, you know. But we do the same
4 thing; we'll set ours higher than where we're
5 going to end up.

6 MR. WUELLNER: And the other part of the
7 process that's a little problematic is the time of
8 the calendar year when the Value Adjustment Board
9 statutorily meets, is after you've done all of
10 your budget work and you're done and you're
11 adopted, then that adjustment is made to the tax
12 base which affects what you already did. So you
13 kind of -- you've got an unknown out there when
14 you -- when you adopt your budget no matter what.

15 I think it's -- what -- what your feel, it's
16 pretty more -- it's pretty much stabilizing in
17 terms of the -- the -- the pace of drop, anyway.
18 I think you're -- you're probably about where it's
19 going to end up.

20 (Mr. George leaves the room.)

21 MR. WUELLNER: And hopefully it will turn
22 around and start -- start heading upwards again.

23 CHAIRMAN BARRERA: Do we have anymore board
24 discussion?

1 MR. WUELLNER: I thought you might enjoy just
2 this number, but you really are looking at a tax
3 base contraction last year of nearly \$3 billion in
4 tax value in St. Johns County. So it's not a
5 small number that -- that came off the tax rolls
6 or the value was reduced as a part of the process
7 and -- and market conditions. So it's -- it's a
8 big number that changed.

9 CHAIRMAN BARRERA: I think by maintaining
10 last year's millage rate as the not-to-exceed,
11 that we're -- we're not going -- the average
12 homeowner will be affected less than what they're
13 currently being affected now with the devaluation
14 of properties.

15 MR. WERTER: They'll -- they'll see --
16 they'll see a reduction at any rate whether it's
17 coming from us or coming from the county because
18 of their appraisal values.

19 COMMISSIONER SANCHEZ: I would like to add,
20 keep in mind that whatever the county ends up
21 doing and what you're doing is going to affect
22 homesteaded property more than anything else. It
23 probably will -- businesses and investment
24 properties is probably going to go down. And --

25 and what's crazy is that's what Tallahassee tried

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1 to do and -- and didn't accomplish it. And here,
2 because of what we're going to -- it looks like
3 we're going to have to do in order to survive,
4 we'll accomplish what they want.

5 It will bring the homesteaded properties a
6 little higher, because the guy that invented that
7 funding mechanism said it was the worst thing he's
8 ever done in his life. So he doesn't even
9 appreciate what it did, because it kept those
10 values down. So homesteaded property is not
11 realizing a big decrease in value because they're
12 already decreased in value. So their value's
13 coming up slightly, but it's still not assessed at
14 what it's worth in the worst market.

15 So keep that in mind, too. They're not
16 necessarily going to see a discount on homesteaded
17 properties if everything, you know, falls in the
18 pattern like I probably figure it's going to.

19 (Mr. George returns to the room.)

20 CHAIRMAN BARRERA: Ready to call it for a
21 motion?

22 MR. YOUMAN: I --

23 MR. WERTER: Maintain the ceiling as .1697,
24 correct?

25 CHAIRMAN BARRERA: If -- if that's the motion

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1 you would like to make or support.

2 MR. WERTER: I would move that we maintain

3 the -- the -- sorry. Let me get my glasses on

4 here -- the .1697 as the ceiling at this time.

5 MR. GEORGE: I second that.

6 MR. YOUMAN: I second.

7 CHAIRMAN BARRERA: Okay. All in favor, say

8 aye.

9 MR. GEORGE: Aye.

10 CHAIRMAN BARRERA: Aye.

11 MR. GORMAN: Aye.

12 MR. YOUMAN: Aye.

13 MR. WERTER: Aye.

14 CHAIRMAN BARRERA: All opposed? Jack?

15 MR. WUELLNER: Yes.

16 CHAIRMAN BARRERA: I couldn't hear you.

17 MR. WUELLNER: He did vote.

18 CHAIRMAN BARRERA: He did.

19 MR. GORMAN: I voted and it was an aye.

20 CHAIRMAN BARRERA: He did. Okay. Then

21 motion passes. The North Florida TPO will be the

22 next agenda'd item from our adopted agenda. Ed,

23 do you want to present that?

24 9.E. - NORTH FLORIDA TPO

25 MR. WUELLNER: Sure. I haven't even read it

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1 all the way through yet, but...

2 Basically, they are creating, as I understand

3 this, a -- they're looking into a -- the

4 feasibility of creating a regional transportation

5 authority. To accomplish the look at that,

6 they're creating a task force of TPO members,

7 included in which is the -- one of the Airport

8 Authority. They are looking for this board to

9 appoint an elected member of the Authority to that

10 task force to do that, look into whether it makes

11 sense to look at a regional transportation

12 authority.

13 I do not know what that -- the scope of that

14 is, and I suspect that will be developed and

15 vetted as a part of the task force's

16 responsibilities. But, you know, you can choose

17 who's on the TPO, you can appoint someone else;

18 it's -- it's really up to you. This would be an

19 additional responsibility to the TPO proper. You

20 don't have to be on the TPO as an individual to be

21 that representative.

22 MR. GORMAN: What's the length of time of the

23 involvement?

24 MR. WUELLNER: They have to have the study

25 back to the legislature by February, so it's

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1 somewhat short term. It comes out of a House --
2 an FDOT bill at the House, and it has a
3 report-back date to the legislature of February of
4 next year. So I'm -- I'm guessing from now
5 through the end of the year, probably.

6 MR. GORMAN: We're talking about a total
7 number of --

8 MR. WUELLNER: Yeah. That doesn't speak to
9 how many meetings or anything else.

10 MR. GORMAN: I should call the director about
11 this and see what the --

12 MR. WUELLNER: They say the number of
13 meetings will be kept to a minimum to avoid
14 inconvenience. First meeting in September, but no
15 date yet. That's about it.

16 CHAIRMAN BARRERA: We had no public comment
17 on this item, so we can open it up to board
18 comment.

19 MR. GORMAN: I've got one real quickly.
20 Unless the structure -- and I shared your --
21 Mr. George's comment. One day, he said, "What do
22 we get from the TPO? What do we get?"

