

1 ST. AUGUSTINE - ST. JOHNS COUNTY AIRPORT AUTHORITY

2 Regular Meeting

3 held at 4796 U.S. 1 North

4 St. Augustine, Florida

5 on Monday, April 18, 2011

6 from 4:00 p.m. to 6:22 p.m.

7 * * * * *

8 BOARD MEMBERS PRESENT:

- 9 KELLY BARRERA, Chairman
- CARL YOUMAN
- 10 JAMES WERTER
- ROBERT COX, Secretary-Treasurer
- 11 JOSEPH CIRIELLO

12 * * * * *

13 ALSO PRESENT:

14 DOUGLAS N. BURNETT, Esquire, St. Johns Law Group, 509
Anastasia Boulevard, St. Augustine, FL, 32080, Attorney
15 for Airport Authority.

16 EDWARD WUELLNER, A.A.E., Executive Director.

17 BRYAN COOPER, Assistant Airport Director.

18 * * * * *

19

20

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

24

1	I N D E X	
2	PAGE	
3	PLEDGE OF ALLEGIANCE	3
4	MEETING MINUTES & FINANCIAL REPORT	3
5	CONSENT AGENDA	3
6	AGENDA APPROVAL	4
7	EXECUTIVE DIRECTOR'S REPORT	4
8	BUSINESS PARTNERS UPDATE	12
9	BUSINESS ITEMS:	
10	A. Sustainability Study Acceptance	34
	B. Administrative Policy Adoption	59
11	PUBLIC COMMENT - GENERAL	
		108
12	AUTHORITY MEMBER COMMENTS AND REPORTS	
		110
13	ADJOURNMENT	
		127
14		
15		
16		
17		
18		
19		
20		
21		
22		
23		
24		

1 PROCEEDINGS

2 CHAIRMAN BARRERA: We'd like to call the
3 meeting of the St. Augustine-St. Johns County
4 Airport Authority into session. All rise for the
5 Pledge of Allegiance.

6 (Pledge of Allegiance.)

7 MEETING MINUTES ACCEPTANCE

8 CHAIRMAN BARRERA: Thank you. We'd like to --
9 do we have any additions, deletions, or corrections
10 to our last meeting minutes?

11 (None.)

12 CHAIRMAN BARRERA: Hearing none, the meeting
13 stand as approved.

14 FINANCIAL REPORT ACCEPTANCE

15 CHAIRMAN BARRERA: Financial report, Bob?

16 MR. COX: I went over it and everything looks
17 in order.

18 CHAIRMAN BARRERA: Okay. Hearing none, the
19 financial statement will stand as approved.

20 CONSENT AGENDA

21 CHAIRMAN BARRERA: Consent agenda, do we have
22 any additions, delete -- deletions to our consent
23 agenda? It's the Resolution 2010-03.

24 MR. WUELLNER: 2011.

25 CHAIRMAN BARRERA: 2011-03. This year's

4

1 creeping up on me.

2 (None.)

3 CHAIRMAN BARRERA: Then our consent agenda
4 will stand as approved.

5 AGENDA APPROVAL

6 CHAIRMAN BARRERA: Our regular agenda
7 approval? Any additions, deletions?

8 (None.)

9 CHAIRMAN BARRERA: Then our regular agenda
10 will stand as approved.

11 EXECUTIVE DIRECTOR'S REPORT

12 CHAIRMAN BARRERA: We'll start with our
13 Executive Director's report.

14 MR. WUELLNER: Uh-huh. Unfortunately, I got
15 stuck with a piece of cookie in my mouth.

16 CHAIRMAN BARRERA: I just want to remind
17 everyone that if anyone plans to speak during the
18 meeting, that they grab a sheet of paper from the
19 outside doorway and write their name and the
20 subject that they would like to speak on and turn
21 it in here.

22 MR. WUELLNER: Okay. A couple of items I want
23 to mention to you today. First is PGA. We are
24 partnering with the Industrial Development

1 Commerce to be involved in hosting at the -- a
2 couple of receptions at the Sawgrass event during
3 The Players Championship in May, and it's the 12th
4 and 13th. That's the Thursday and Friday evenings.
5 I would ask you to try and hold those dates open if
6 at all possible. We would love to have you come up
7 there and act as additional ambassador/hosts for
8 that event.

9 The Thursday night event at this point will
10 feature the Governor, will be there. It's an --
11 it's an event that's entirely targeted as an
12 economic development effort that's being -- as I
13 mentioned jointly being conducted by those
14 agencies. And the whole idea is to make contact
15 with effectively the movers and shakers associated
16 with the -- with Tour and the Tour sponsors.
17 Thursday night event will involve up to 250 people,
18 and then the Friday event will be 150 people at
19 that event.

20 The Friday event will also -- will be going on
21 before they get off the course. So we will be
22 outside right there at the clubhouse on the lawn.
23 There's an area that's set aside for that event.
24 Anyway, we'll be providing you with talking points.

25 If you can -- if you can make time to do that, just

6

1 let me know and we'll make sure you get all the
2 credentialing and everything you need to -- to gain
3 access to the event. And we will also provide you
4 with the talking points as those become available
5 in the next few -- few weeks.