23 And it's a good question. Because what we
24 get is a very good overview of what we can't get

25 because we lack the votes. I mean, that's just my

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1 kind of a grassroots theory of the thing.

2 In other words, because of the presence --
3 Carl, because of the presence of so many entities
4 in the Jacksonville metro area, we really do get
5 outvoted on our priority projects. I mean, we
6 just don't have enough. And any kind of
7 reorganization to me would be a good
8 reorganization.

9 MR. WUELLNER: I don't think that's what's
10 envisioned here.

11 MR. GORMAN: Yeah, well, that may be what
12 happens, though. What -- why do you say? Go
13 ahead.

14 MR. WUELLNER: Well, my -- my concern is
15 anytime -- you know, I see where this is coming
16 out of the legislature.

17 MR. GORMAN: Right.

18 MR. WUELLNER: I see it has probably been
19 pressed by larger metro areas to consolidate the
20 transportation power grab that's been going on
21 with the TPOs for the last 20 years.

22 MR. GORMAN: So you actually feel the
23 opposite will happen?

24 MR. WUELLNER: I -- I would have concerns.

25 And all the more reason to be involved in the task

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1 force in developing what they look at and how the
2 results are staged. It's more reason to be
3 involved, not uninvolved.

4 My concerns are --

5 MR. GORMAN: Your concerns --

6 MR. WUELLNER: -- are vetted in -- you
7 already hit it right on the head in that the vast
8 majority of votes on the TPO are controlled --
9 control the destiny -- destinies, so to speak, of
10 four or five peripheral counties to the
11 Jacksonville metro area.

12 MR. GORMAN: Correct.

13 MR. WUELLNER: Sometimes that's a good thing.
14 Sometimes that's not a real good thing. You lose
15 local priorities in a big picture sometimes.

16 That was a concern with the TPO from the --
17 from the get-go and one of the reasons a former
18 county commissioner tried to even at least hold
19 them hostage a little bit and look at creating our
20 own TPO from the destiny standpoint.

21 MR. GORMAN: So you're almost -- your fear
22 is, almost -- I mean, this is fine; just talk --
23 is that this may open the can of worms to
24 reorganize it a bit tighter or that -- you're

25 saying that could happen?

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1 MR. WUELLNER: Well, I think this is the
2 point --

3 MR. GORMAN: As far as the metropolitan
4 influence versus this -- a more broad -- you know,
5 with the smaller counties having more say.

6 MR. WUELLNER: Well, what I think is, is this
7 is where you need to begin now making a very
8 strong voice for making sure that anything that
9 does come out of this, if it does, has the -- the
10 individual concerns of the surrounding counties to
11 Duval well vetted in this and well accommodated.

12 MR. GORMAN: Couldn't agree more.

13 MR. WUELLNER: So it -- this is where you
14 need to be engaged. If you wait till it's run
15 through the legislature with some other
16 recommendations in there, you're going to be way
17 behind the curve, and it's going to be very hard
18 to undo something.

19 It doesn't mean it's going anywhere and it
20 doesn't mean FDOT will do anything with it.
21 They've been tasked by the legislature to get --
22 get this look done. And it's probably because of
23 the sheer number of TPOs in the state.

24 MR. YOUMAN: Is this -- is this to replace

25 the current TPO?

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1 CHAIRMAN BARRERA: No.

2 MR. WUELLNER: It's -- it's not clear.

3 MR. GORMAN: Yeah, that isn't clear. It's --

4 MR. WUELLNER: I doubt it, but it -- it's

5 more likely to create a second, yet another

6 authority there.

7 MR. GORMAN: Almost -- almost like -- like a

8 congressional subcommittee, another one --

9 MR. WUELLNER: Well, I'm hoping that --

10 MR. GORMAN: -- that tries to modify --

11 exactly.

12 MR. WUELLNER: I'm hoping that the process

13 sort of vets out what it is they're trying to do

14 with the committee, you know, with this -- with

15 this group. It's not real clear.

16 You're -- this group's charged with three

17 things. One: Is the regional transportation

18 authority needed? Second: How would the

19 membership or the board be structured? And

20 thirdly: How should it be funded? And those will

21 determine whether a regional transportation

22 authority is feasible here.

23 MR. YOUMAN: The current -- the current

24 TPO --

25 MR. WUELLNER: I'm sorry. You may --

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1 COMMISSIONER SANCHEZ: Ed, I just want to say
2 that -- that you're right; regardless of where
3 it's going to end up, you need someone on that
4 board because you will know where it's progressing
5 to. And that would be the only opportunity you'll
6 have to voice your opinion.

7 There's some fear that this will create a new
8 taxing authority and that the regional
9 transportation could tax everyone within the
10 region for some of their projects. Now, that
11 might be bad, it might be good.

12 Duval County gets a lot of attention, but I
13 will say they've been pretty fair with St. Johns
14 County lately in -- in getting our projects
15 approved on the stimulus package, for one thing.

16 MR. YOUMAN: That's right.

17 COMMISSIONER SANCHEZ: They -- they appear to
18 be working with us. But the worst thing to do is
19 nothing. You need to be involved with this thing
20 so you at least know where it's going.

21 But we haven't appointed our representative
22 yet, but whoever that's going to be I'm sure will
23 be very crucial to bringing back information to
24 our board. But, you know, I'm not in favor of

25 establishing another district.

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1 But Duval County, if you look at the
2 population, that's your deciding factor. I mean,
3 they look at the number of people, and Lord knows
4 they've got the number of people. That's why they
5 get a lot of the attention, is because the number
6 of people up there, everyone's paying more into
7 taxes than we are here. So that's part of their
8 theory.

9 MR. YOUMAN: Is -- is -- is this an
10 expansion, I mean, expanding the region beyond
11 what the current TPO is governing? Is that the
12 way you get this or not? From -- from some of the
13 meetings in the TPO, some of the areas within the
14 counties and regions are not covered.

15 MR. GORMAN: It looks like -- it looks like
16 they're convening a committee of people to discuss
17 that, in other words, where they're bringing more
18 people in to discuss the entire structure.