6 The idea is that all of these agencies will be
7 singing -- ideally singing off the same sheet of
8 music and will essentially be working that room or
9 those events to try and identify contacts and
10 individuals who might be interested in business
11 development opportunities within our county.

12 So, I think this has a long-term benefit for
13 us, not only because we're working relationships
14 with these -- with the IDA, the County Commission,
15 and the Chamber of Commerce, but I think long term
16 is going to provide the -- the Tour is going to
17 provide the venue for us to I think site some --
18 site some new businesses in St. Johns County. So
19 we're pretty excited about that, the opportunity
20 that goes with that. If you need other details,
21 just let me know.

22 Aerospace Academy just let you know is coming
23 up a week from Saturday. That will be April 30th.
24 So the week after Easter. Saturday morning will be

25 right here in the conference center. And again,

7

1 we'll have 100 plus, I don't know the exact number
2 yet, but it will be at least a hundred of students
3 and their families out here. We'll be hosting here
4 again.

5 To let you know that we're in contention for
6 an FAA project for this summer. So it will be out
7 to bid shortly, and that is for the Taxiway B South
8 extension. So that would complete the parallel
9 taxi to the southern end of Runway 31.

10 It will be bidding shortly. In fact, I think
11 the advertisements are out now. We'll open in mid
12 May and we'll get it submitted in a grant
13 application to FAA. And then as that award is
14 made, we -- we'll be back to the Airport Authority
15 for approval of all of the pieces and parts of the
16 contract as well as the grant.

17 Hopefully it will be in -- will be able to be
18 awarded some time this summer. And a lot of that's
19 up in the air. We're still waiting -- FAA is still
20 waiting on contract authority under the current
21 short-term authorization bill that expires at the
22 end of May.

23 And I provided you some background information
24 on a related topic from ACI that indicates that the

25 two houses of Congress are finally appointed or are

8

1 in the process of appointing their -- their
2 conference committee members so that hopefully
3 something gets worked out, it can be signed into
4 law by the end of May for a long-term airport
5 improvement bill.

6 That also -- that project also includes
7 approach lighting at least and the preliminary work
8 with FAA. We'll see how that all falls out. I'm
9 sure it's going to be subject to whatever funding's
10 available at the time.

11 Lastly, update on projects. And an operation
12 I did want to let you know or ask you. You are
13 getting the updates on a monthly basis in the
14 newsletter or in a -- in a project update format?
15 I've had a few requests to add -- augment a few
16 pieces of information and I will get that effective
17 the next -- next update here. Primarily in the
18 area of operations and to get some actual numbers
19 to it and fuel flowage and things of that nature.

20 But suffice it to say we're having an
21 extremely good year operations-wise. In fact,
22 they're paralleling 2008 kind of levels. So
23 it's -- it's extremely good short-term -- short
24 notice anyway here on these kind of projects.

25 We'll see if it sustains itself over the summer.

9

1 Fuel of course is going to have an impact on that.

2 Also I want to let you know that they started
3 work on the fire station today. So all of that
4 should -- you know, it will be a while till you see
5 it physically coming out of the ground, but that's
6 ongoing.

7 And they're about wrapping up the -- the
8 obvious work out on the island. It's -- all of the
9 vegetation's gone. It's proceeding very well out
10 there. So I would think over the next, I think I'm
11 being told about 30 days they'll be working their
12 way off the island at about that time if all goes
13 well and they'll be getting the safety area edge
14 work.

15 And it looks like we have some interest to go
16 along with what you just approved in the consent
17 agenda, but it looks like there's going to be some
18 even quicker interest in using the barge
19 capabilities out there on a more expedited basis,
20 or at least it's being explored on more later this
21 week on that. But hopefully that's going to result
22 in some -- some use right away for the barge --
23 barge improvements that we're looking at. And I
24 believe that's all I had.

1 that everybody's watching fuel closely right now,
2 have we at the airport experienced any type of
3 decline with the higher prices of the fuel?

4 MR. WUELLNER: Actually our fuel prices are
5 surprisingly still strong. They're -- they're at
6 least at last year's levels. We're not seeing any
7 real decline in sales. I credit a lot of that to
8 the flying that's going on at the flight school.
9 That's doing extremely well and the volumes are
10 staying high as a result of that.

11 I think there's some impact on the light GA
12 recreational fliers. I think they're being more
13 cautious as fuel is in the vicinity of \$5 a gallon
14 at this point. So...

15 CHAIRMAN BARRERA: Thank you.

16 MR. WUELLNER: So far so good, though.

17 CHAIRMAN BARRERA: Okay.

18 MR. YOUMAN: Can I?

19 CHAIRMAN BARRERA: Carl?

20 MR. YOUMAN: Is this showing up in our budget
21 in a very favorable -- favorable way?

22 MR. WUELLNER: Well, it's holding its own.
23 It's following -- falling within the parameters we
24 had originally budgeted. So it's all -- it's all

25 good at this point. I think it's slightly ahead on

11

1 the fuel line, but I honestly don't recall what it
2 is off the top of my head.