19 MR. YOUMAN: And so far, as I can see from
20 what I'm reading here, we just have to be
21 represented, and right at this point in time it's
22 not a big deal, except to be represented so we
23 have a voice.

24 CHAIRMAN BARRERA: I would agree.

25 MR. WUELLNER: Yeah. And it looks like

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1 there's a separate direction going also with a
2 legislatively appointed regional transportation
3 authority study committee. This one is running a
4 parallel course through the TPO.

5 So, to my knowledge, you don't have a seat at
6 the table on the regional transportation authority
7 committee that's established by the legislature
8 and administered through FDOT. This may very well
9 be the only opportunity you have to have a voice
10 at the table relative to its creation.

11 MR. GORMAN: Let's cut -- let's cut to the
12 chase. I mean, the director had said that if we
13 don't federalize this -- this north/south
14 situation with 312/313, it's not going to happen.

15 And so that committee is probably an in-road into
16 maybe getting the darn thing funded; I don't know.

17 MR. WUELLNER: Well, yeah. This is going to
18 look more --

19 MR. GORMAN: Right now, it's not going to be
20 funded.

21 MR. WUELLNER: -- at whether to create it.
22 Right. But -- but the next logical step is
23 projects later.

24 MR. GORMAN: Yeah.

25 MR. WUELLNER: So I -- I would get involved.

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1 I think -- I think it's very important we have
2 somebody who's engaged in -- is likely going to be
3 available to make the meetings or have somebody
4 there who is starting in September. So it looks
5 like an undefined date yet, but beginning in
6 October.

7 CHAIRMAN BARRERA: No. Do we have anybody
8 that would like to volunteer for this?

9 MR. YOUMAN: I knew he would.

10 MR. GORMAN: I'll volunteer. I hope it's not
11 too long. I mean, I'm good for about five
12 sessions. And I would like an alternate in case I
13 get absolutely stuck, but I guarantee you I'll go
14 there.

15 CHAIRMAN BARRERA: You'll -- you'll -- you'll
16 attend the meetings?

17 MR. GORMAN: Guarantee it, yes.

18 CHAIRMAN BARRERA: Okay. Do we have anybody
19 else who'd like to volunteer?

20 MR. GEORGE: I'd like to ask if there's any
21 advantage of asking Ed to be our rep.

22 MR. WUELLNER: It needs to be an elected
23 official, if I read this correctly.

24 MR. GEORGE: Oh, okay.

25 MR. WUELLNER: Or they want it to be.

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1 MR. GORMAN: He'd be good in the mix; I have
2 to agree.

3 MR. GEORGE: Huh?

4 MR. GORMAN: He'd be good in the mix, I have
5 to agree, with his --

6 MR. WUELLNER: I would be willing to --

7 MR. GORMAN: -- with his funding knowledge.

8 MR. WUELLNER: -- attend with someone, if
9 they'd like.

10 MR. GEORGE: Say that again.

11 CHAIRMAN BARRERA: And I think the board
12 would like for you, too, Ed.

13 MR. WUELLNER: Like I say, I'd be willing to
14 attend with somebody, but that's not --

15 CHAIRMAN BARRERA: I think the board would
16 like for you to become more involved with the TPO.

17 MR. GORMAN: He's our funding expert. Every
18 acronym they can possibly spit out, Ed is -- is
19 astute to, I mean, as far as the funding flow and
20 the politics of funding. I mean, let's face it,
21 he certainly knows more about it than I do.

22 MR. YOUMAN: Would it -- would it be
23 presumptive to think that the current
24 representative with the TPO, which is me --

25 MR. GORMAN: That's fine.

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1 MR. YOUMAN: -- to cover it since it's a
2 contiguous-type event?

3 CHAIRMAN BARRERA: Would you be able to
4 starting in September?

5 MR. YOUMAN: Yeah, I believe I can.

6 MR. GORMAN: So you'd like to do that, keep
7 that, keep the TPO and that? That's fine.

8 MR. YOUMAN: Yeah.

9 CHAIRMAN BARRERA: Do we have any other board
10 comment on it? Let's put it to a -- Jack, do you
11 want -- would -- I mean, do we want to vote on
12 this item as to do you want to continue to have a
13 vote for Jack or for Carl as being the
14 representative on this?

15 MR. GORMAN: I don't know. What does the
16 board think? Who's the best? I mean, do you want
17 to -- Carl, you're fine with it but, I mean, I
18 don't --

19 MR. WERTER: Well, you talk about -- you
20 talked about having an alternate. Do you want to
21 be an alternate?

22 MR. GORMAN: I could be the alternate.
23 That's fine. I just -- I probably -- I might even
24 go with him. They can't stop us from doing that.

25 MR. WUELLNER: No.

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1 MR. WERTER: That'd be great.

2 MR. GORMAN: Just to see what's going on.

3 MR. WERTER: Yeah, I can't get rid of him
4 from the EDC. He's always there.

5 MR. YOUMAN: They serve the best bacon.

6 CHAIRMAN BARRERA: Okay. So let's -- let's
7 make a motion, because it's an agenda item,
8 correct?

9 MR. WUELLNER: Technically --

10 MR. GEORGE: I make a motion it's Carl and
11 have Jack as his alternate.

12 CHAIRMAN BARRERA: Okay. I'll --

13 MR. WERTER: Second.

14 CHAIRMAN BARRERA: Well, all in favor, say
15 aye.

16 MR. GEORGE: Aye.

17 CHAIRMAN BARRERA: Aye.

18 MR. GORMAN: Aye.

19 MR. YOUMAN: Aye.

20 MR. WERTER: Aye.

21 CHAIRMAN BARRERA: All opposed?

22 (No opposition.)

23 CHAIRMAN BARRERA: Okay. So, Carl, you'll be
24 the primary?

25 MR. YOUMAN: We are a team.

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1 MR. WUELLNER: Technically and for future

2 reference --

3 CHAIRMAN BARRERA: Yes, please.

4 MR. WUELLNER: -- your committee appointments

5 are at the discretion of the chairman.