3 MR. WERTER: And you're including general
4 aviation with that as doing well? The self-serve
5 pump, I mean.

6 MR. WUELLNER: That's -- I'm only talking
7 about GA.

8 MR. WERTER: Oh.

9 MR. WUELLNER: I'm only talking about
10 self-fuel. I do not have the jet fuel numbers in
11 front of me. But they were improving. I don't
12 think they're anywhere near what they were two
13 years ago yet, but they're starting to improve --

14 MR. WERTER: What's the --

15 MR. WUELLNER: -- on the jet fuel side.

16 MR. WERTER: What's the per gallon now?

17 MR. WUELLNER: I honestly don't know.

18 MR. MARTINELLI: \$5.19.

19 MR. YOUMAN: What it is?

20 MR. BURNETT: \$5.19.

21 MR. MARTINELLI: \$5.19.

22 MR. YOUMAN: No, the jet fuel.

23 MR. WERTER: No, not jet fuel.

24 MR. WUELLNER: Oh, ours? Ours is \$5.15.

25 MR. WERTER: \$5.15.

12

1 MR. WUELLNER: Yeah.

2 MR. YOUMAN: One other thing. I want to thank
3 you for the monthly update. That's working out
4 great with the TPO.

5 MR. WUELLNER: Good.

6 MR. YOUMAN: Fantastic. Makes life a lot
7 easier.

8 MR. WUELLNER: All we've got to do is keep
9 remembering to do it.

10 MR. YOUMAN: I'll remind you.

11 MR. WUELLNER: Thank you.

12 CHAIRMAN BARRERA: Okay. Any further
13 questions?

14 BUSINESS PARTNER UPDATES

15 CHAIRMAN BARRERA: We'll move on to our
16 business partner updates. Mr. Sanchez?

17 COMMISSIONER SANCHEZ: How are you today?

18 CHAIRMAN BARRERA: Good.

19 COMMISSIONER SANCHEZ: Sorry I'm a little
20 late. There's a thing or two going on. But I
21 don't really have anything to report other than the
22 fact that I'm looking forward to the -- to having
23 almost 250 business CEOs and owners in a room where
24 we can meet them and chat with them and so forth.

25 We do have some other commercial activity that

13

1 is small but building and it's coming along, and I
2 think you're going to see a big difference pretty
3 soon. We have everything in place to proceed with
4 something we've worked on for four years. So I'm
5 really glad to see it. Anyone's got any questions,
6 I'll be glad to answer them. Yes, sir?

7 MR. YOUMAN: You find everybody getting
8 together in a group, all of these different
9 organizations is making an impact?

10 COMMISSIONER SANCHEZ: I think so. It should.

11 MR. YOUMAN: Good.

12 COMMISSIONER SANCHEZ: I mean, the main thing
13 is the attitude that -- that we're friendly and
14 cooperative. That's -- that's what we've had to
15 overcome. And I think we -- we have accomplished
16 that on a small scale.

17 But, you know, some of these guys that will be
18 attending this meeting, thanks to The Players and
19 Commissioner Morris who's worked hard on this,
20 these are guys that can make that decision. I
21 mean, they can say, yeah, we're going there. And
22 it's an opportunity, there's no doubt. But we do
23 need to keep working at it, and I think you're
24 going to see it starting to happen pretty soon.

25 Amphitheatre's doing good. Back on course.

14

1 We've got three or four sellouts lined up here now.

2 So that's great. Having a great time with the

3 budget this year but, you know, y'all don't want to

4 hear about that.

5 CHAIRMAN BARRERA: Any other questions for

6 Mr. Sanchez?

7 (None.)

8 CHAIRMAN BARRERA: Thank you, Mr. Sanchez.

9 Mr. Slingluff?

10 MR. SLINGLUFF: I'd like to introduce Elliot

11 Mintzer, who will give us an update on our event

12 that we're planning -- do I have to start over? We

13 have a -- an event in early June called Destination

14 Bahamas, and I'll have Elliot come up explain what

15 that is. I think a lot of you have seen it in the

16 papers. Elliot's doing the -- the PR and marketing

17 for it. Elliot?

18 CHAIRMAN BARRERA: Mike, before you turn it

19 over to Elliot --

20 MR. SLINGLUFF: Yes.

21 CHAIRMAN BARRERA: -- can you give us an

22 update on how fuel sales for jet fuel is going?

23 MR. SLINGLUFF: How many gallons you want to

24 buy?

1 overall.

2 MR. SLINGLUFF: With -- with the jet fuel,
3 price impacts, you'll feel them about 90 to 120
4 days after they really take effect, because you're
5 looking at a trickle-down to -- to a yearly budget.
6 So, you know, they'll do a quarterly review and
7 they're going to go, oh, my gosh, look what we
8 spent on fuel.

9 It's there. I think we'll start to see some
10 settling in the jet fuel market. World supply of
11 kerosene is fairly good. Probably the biggest
12 problem we have with it is inflation.

13 The gasoline market, which is where the avgas
14 comes from, is entirely different now and we'll
15 probably start to see quite a split there.
16 Anticipate that will continue to go up. We've seen
17 forecasts just the end of last week that auto fuel
18 will go up another 40 percent, not 40 cents, but 40
19 percent, which will put it close to \$6 on the
20 street this summer. So I would anticipate we'll be
21 at about \$8.50 to \$9 a gallon for avgas. It's
22 quickly becoming quite a boutique fuel.