6 CHAIRMAN BARRERA: Okay.

7 MR. WUELLNER: So you may referee it or you

8 can do just as you did and let --

9 CHAIRMAN BARRERA: Put it to a vote?

10 MR. WUELLNER: -- everybody decide.

11 CHAIRMAN BARRERA: Okay. I appreciate that.

12 All right. That should end our agenda items. We

13 should be able to move on to the housekeeping

14 items.

15 10. - HOUSEKEEPING

16 MR. WUELLNER: Yes. I believe Mr. George

17 wanted to review committee assignments as the

18 first --

19 MR. GEORGE: No, basically what I wanted to

20 do is -- is -- is get a definition of how far the

21 representative from this board goes. And -- and

22 I'm -- I'm stuttering for words, because you just

23 mentioned that you see him at the EDC all the

24 time --

25 MR. WERTER: I know where you're going with

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1 this.

2 MR. GEORGE: -- and you're both going there.

3 MR. WERTER: Yeah.

4 MR. GEORGE: But I was very uncomfortable
5 with you at the last PR meeting and didn't really
6 know how far I could talk for the board, talk for
7 my opinion of what I think things, you know,
8 should happen or not, having another board member
9 there. And what was your conclusion on it, Doug?

10 MR. BURNETT: Here's -- here's my advice
11 related to it: When in doubt, get up and leave
12 first. That's the most important thing. If
13 you -- if you think there's some issue with the
14 sunshine law and you're not sure, leave right
15 then. It's better to do that than actually have a
16 sunshine law issue come up. You can come back and
17 ask me, ask Ed, and we'll work through the issue.
18 After the fact, the next time you'll know. But if
19 you're uncertain, leave.

20 Here's -- now, that being said, a situation
21 where you have, for example, with the TPO,
22 Mr. Youman going and -- and Mr. Gorman going as
23 well, my -- my advice related to it would be,
24 whoever the primary person is, that's the person

25 that's going to talk. Whoever's there to observe

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1 is there to observe. You both can't engage in any
2 kind of discussion.

3 It's not the kind of thing where one -- one
4 Authority member can go up to the lectern or the
5 microphone and talk and the other Authority member
6 can go up to the lectern or the microphone and
7 talk as well, because you're exchanging
8 information there and it's not been advertised as
9 a public meeting. Only one of you can speak.

10 And if you're in a situation where, for
11 whatever reason, you got up and spoke, and another
12 Authority member got up behind you and spoke, you
13 need to leave. As soon as you realize the other
14 Authority member's getting up to speak, you
15 can't -- you need to go ahead and just exercise
16 good discretion and leave. That way, there won't
17 be a situation where someone could claim it was an
18 intentional sunshine law violation. At least you
19 yourself did the best you could to get out of that
20 situation. That would be my advice to you.

21 MR. GEORGE: I have a specific example, if
22 you don't mind. I think that every board member
23 knows that we -- we do not set -- we individually
24 do not set the priorities. And I think that

25 everybody has been very good at, hey, I'm only 20

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1 percent of it, you know, but I'll bring it back.

2 But you could get into a discussion where they're

3 saying, well, can't we do so and so and so and so?

4 Well, I think that's a good idea; I'll bring it up

5 to the board. Now, I'm sharing my ideas -- excuse

6 me, my thoughts that I thought it was a good idea,

7 and I'm giving, in this case, Kelly notice that I

8 am going to bring this up to the board. Now, is

9 that in violation?

10 MR. BURNETT: It's only an issue if Kelly

11 responds by saying, "Yeah, I think that's a good

12 idea and I'm going to vote with you," or she

13 responds in any other way to say, "I think that's

14 a bad idea and I'd vote against you," or anything

15 like that. Anything that could be brought before

16 the board as an item of discussion for a vote or

17 for action or anything like that is subject to the

18 sunshine law.

19 MR. WUELLNER: It's the exact --

20 MR. YOUMAN: Wait. When -- when I go to

21 the --

22 MR. WUELLNER: I was going to say it's the

23 exact same theory behind use of e-mail and the

24 like. One direction is fine. When -- when

25 there's a response given, it becomes communication

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1 and is -- is arguably a violation. Just keep it
2 in that context. You can listen all you want. As
3 soon as you open your mouth, there's probably
4 going to be a problem.

5 MR. BURNETT: Yeah. And --

6 MR. WUELLNER: Unless it's in an advertised
7 form. In those cases, that's fine.

8 COMMISSIONER SANCHEZ: Yeah, I just want to
9 comment.

10 MR. WUELLNER: Only because you can't see me.

11 CHAIRMAN BARRERA: I know, but I want to make
12 sure Doug was finished, because I think he had
13 something else he wanted to say, that he was going
14 to comment on.

15 MR. BURNETT: Well, and my point on this is
16 usually just to be very conservative related to it
17 because there's no reason to have it become
18 something that's a point of contention, something
19 The Record gets ahold of or -- or the like.

20 And, of course, if there's something that's
21 important, you can do joint meetings and advertise
22 it, whether all of you came or not. If there was
23 going to be more than one of you there that felt
24 compelled to speak, we could advertise a meeting

25 jointly or the like with some other governmental

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1 entity to take care of those kinds of issues.

2 COMMISSIONER SANCHEZ: Yeah, that's the way
3 we -- we advertise two or more commissioners may
4 be present if it's an outside meeting. If that's
5 advertised timely, you're free to talk about what
6 you want to talk about.

7 Other than that, I think Doug gave you some
8 good advice; being safe is the best way. And if
9 you're in a function and another commissioner
10 makes a comment, do not respond in any way, shape,
11 or form. If you find yourself eager to respond,
12 leave. That's the safest way, because all you
13 have to do is -- is tell the other commissioner
14 one thing, and -- and -- and if they answer you,
15 you've -- you've violated the sunshine law. So
16 you have to be very, very careful.

17 CHAIRMAN BARRERA: I think it was Jim next.

18 MR. WERTER: Well, I'll defer to Carl.

19 CHAIRMAN BARRERA: Okay.

20 MR. YOUMAN: I was just going to say when I
21 go to the EDC meetings, Jim's there, he talks. I
22 keep -- I've always kept quiet, never say a word,
23 and I eat breakfast and listen and then leave and
24 never make any comments to anybody about what he

25 says. And just -- that's it.