23 The fuel sales you're seeing now on the field
24 are the result of very low costs, relatively low

25 costs of fuel for the region. I think the average

16

1 price is in the \$6.50 range. So a lot of people
2 are coming in to get that fuel. So, when that
3 fuel's gone, as -- as the airport experienced its
4 last load, it jumped up quite a bit. So, get it
5 while you can.

6 CHAIRMAN BARRERA: Thank you, Michael.

7 MR. SLINGLUFF: And talk about brighter
8 subjects, we'll have Elliot talk about the Bahamas.

9 MR. MINTZER: That's right. Thank you,
10 Michael.

11 Just briefly, I wanted to update the Airport
12 Authority on the Destination Bahamas event.
13 Hopefully some of you had a chance to view the web
14 site which is now up, flynf.com/destinationbahamas.
15 The event is geared and its mission is to bring
16 awareness not only to Customs, but also how easy it
17 is to get to the Bahamas from St. Augustine.

18 Last week, we hosted the Ministry of Tourism.
19 Leonard Stuart, the director of aviation, came up
20 and spent the day with us and got a chance to see
21 firsthand all the things that St. Augustine had to
22 offer on the field, including Customs, and he was
23 very impressed. He immediately went back, there
24 was an article written, and the -- the Ministry of

25 Tourism is behind this event 100 percent.

17

1 From a PR and marketing standpoint, we are
2 targeting over 4,000 general aviation pilots, not
3 only in the state of Florida, but also Georgia and
4 North and South Carolina. We are also targeting
5 well over 500-plus airports for a fly-in package to
6 come in that weekend.

7 The event runs from 10 a.m. to 2 p.m. on
8 Saturday, June 4th. It's free to the public. We
9 will have charter companies here. We will have
10 Bahama businesses here. Some -- some things to
11 enlighten the crowd with, a live junkanoo band,
12 traditional Bahamian food.

13 We anticipate to see 50-plus businesses from
14 the Bahamas come for the day and we're looking for
15 a minimum of 500 attendees. To date, we have over
16 200 registered right now.

17 MR. YOUMAN: Wow.

18 MR. MINTZER: We have just a tremendous amount
19 of businesses that are -- we're just waiting for
20 paperwork.

21 I'll be in Marsh Harbour on Saturday doing a
22 presentation for the businesses that are on Marsh
23 Harbour as well as Hope Town, Elbow Cay. And we
24 really are -- are planning this for an annual

25 event. We're very excited. If there's any

18

1 questions, I'd be more than happy to address those
2 at this time.

3 MR. RUHSAM: Do you have some things for the
4 general aviation pilots, education seminar?

5 MR. MINTZER: Absolutely. The FAA -- the FAA
6 production studios are going to be conducting
7 seminars on flying to the Bahamas, pre-flying
8 safety, live life raft demonstrations, how to
9 handle the eAPIS and Customs manifests, overflight
10 permits, and those -- those important documents.
11 So it's going to be a full day of information as
12 well as seeing what the Bahamas has to offer.

13 MR. YOUMAN: With your contacts with the
14 charter outfits, what's your feeling about some of
15 them wanting to come up here and use this as a
16 base?

17 MR. MINTZER: Michael might be able to address
18 that as well, but we have had I would say robust
19 excitement from the opportunities that are
20 available.

21 Currently, we have four charter companies that
22 are going to be displaying aircraft in the static
23 display on that day. And Michael and I are going
24 to be meeting with -- with a few other

25 organizations. I would say that there is --

19

1 there's -- there's great excitement.

2 MR. SLINGLUFF: Yeah. We're -- the goal of
3 the -- of the function really is to get the word
4 out on Customs here in St. Augustine and pick up
5 the utilization of Customs versus going all the way
6 down to South Florida, making a left-hand turn and
7 going out to the island. It's very easy to jump
8 off from here.

9 We've approached -- we have Alpha Flying
10 PlaneSense, which is out of Boston. They fly the
11 largest fleet of PC-12s. They're going to bring
12 the aircraft down and they'll have them on static
13 display here. Very economical to fly to the
14 islands on them. We're looking to attract a
15 company like that to base here in St. Augustine.

16 We've got Corporate Flight Management up in
17 Nashville, Tennessee is very interested in -- in
18 doing something down here. And these are the
19 groups that could come in and increase utilization
20 at the airport.

21 We have tremendous resources here. We just
22 need to get the word out. And that's the goal. As
23 Elliot said, we really want to turn it into an
24 annual event, and really it kicks off the whole

25 summer season down in the islands.

20

1 MR. YOUMAN: From -- from my perspective, I
2 want to thank you for your efforts, because I know
3 it's going to benefit Galaxy, but it sure is going
4 to benefit this airport and the St. Johns County
5 and the community and St. Augustine as a whole.
6 That's fantastic. Thank you.

7 MR. SLINGLUFF: It really will. It -- we're
8 not just doing this to send people to the islands.
9 We want to bring people back. The general aviation
10 public will fly through St. Augustine on their way
11 out.

12 We have signed up with FBO logistics. We have
13 life rafts in stock here at the FBO. So they'll
14 come in for a day or two, two nights maybe, you
15 know, and spend them in town and then continue on
16 down to the islands.

17 So it's -- you know, if you're coming out
18 of -- out of Virginia, North Carolina,
19 St. Augustine is a wonderful fuel stop. Spend a
20 day and then go down to the islands and then come
21 back through here because they have to.

22 MR. YOUMAN: This economic engine is going to
23 really start chugging, isn't it?

24 MR. SLINGLUFF: Well, we hope so.

25 MR. MINTZER: That's the plan.

21

1 MR. SLINGLUFF: Have to keep the fuel prices
2 down.

3 MR. RUHSAM: If the fuel prices don't kill it.

4 CHAIRMAN BARRERA: Michael and Elliot, thank
5 you both. I think with junkanoo and the
6 partnerships that have already been established
7 we're a natural choice to do this and I think it
8 would be a great -- great benefit to the community
9 and a great benefit to our airport and to the
10 people who use it. So thank you. Harry.
11 Mr. Ruhsam.

12 MR. RUHSAM: One thing to add to that, too. I
13 think it was mentioned, but the big thing, the
14 Customs awareness is the overflight permits,
15 because heretofore you had to come in from the
16 Bahamas and land at the nearest port of entry for
17 general aviation. So if you wanted to come back to
18 St. Augustine, you had to go into Fort Pierce or
19 something and clear and then come up. Now you can
20 come straight up here.

21 So for those people that are maybe going up to
22 Nashville or places up that way, you can clear it
23 here more en route, you know, more on your course
24 line. So that's pretty good.

25 And of course SAAPA will to that end try to

22

1 get the word out to all its members because it
2 falls on the first Saturday, rather than the second
3 Saturday I know.

4 And about all I had to say about SAAPA is
5 Reba's been doing a great job with scheduling some
6 good events and speakers on the second Saturdays.
7 We had Sam Kouvaris speak last -- last -- well,
8 first part of this month. That's right. I missed
9 that.

10 And it's great to see some of the board
11 members. I know Carl is almost always there. It's
12 great. And those of you that can make it. I know,
13 Kelly, you're normally there. But we've had some
14 really good programs so far this year and I know
15 many more to come. So...

16 CHAIRMAN BARRERA: They have been excellent
17 programs, and I think -- I'm looking forward as
18 well to the air show. I think we've got a lot of
19 exciting things here. And, Reba, I hope that you
20 talk with Rhett and JU and let them know about some
21 of those wonderful speakers that we've had, because
22 I think it benefits the whole aviation community.

23 MR. RUHSAM: Thank you.

24 CHAIRMAN BARRERA: All right. Thank you,

25 Harry. Mr. Burnett?

23

1 MR. BURNETT: I don't know that I really have
2 anything to report. I've got a couple of things
3 that I'm going to talk about tonight that are on
4 your agenda.

5 I will say one thing related to Mr. Wuellner,
6 which every now and then I get the opportunity to
7 relate, but every now and then I comment on because
8 you just don't know. Your ARFF facility is moving
9 forward because of him staying on it. So just want
10 to throw that out there as a comment.

11 CHAIRMAN BARRERA: Doug, can you update us on
12 our situation with Hangar 10 --

13 MR. BURNETT: Yes.

14 CHAIRMAN BARRERA: -- or is that something
15 you're going to want to wait to update on us?

16 MR. BURNETT: I -- here's -- here's the -- the
17 update. The analysis that myself and John Whiteman
18 who you know, a lawyer in my office, both have done
19 related to it is that we really needed some better
20 information from the standpoint of the engineering,
21 really the structural situation of the structures
22 that are there.

23 And so we pushed fairly hard to get that
24 information, at no cost to the Airport Authority,

25 through the parties that have been involved with

24

1 the construction.

2 We pushed fairly hard to get the -- get that
3 information and get some certification as to the
4 structural soundness, for lack of a better
5 expression, of what's physically there. We've
6 pushed to get that from the contractor, from the
7 building manufacturer, and from the door
8 manufacturer.

9 The -- the bottom line is, we never got -- the
10 airport has never received anything that is signed
11 by an engineer saying what the condition is and
12 that really the condition is acceptable. And
13 because of that, where we came finally to
14 conclusion of is we really need that information
15 before we can go forward --

16 CHAIRMAN BARRERA: That's right.

17 MR. BURNETT: -- with litigation.

18 So where it's at right now is the airport has
19 engaged through its continuing consulting contract
20 process to have a structural engineer determine the
21 present condition of Hangars 8, 9 and 10 so that we
22 know what fix, if any, is needed.

23 Hopefully it comes back that no fix is needed
24 and that they're structurally sound and

25 everything's fine. But we need to know one way or

25

1 the other so that we know what it is we're going to
2 pursue litigation related to it. And at that point
3 in time, then we'll have something better to report
4 to you as to where we're headed.

5 MR. WUELLNER: And they're pretty far along
6 with that evaluation.

7 MR. BURNETT: They are. They have done a
8 survey, as I understand it somewhat of a -- in my
9 lay terms an as-built survey to determine what is
10 actually there physically. Not just a measurement
11 of what's there, but to try and determine what the
12 composition of what's there and how many bolts and
13 the size and those sorts of things. So -- the
14 welds and those -- those sorts of things. And so
15 they've done that work and now they're in the
16 analysis stage.