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1 CHAIRMAN BARRERA: Well --

2 MR. WERTER: The -- the only -- the only

3 thing is, like if I have to leave early, he covers

4 for me. So -- are you the alternate? I don't

5 remember. You're considered the alternate? Yeah.

6 MR. YOUMAN: I have been so far.

7 MR. WERTER: But, yeah, he's always let me be

8 my position at the EDC. And I do concur with Doug

9 on his idea of it. We do have that CLE course on

10 file in the office that reviews these certain

11 situations.

12 If there's no two-way communications, you

13 speak your mind. He just happens to be there

14 collecting -- not collecting information, but is

15 recipient of that information. Not a violation of

16 the sunshine law. Talking about how good the

17 bacon is is not a violation of the sunshine law.

18 CHAIRMAN BARRERA: There -- there wasn't a

19 violation of the sunshine law. Let me -- let me

20 first of all say that, that there was no violation

21 of the sunshine law.

22 The situation that occurred was -- is that

23 there was a last-minute meeting that was called.

24 I think it was less than 24 hours' notice. I

25 checked with Ed to see whether or not there'd be a

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1 representative there. He wasn't sure. He knew
2 there'd be somebody from the airport, but he
3 wasn't sure whether a board member would be able
4 to make it on such short notice. So I made the
5 effort to attend.

6 And a board member was there. I stayed a
7 short period of time. But the board -- the board
8 members -- as board members, we were asked to
9 comment on our opinion. And we both declined to
10 do so, as it was an open item, agenda item. And
11 we cited sunshine law.

12 So the question really came up out of that
13 denial to comment, and -- and that's where I
14 believe that Buzz wants to set the record
15 straight. So there wasn't a situation where one
16 person was commenting and the other one wanted to
17 comment. There wasn't a situation where we both
18 were commenting. We were -- both kept quiet and
19 listened.

20 So from the board's understanding, I want to
21 make sure everybody here understands. And I know
22 that as a board, and I've seen us all operate
23 within the community, we go out of our way to make
24 sure that we are not putting ourselves in any kind

25 of situation where it could even be concurred that

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1 there was some type of sunshine violation.

2 And that's one of -- one of the many things
3 I'm very proud of this board and the members of
4 this board for doing. But for your clarification,
5 that was the situation that occurred. And
6 that's -- that's why Buzz just wants to make sure
7 that -- that as we go forward, everybody is clear.

8 And in that situation, that wasn't a
9 situation that two or more board members needed
10 to -- it needed to be advertised, because there
11 wasn't any interchange.

12 MR. BURNETT: Well, and -- and let me just
13 comment if I could. That might be a smart thing,
14 as you -- you have to exercise your own individual
15 discretion, but it may be a smart thing, when
16 you're asked to comment and they're asking both of
17 you to comment, that you say, "I'm not going to
18 comment for risk of it might be a sunshine law
19 violation."

20 MR. GEORGE: We both explained that.

21 MR. BURNETT: Because you can't -- you simply
22 can't control the other person.

23 CHAIRMAN BARRERA: Certainly.

24 MR. GEORGE: Okay. Good. Thanks.

1 items I have, just to let you know, the FAA
2 certification was accomplished back very early
3 June, I believe it was, or end of -- end of May.
4 That went well. We're -- everything's fine for
5 another year.

6 Fortieth annual FAC conference, those of you
7 that are -- have indicated you're attending, just
8 a reminder that's coming up here in a couple of
9 weeks, actually less than two weeks, August 2nd
10 through the 5th down in Miami. So anything we can
11 do to help you there, fine. Otherwise, you're at
12 public comment.

13 11. - PUBLIC COMMENT

14 CHAIRMAN BARRERA: Okay. We have a couple of
15 public comment. Bruce Kendeigh?

16 MR. KENDEIGH: Yeah, thank you. Bruce
17 Kendeigh, 240 Redfish Creek. A couple of
18 comments. I've been very vocal with the aircraft.
19 And I do see -- I talked to Mr. Cooper a few times
20 and have corresponded with him. I do see less
21 traffic over our home. As he will substantiate,
22 there was some at less than 300 feet above our
23 house.

24 And being reminded about the recent

25 fatalities from the gentleman flying from -- from

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1 Palatka, I think, into this airport, mechanical

2 things fail, you know.

3 And if you follow the guidelines of whatever,

4 and it's FAA airspace, we can do what we want;

5 yeah, but if something happens, God forbid a crank

6 fails, oil pump fails, one of the two mag needles

7 fail, you're over my house, that's -- that's going

8 to -- that's going to hurt me a little. A little

9 Lycoming coming through my roof is -- can be

10 hazardous to my -- to my head for whatever time I

11 have left.

12 But I appreciate you talking with the schools

13 and addressing the issues. But folks are still

14 taking -- making more ops, they're still taking a

15 hard east off of -- of 13 and they're still flying

16 over our homes. A little better altitude, but not

17 a whole lot. But, anyway, thanks for whatever

18 you've done so far to help us. Thank you.

19 CHAIRMAN BARRERA: Thank you, Mr. Kendeigh.

20 Mr. Roderick?

21 MR. RODERICK: No comment.

22 CHAIRMAN BARRERA: Donna? Anthony? No,

23 there's Donna.

24 MS. TOSTEVIN: I'm sorry. Hiding behind.

25 I'll keep my little notification here short

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1 because of the reference to the time of the day.

2 This airport has worked hard -- again -- I'm
3 sorry. Donna Tostevin, 12 Sea Oats Drive. This
4 Airport Authority has worked hard to come in
5 compliance with Homeland Security. God forbid if
6 another 911 happens, occurs, and you are found not
7 to be part of the prevention.

8 We at Florida Aviation Career Training where
9 I work, flight school here, also have worked hard
10 for more than 20 years to make sure that when
11 we're inspected by Homeland Security and the
12 Immigration, that our students are also in
13 compliance. We're part of the prevention.

14 Florida Aviation is an approved FAA flight
15 school and a SEVIS operator, SEVIS being the
16 immigration. Our international students apply for
17 an M1 student visa, paying between \$3- and \$400
18 before they even step foot in the USA.