17 CHAIRMAN BARRERA: So we're doing our due
18 diligence.

19 MR. BURNETT: Yes.

20 CHAIRMAN BARRERA: I think Carl was first and
21 then you, Joe.

22 MR. YOUMAN: I was just a little confused.
23 Does this mean that we're trying to decide whether
24 there's actually something wrong or not wrong or --

25 that -- that's what I'm getting from what you just

26

1 said, that you're trying to find out if there is --

2 CHAIRMAN BARRERA: The scope --

3 MR. YOUMAN: -- really something wrong.

4 CHAIRMAN BARRERA: The scope of what's wrong.

5 MR. YOUMAN: Hmm?

6 MR. BURNETT: Yes.

7 CHAIRMAN BARRERA: The scope of what's wrong.

8 Meaning --

9 MR. YOUMAN: Is it the scope or actually

10 something that is wrong?

11 CHAIRMAN BARRERA: We already know that the

12 hangar doors aren't working.

13 MR. BURNETT: Yes. I -- from a lay

14 standpoint, I think I can look at it and say I

15 think there's something wrong, but I don't know.

16 And when a structural engineer tells you that

17 there's a problem and -- they tell you there's a

18 problem, then you know what it is.

19 So we're really waiting on someone -- and we

20 had hoped that we would have gotten it from them

21 and they would have said, "Here's the problem and

22 we're fixing it." But those two things never came.

23 So, we're -- we're in a situation where right now,

24 does the Airport Authority have damages? Yes. But

25 what's the extent of them? We're going to find

27

1 out.

2 CHAIRMAN BARRERA: Joe?

3 MR. CIRIELLO: It seems to me in my opinion

4 that the companies involved are doing a lot of

5 stonewalling and dragging their feet and horsing

6 around. And you say that you need certain

7 information before you think about litigation.

8 So my question to you is, is there any way

9 that through litigation you can force these people

10 to give you this information you want immediately

11 instead of stonewalling and making excuses and

12 dragging their feet?

13 This problem has been going on for quite a

14 while. And I think it needs to be stepped up in

15 intensity to doing something about it. So can you

16 do anything legally to -- through the courts to

17 make them give you this information instead of them

18 dragging their feet?

19 MR. BURNETT: Good question, Mr. Ciriello.

20 I -- I don't believe based on the information we

21 have that they have -- I don't believe they have

22 the information. I don't believe they ever did

23 that level of detail.

24 And I think perhaps that's where part of the

25 breakdown is, that the contractor didn't coordinate

28

1 between the doors and the building. And the
2 building manufacturer didn't coordinate what
3 doors -- what doors were going to go on their
4 buildings. And the door manufacturer didn't
5 coordinate what -- what buildings their doors were
6 going into.

7 It seems -- from my lay perspective, I look at
8 doors and I say, well, you hang doors and you put
9 them in the hole and it's not that complicated.

10 But apparently when they're that size, it's fairly
11 complicated. So they -- they needed to have
12 coordination. And we don't believe that there was
13 much of a level of coordination there. And so
14 therefore we've never seen any document that says
15 the building's sound.

16 MR. CIRIELLO: Well, when you build something,
17 even a -- a house, you have to have drawings and
18 blueprints and they have to be approved -- we're
19 talking about a little house now. The county
20 engineers have to approve it and tell you where all
21 the sockets and fixtures and everything go before
22 you can even build it and everything.

23 So -- so something like this, there's got to
24 be drawings, blueprints, some engineer or drafter's

25 made something up, and they tell you what kind of

29

1 steel to use and what size and everything else.

2 There's got to be information out there. They
3 didn't just go out there with a pile of material
4 and just like a jigsaw puzzle haphazardly put it
5 up. Somebody's got to have information. They've
6 got to have it.

7 MR. BURNETT: I can tell you that we've
8 retrieved the information that the Airport
9 Authority had, we've got the information that the
10 Airport Authority's consultant would have had, and
11 we've got the information that in fact was
12 submitted, because structures built on the Airport
13 Authority property still go through the county's
14 building department.

15 So we've got all of the documents from the
16 county's building department. Got those from
17 Howard White, the chief building official, and with
18 the assistance of James Whitehouse, a deputy county
19 attorney, got those -- got that information from
20 them.

21 We've got the engineer's document that's
22 signed by an engineer related to the HydroSwing
23 doors. We've got documentation related to the
24 building structure itself. But what we've had

25 subsequently is we know that Hangar 10 had a

30

1 failure.

2 And when Hangar 10 had a failure, there was
3 some remedial -- remedial work that was done. And
4 what we don't have is anything that says that
5 remedial work is all that was needed to be done, or
6 that that remedial work is the correct solution,
7 the final solution that needs to be done. So...

8 MR. YOUMAN: So what we're saying -- may I?

9 CHAIRMAN BARRERA: Go ahead, Carl.

10 MR. YOUMAN: What we're saying in effect is
11 that the remedial work could be safe or it could
12 not be safe, that the door could fall or jam or
13 something could happen to it because we're not sure
14 the remedial work is good.