19 We may lose students because they want to
20 train in the United States, but the visa program
21 is quite involved for them. So they find a school
22 that accepts them as a student without going
23 through the student visa process, only entering
24 the U.S. as a tourist, an illegal concept.

25 In January of this year, a waiver for the

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1 office -- off-the-field operation of the flight
2 school, Florida Flyers, as an international flight
3 school, was given to be able to operate here on
4 the field. Florida Flyers is not an FAA 141
5 approved flight school, which is a requirement to
6 become a school within the SEVIS or the
7 immigration program.

8 The board members need to be informed that
9 they have international students who legally
10 should enter the United States on a student visa
11 but cannot through this flight school.

12 When I need to be, I am fairly protective of
13 Florida Aviation, a school I've worked at for 20
14 years. So when a school is given approval for a
15 business that opens, as it did in January, with
16 foreign students requiring a student visa, and the
17 Florida Flyers cannot issue student visas, then
18 St. Augustine Airport is liable and is not part of
19 the prevention anymore.

20 Individuals in this room have said that maybe
21 the student visa is not your responsibility or
22 even knowing if that school has the authority to
23 issue student. But I say to you that, yes, it is.
24 It must be important to you or else you wouldn't

25 spend so much time and money on the issue of

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1 antiterrorist activity.

2 We are seen. FAA sees us all the time. They
3 come to our flight school about once every two and
4 a half months. Immigration sees us, and they see
5 us, Florida Aviation, as part of the prevention.

6 Just again, all we're doing is we're giving
7 you notification, it's on record, so that now you
8 know. Thank you.

9 CHAIRMAN BARRERA: Thank you. Anthony?

10 MR. KACZOR: I'm Anthony Kaczor. I'm chief
11 instructor at Florida Aviation. Recently we
12 requested that our flight instructors be given
13 access to the back gate. The reason being, this
14 is to the control tower.

15 We've been informed that this will not be
16 done. Rather, we have to come here, obtain a
17 temporary pass, go through the gate, and leave the
18 pass at the tower. This works great Monday,
19 Tuesday, Wednesday, Thursday, and Friday. It
20 doesn't do us one bit of good Saturdays and
21 Sundays or holidays. It doesn't do us any good
22 after the office is closed.

23 The fact that all of our flight instructors
24 undergo rigorous TSA training and recurrent

25 training every 12 months, and we have access to

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1 probably one of the most sensitive areas on this
2 airport, and that's the ramp with all the
3 corporate jets, why can't we have access to the
4 back gate? That's all -- that's all we're
5 requesting, that our flight instructors be --
6 passes be programmed to permit them access to the
7 back gate and access to the control tower. We'd
8 like reconsideration of that. Thank you.

9 CHAIRMAN BARRERA: Thank you, Anthony.
10 Mr. Zimmerman?

11 MR. ZIMMERMAN: No.

12 CHAIRMAN BARRERA: That is our public
13 comment. We can open it up to Authority members
14 comment. Jim?

15 12.A. - MR. JAMES WERTER

16 MR. WERTER: Thinking about -- well, first of
17 all, on the -- on the first comment about
18 immigration status, if that is an issue with our
19 new flight school, I think that does need to be
20 brought to the attention of the Customs for their
21 investigation, either through us or directly from
22 the school. That is a serious concern of mine.

23 As far as to the second issue of access to
24 the tower, I am unfamiliar with the background

25 investigations of flight instructors from Florida,

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1 what is required there or what the new TSA
2 requirements are under 141. If they do undergo
3 such a background, I wouldn't have a problem with
4 them, because you know you want to take your
5 students -- I haven't taught in 20, 30 years, but
6 you do want to take your students to familiarize
7 them with ATC.

8 Now, if the -- if the background doesn't come
9 up to par, designating two or three specific
10 instructors so the weekend is covered, besides the
11 week, I wouldn't have an objection -- objection
12 to.

13 CHAIRMAN BARRERA: Doug? You were going to
14 speak?

15 MR. BURNETT: I just wanted to add so that
16 the board's aware, we did receive some
17 correspondence -- and this goes back a number of
18 months ago. I think it was circulated to the
19 Authority, as well, from Florida Aviation.

20 Mr. Wuellner and I met with representatives
21 of Florida Aviation, including their attorney, who
22 had made a number of similar-type, as I recall,
23 allegations related to immigration and the other
24 flight school and those sorts of things. And we

25 sat down with them and really asked them to help

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1 us understand how we could help the situation,
2 what the issues were.

3 And it -- my impression of the meeting was
4 that we -- we left the meeting with, tell us how
5 we can help and -- and if -- if it's legal and
6 you're correct, we'll help. Just show us where
7 what you're saying is -- is accurate. Show us
8 where we can actually take some action, where we
9 should take some action.

10 And in response to that meeting, I don't
11 believe -- and I was looking at Ed to ask him
12 earlier -- I don't believe we ever got the
13 follow-up or the response back from their legal
14 counsel to try and explain to us, because if we
15 were looking at it, we couldn't see where there
16 was something that we could actually affirmatively
17 do. And, you know, we -- we asked them if --
18 since we don't see where we can affirmatively
19 do -- affirmatively do something, please point us
20 in the direction where you think we can. And --
21 and that's sort of where things were left.

22 So I just wanted to make you aware of the
23 fact that -- that to some extent, we've known
24 about that -- those and -- and other issues, but

25 we've been sort of waiting to hear how we -- how

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1 we can do something.

2 MR. WERTER: If I -- if I may, it seems to me
3 absent a contractual agreement in our leases
4 stating that they -- well, it is in our leases
5 that they have to comply with federal law.

6 MR. BURNETT: Uh-huh.

7 MR. WERTER: If they are not complying with
8 federal law, then we have avenues. However, the
9 punitive agency would be Customs, or the true
10 investigative agency would be Customs and
11 Immigration on that issue.

12 With some of these terrorists from 911 being
13 trained in Florida to fly straight and level and
14 not learn how to land, we're key. So this is a
15 very valid complaint, if true. So we do have to
16 follow up on it.

17 MR. WUELLNER: Well, no. We -- we lack
18 jurisdiction completely. We are -- we are not
19 vested with any authority, beyond an individual
20 citizen, related to immigration issues. If
21 there's an immigration issue and they believe
22 one's going on, they need to contact U.S. Customs
23 and -- and have them follow up with Customs
24 enforcement.

1 beyond that was if -- once the Customs agency
2 takes action to say that there is something that's
3 wrong, then we would have a lease issue.

4 MR. WUELLNER: Correct. Exactly.

5 MR. WERTER: Yes.

6 CHAIRMAN BARRERA: Jack?

7 12.B. - MR. JOHN GORMAN

8 MR. GORMAN: Just a common sense situation,
9 we vet people, we have background checks to let
10 people through the gate, okay? And then they're
11 on our airport.

12 Can that -- that procedure and that level of
13 interrogation of a background check be applied to
14 the people at the school, simply put? And then
15 they be granted a badge. And if they don't pass
16 that background check, they don't get a badge.

17 Can that be as simple -- that levels the playing
18 field. I don't know.

19 MR. WUELLNER: If a badge is requested for
20 the individual, they are required by TSA to be
21 vetted through the STA process. If they go
22 through the STA process, a part of that STA
23 process is a vetting through U.S. Customs, is
24 through State Department, through law enforcement,

25 through the FBI, the like to -- if there's nothing

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1 that red flags that, then effectively we're
2 authorized to grant a badge. At this point, we do
3 not badge students.

4 MR. WERTER: Well, I don't think -- are we
5 talking about students?

6 MR. GORMAN: Yeah, I am talking about the
7 students. I'm trying to figure the -- whether the
8 playing field is level. If you've got -- here, if
9 you've got a military installation, this is how
10 we're all being treated, like this -- this -- this
11 airport is a military installation. And you have
12 a certain level of vetting. I'm just -- Jim, I'm
13 just, you know, discussing this openly.

14 MR. WERTER: Yeah.

15 MR. GORMAN: Now, should we then proceed with
16 that level for a student, as well as anybody else,
17 or -- or should we not, in other words? I mean,
18 I'm -- I'm just talking out loud.

19 MR. WERTER: Yeah.

20 MR. GORMAN: That's my only comment.

21 MR. WERTER: If I might, I would say no.
22 Because let's say you want to go to a military
23 installation and take a tour. I mean, you go to
24 the -- you know, the public relations officer or

25 the front desk -- when they were more open bases.

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1 These days, it's a lot stricter, I'm sure. But
2 not every -- every person is warranted a security
3 badge, okay?

4 Even on an interim for a student. Student
5 wants a tour of the tower and it's an accepted
6 student of an approved flight school who's
7 properly immigrated for -- for education purposes
8 with the flight school, then they can be escorted,
9 you know, by a proper instructor or representative
10 of that school.

11 But to start issuing badges everywhere
12 because there's some interim or temporary student,
13 I don't think you would find that anywhere.

14 MR. KACZOR: We're -- we're not asking the
15 students.

16 MR. WERTER: No, I know. I know you're not.
17 It was something that -- that Jack -- Jack brought
18 up.

19 MR. GORMAN: I'm just talking out loud.

20 MR. WERTER: Yeah.

21 MR. GORMAN: I'm trying to figure out what
22 level of security you want from us.

23 MR. WUELLNER: We do -- we do not currently
24 badge students.

25 MR. GORMAN: Right.

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1 MR. WUELLNER: We -- we badge employees of
2 tenants, we badge leaseholders, those with
3 legitimized business interests on the -- on the
4 airport. We do not at this point badge students.
5 Can we? Yes.

6 The way the rule's written is if you choose
7 to grant unescorted access, which requires
8 badging, then they go through the process. At
9 this point, they're not granted unescorted access.
10 Their -- their access is conditioned upon someone
11 else's leasehold requirements for security.

12 MR. GORMAN: The question being --

13 MR. WUELLNER: That -- yeah, that's an in --
14 that's our policy. We can change that and make
15 everybody subject to badging.

16 MR. GORMAN: The question being, then, and
17 then I'll quit completely, is that -- is -- the
18 one flight school have any more security imposed
19 upon, which would be Florida Career, of its
20 students than this unaccredited flight school,
21 supposedly? Is -- that's my question. It's just
22 a common sense question.

23 MR. WUELLNER: At this point, we -- we -- the
24 policy is administered exactly the same for both

25 entities. We don't -- we don't badge their

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1 students. We don't badge the other flight school

2 students.

3 MR. GORMAN: Okay. I'm done.

4 MR. YOUMAN: The -- an airport facility is

5 not as strict as a port facility, is it?

6 MR. WUELLNER: Well --

7 MR. YOUMAN: For access.

8 MR. WUELLNER: -- ordinarily there's not -- I

9 mean, correct me if I'm wrong, but it's --

10 airports are unique in that you require the

11 airport to do training -- to conduct training of

12 future pilots, unlike you don't just show up at

13 the -- at the port entrance and decide you're

14 going to learn to pilot a boat.

15 MR. GORMAN: You can't work at a port anymore

16 without a transportation worker identification

17 badge.

18 MR. YOUMAN: I know, I have --

19 MR. GORMAN: You can't --

20 MR. YOUMAN: I have -- I know. I have a TWIC

21 card.

22 MR. GORMAN: Yeah, you've got one. Yeah. So

23 do I, yeah.

24 MR. YOUMAN: And I can supervise up to ten

25 people within the facility.

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1 MR. GORMAN: They have to be in your
2 immediate care and control.

3 MR. YOUMAN: Correct.

4 MR. GORMAN: Right. Okay.

5 MR. WUELLNER: The TWIC card is more akin to
6 our --

7 MR. YOUMAN: Is that similar --

8 MR. GORMAN: That's a good question.

9 MR. YOUMAN: -- what we're talking about with
10 the instructor and the group of students except in
11 the TWIC situation?