15 MR. BURNETT: That -- until a structural
16 engineer tells you that, even if you -- you built a
17 brick outhouse, so to speak, you still don't rely
18 on it. So I guess we're waiting on that
19 documentation to see what it is that -- that the
20 airport has at its present time.

21 MR. WUELLNER: I think -- I think a point that
22 needs to be clarified that might help Joe a little
23 bit is that when metal building projects in
24 particular are bid, they're bid in a generic way.

25 Your -- your engineer develops a -- a document that

31

1 roughly explains what your expectation is of the
2 building at the end of the job.

3 When it's actually bid, because there are
4 literally hundreds of building manufacturers out
5 there that any contractor can use, the specifics
6 about the building are unknown until the contract's
7 awarded, meaning you don't know who is producing
8 the physical building that will be erected.

9 Hence the -- hence the term preengineered
10 building, meaning that manufacturer's responsible
11 for the structural integrity of the building itself
12 not the design engineer that, for instance in this
13 case, it was Passero. Further, the door was
14 manufactured by yet another company, and they're
15 responsible for the structural integrity of that
16 door.

17 What failed or appears to have failed to
18 happen is that that door manufacturer and the
19 building manufacturer and the contractor who was
20 using those products failed to coordinate the
21 installation and the engineering details required
22 to make sure that those things worked safely and
23 properly through their life, and now they're --
24 they're trying to figure out who needs to do what

25 because we've already had a failure of one of the

32

1 doors.

2 MR. BURNETT: And -- and let me say two other
3 points related to that. In the midst of all of
4 this, after the remedial -- the remedial work was
5 done, temporary emergency remedial work, we get
6 from HydroSwing the door manufacturer that the
7 doors aren't hurricane resistant to the level that
8 the Authority specified and that they weren't built
9 to be skinned on the interior.

10 Of course every piece of documentation, from
11 the original bid specs to the purchase order to the
12 invoice to the actual purchase order, all specified
13 that they would be hurricane doors and would -- and
14 the additional \$3,000 -- some-odd dollars was being
15 paid for the interior skinning, for them to be
16 designed to withstand and hold the interior
17 skinning.

18 So, you know, we've -- we've had those issues
19 come along. And the only way we're going to get a
20 solution from that when we're getting stonewalled
21 by the door manufacturer is to get our own
22 structural engineer to determine what the issue is.

23 MR. WUELLNER: And they're independent from
24 any of the engineers we've used.

25 MR. CIRIELLO: But legally speaking is there

33

1 any way that the Authority can notify the original
2 contractor, door manufacturer, or anybody or a
3 court that we're going to go out and we're going to
4 take it upon ourselves to look at door companies,
5 get the thing fixed, made so we can utilize it, and
6 then when we -- if and when we do go to court to
7 sue them, that this cost of us fixing the door
8 ourselves will be included in the damages? Can we
9 do that?

10 MR. BURNETT: I think that's absolutely the
11 direction we're headed right now.

12 MR. WUELLNER: That is what we're doing.

13 MR. CIRIELLO: Then why -- why don't we have a
14 door up, then? If we can do that, why don't we
15 have a door up instead of letting these people
16 stonewall us? Why not go ahead and put the door up
17 and worry about getting the money later?

18 MR. BURNETT: We need the structural engineer
19 that's working on their analysis now to tell the
20 airport what needs to be done.

21 MR. WUELLNER: To make it safe.

22 MR. BURNETT: I mean, we don't know right now
23 what needs to be done.

24 MR. WUELLNER: And that work will conclude

25 very quickly here. It's well -- you know, it's

34

1 nearly --

2 MR. CIRIELLO: Well, how long's the structural
3 engineer been working on this?

4 MR. WUELLNER: Thirty days?

5 MR. BURNETT: Yeah, a month, somewhere --

6 MR. CIRIELLO: It seems to me a good
7 structural engineer can look at some blueprints,
8 come and visit the job site and in a few minutes
9 just tell you what you need.

10 I mean, I was a millwright welder in a steel
11 mill for 30 years and I've done some construction
12 and repairing and things and it's not that hard.
13 We had engineers. They give you blueprints and you
14 went out -- went out and did what it was supposed
15 to do. It's too much dragging around here to suit
16 me.

17 MR. BURNETT: I think we --

18 MR. WUELLNER: A lot of liability involved.

19 MR. BURNETT: I think we may have just found
20 our Authority Member to be the liaison to help us
21 review the report when it comes back.

22 MR. CIRIELLO: A good ball bat wouldn't hurt.

23 CHAIRMAN BARRERA: Thank you, Doug.

24 SUSTAINABILITY STUDY ACCEPTANCE

25 CHAIRMAN BARRERA: Okay. Let's move on to our

35

1 sustainability study. Ed?

2 MR. WUELLNER: Okay.

3 CHAIRMAN BARRERA: Bryan, are you going to be
4 speaking on this on behalf of the airport?

5 MR. COOPER: I can. I wasn't.

6 CHAIRMAN BARRERA: You spent over a year on
7 it.

8 MR. COOPER: A little over a year -- well,
9 almost a year and a half we've been working on
10 this.

11 We've made a few presentations around the
12 state on this, and it is now finished as far as the
13 management plan. We still have some implementation
14 plans that are coming, some checklists that are
15 coming, and some monitoring checklists that will
16 help us measure how we're doing on it and what --
17 what we are implementing.