12 MR. WUELLNER: It's -- it's a lower level
13 badge.

14 MR. YOUMAN: Okay.

15 MR. WUELLNER: Our -- our -- that kind of
16 badge privilege on the airport is a lesser than
17 a -- what you would call a TWIC kind of card. The
18 comparative is what is called a SIDA badge on the
19 airport, which is a requirement related to air
20 carrier activity. It is not required on the GA
21 side of the house, the -- the private pilot, the
22 training, those kind of things.

23 So we do that kind of badging for
24 airline-related -- airline area-related access.

25 We do not do that level of -- of background.

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1 We're not required to do that level of background
2 for someone that just keeps their plane in a
3 hangar. That's only if they need access to that
4 additional secured area.

5 MR. YOUMAN: What about the question of the
6 employees?

7 MR. WUELLNER: We -- again, we do not -- the
8 individual -- badges are issued to individuals,
9 individuals associated with a business. His
10 business has badge credentials for certain
11 employees that has access to the -- all the way
12 down to the tower. They have access to the gates
13 on the side of the field.

14 MR. YOUMAN: Then what's the problem?

15 MR. WUELLNER: They would like it extended to
16 everybody at the company who has access. They are
17 not tenants. They are -- they have no business in
18 the south GA area as -- as individuals driving
19 around.

20 MS. TOSTEVIN: Excuse me, Ed. We're -- we're
21 not asking that. We're merely asking that our 10
22 flight instructors be given back gate privileges
23 to go to the tower. That's all.

24 If a student wants to visit the tower, we're

25 not going to give him a badge. He's going to go

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1 with a flight instructor.

2 MR. WUELLNER: I -- I understand completely.

3 And that's how I'm answering the question. Not

4 based on giving students badges. That -- that's

5 not even in the --

6 MR. KACZOR: We don't want students to have

7 badges.

8 MR. WUELLNER: You're -- you're also not

9 tenants nor have access to that side of the field

10 ordinarily. You have access privileges that have

11 been granted to you through your employer specific

12 to the business activities of FAC in this case.

13 MR. KACZOR: Correct.

14 MR. WUELLNER: Or FACT. And that does not

15 include a need to access this side of the field.

16 We can -- we could possibly construct

17 something of a limited hour, but right now

18 we're -- you know, we're ultimately responsible

19 for the access through the perimeter at this end

20 of the airport. We're also responsible for

21 security related to the tower itself.

22 So granting access badge privileges in

23 certain areas, I mean, you have -- you have gate

24 access over -- I suspect, based on what I remember

25 the access privileges being for, you know, your --

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1 your place of business over there and probably a
2 gate or two related to the FBO area, as your
3 employer communicated to us that they wanted you
4 to have, whatever that was.

5 MR. KACZOR: It -- it seems sort of foolish
6 because we can get in an airplane, we can taxi
7 over there, we can park the airplane, we can get
8 out of the airplane, and we can buzz the tower.

9 MR. WUELLNER: So you have access.

10 MR. KACZOR: Why can't we come through the
11 gate?

12 MR. WUELLNER: You have access. Because
13 currently the badge, the way it's -- the way the
14 badges are issued, that access privilege is
15 granted basically on a 24/7 basis. There -- there
16 are no needs to be in there beyond what I would
17 call normal business hours or the normal hours
18 that you could get in the tower. We facilitate
19 that access for you five days a week.

20 MR. KACZOR: We -- we have 24/7 access to the
21 ramps.

22 MR. WUELLNER: As I say, I'd be happy to talk
23 to you about it independently.

24 CHAIRMAN BARRERA: Okay. So you guys will

25 follow up on that --

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1 MR. WUELLNER: Uh-huh.

2 CHAIRMAN BARRERA: -- separately. Jack, did
3 you have anything else you wanted to discuss under
4 your Authority member comments?

5 MR. GORMAN: No. I was just -- I just wanted
6 to start a discussion about the security issue,
7 but that's -- it's just still open. That's fine.
8 I mean, nothing more to say on that.

9 CHAIRMAN BARRERA: Okay.

10 12.C. - MR. WAYNE GEORGE

11 MR. GEORGE: No comments.

12 CHAIRMAN BARRERA: Carl?

13 12.D. - MR. CARL YOUMAN

14 MR. YOUMAN: I'd just like to thank the board
15 for being patient with me with my travels around
16 the United States and my rail equipment, and Jack,
17 for backing me up on the TPO. Thank you.

18 12.E. - CHAIRMAN KELLY BARRERA

19 CHAIRMAN BARRERA: I would like to add that
20 Warren RauHofer was somebody else who -- who also
21 worked behind the scenes with Ed and with the
22 tower. And he's worked behind the scenes on a
23 couple of things. He's also worked behind the
24 scenes on getting our internship program started.

25 So I want to be sure to credit him with -- with

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1 both of those positive things that the airport has
2 been doing lately. I don't want to overlook that.

3 I'm looking forward to working on this
4 budget. I think all of us have reviewed it prior
5 to today. We've done -- most of us have done --
6 several of us have done this before. And I know
7 that this is trying times. We're looking through
8 it closely. I know we're questioning things.
9 We're trying to see what we can reduce in order to
10 stretch the dollar. I'm very pleased to report
11 that our phone contract and communications
12 contract was lowered significantly. And I know
13 that's been an area of concern.

14 But I would just encourage us all to continue
15 to look over the budget and to see what else we
16 think we can -- we can stretch further in these
17 economic times. And that would be it.

18 13. & 14. - NEXT MEETING & ADJOURNMENT

19 CHAIRMAN BARRERA: Our next meeting is going
20 to be on August the 17th at 4 p.m. We've also set
21 the dates for the 14th and the 28th of September.
22 And the meeting is adjourned.

23 (Meeting adjourned at 6:50 p.m.)

24

1 REPORTER'S CERTIFICATE

2

3 STATE OF FLORIDA)

4 COUNTY OF ST. JOHNS)

5

6 I, JANET M. BEASON, RPR-CP, RMR, CRR, FPR,

7 certify that I was authorized to and did

8 stenographically report the foregoing proceedings

9 and that the transcript is a true record of my

10 stenographic notes.

11

12 Dated this 4th day of August, 2009.

13

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JANET M. BEASON, RPR-CP, RMR, CRR, FPR

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