18 I think that of the two consultants that's
19 been involved with this, each of them would like to
20 make a -- a statement. I think Mariben would like
21 to go first. And I -- and we've provided each of
22 you a copy of the finished product and also a CD
23 that has everything that's in the book. If you
24 want to put that on your computer and print out

25 portions of it, you're able to do that.

36

1 At first glance, it might be a little
2 complicated, but I'd be more than happy to spend
3 some time with you explaining as you -- as you go
4 through it how to use that and what it means.
5 Mariben, if you want to come up.

6 MR. YOUMAN: Bryan -- may I ask Bryan a
7 question?

8 CHAIRMAN BARRERA: Do you want to wait until
9 after the presentation?

10 MR. YOUMAN: Whichever.

11 CHAIRMAN BARRERA: Let's wait till after.
12 Let's go ahead because Mariben's ready. Go ahead,
13 Mariben.

14 MS. ANDERSEN: On behalf of the project team,
15 VHB and LPA, and PBU is not here, we are honored
16 and we are happy to present you with your completed
17 sustainability management plan, which is printed on
18 a hundred percent recycled paper in keeping with
19 sustainability. And to celebrate Easter and happy
20 birthday and this sustainability management plan,
21 we brought cookies and Dutch mints for you to share
22 with everybody. I think we have enough for
23 everybody. And I'm going to leave the heavy
24 lifting to my partner in crime Ben.

25 MR. SIWINSKI: Thank you, Mariben. We had a

37

1 great discussion here about a month, month and a
2 half ago with the Airport Authority board on the
3 draft versions of this plan. And we got some
4 really great input from that session, as well as
5 great input from airport stakeholders along the way
6 in the development of this.

7 Now, keep in mind that this is the first
8 stand-alone sustainability plan that's been funded
9 by the FAA in the nation. This plan even is in
10 advance of the FAA's pilot program for
11 sustainability planning where airports such as JFK,
12 Newark, Atlanta Hartsfield Airport, Denver
13 International Airport are part of that pilot
14 program. And St. Augustine Airport, Northeast
15 Florida Regional Airport, is ahead of them or ahead
16 of that group in this sustainability planning
17 effort.

18 So there's great interest from the FAA
19 standpoint in the lessons learned in terms of
20 developing the report and the plan and the
21 implementation plan, and there's just as much
22 interest from the FAA as in terms of implementing
23 this plan.

24 So how it's being tracked and how things are

25 progressing and how things are being continuously

38

1 approved -- improved upon over a year and two
2 years, they'll want to know how that process is
3 going in -- in terms of best practices and lessons
4 learned.

5 And I -- just to wrap up here, I've thoroughly
6 enjoyed, you know, working with Mariben on this.
7 It was a great team effort from a consultant side.
8 And also working with Bryan and Mr. Wuellner on --
9 on this plan and here at this airport. This -- the
10 FAA selected this airport because they were doing
11 such good things and they were confident that the
12 FAA's investment would be acted upon. Thank you.

13 MS. ANDERSEN: Last but not the least, in
14 keeping with all the efforts at this airport,
15 marketing this airport for all its unique
16 characteristics that makes it, you know, a great
17 gateway, your sustainability management, we
18 encourage you and strongly recommend that you do
19 press releases and do all of the marketing PR
20 associated with the airport with your
21 sustainability management because you are one, I
22 think it's the only one that I know in the nation
23 that's -- that has a stand-alone. Most of them are
24 in bits and pieces, not a complete one like this.

25 CHAIRMAN BARRERA: Okay. Thank you, Mariben.

39

1 Carl, you had a question?

2 MR. YOUMAN: Bryan, you've been in this for a
3 year.

4 MR. COOPER: And a half.

5 MR. YOUMAN: And a half. And this is the
6 final document. We haven't had a chance to really
7 go through the final document and we want -- we had
8 the meeting before and a lot of questions were
9 asked and suggestions were made, and I rely on
10 your -- your expertise and your judgment because
11 you're good. You're very good. Do you accept this
12 the way it is personally?

13 MR. COOPER: Well, yes. Now, we've had a
14 conversation quite a few conversations about this.
15 There's things in there we don't know that's going
16 to work or not --

17 MR. YOUMAN: Right.

18 MR. COOPER: -- because this is -- this is new
19 territory. But for this to work, it needs an
20 annual -- at least an annual review and updating.
21 It's designed for that. What works, the FAA wants
22 to know. What doesn't work, they want to know
23 about that and we want to change it.

24 So as we start to implement different pieces

25 of that, we'll -- we have measurement tools that

40

1 they're preparing now and we'll be checking with
2 those. But I'm very satisfied with the suggestions
3 that have been made in there. I don't think we'll
4 implement all of those, but it's a pick and choose.
5 As things come up, say, hey this fits here, doesn't
6 fit here.

7 But everything, all of your comments that were
8 at that last meeting have been incorporated. We've
9 addressed every one of them and put them in there.
10 Joe gave us some -- some in writing and we've
11 addressed all of those and implemented those. And
12 I'm sure that after six months to a year, we'll
13 have more changes, either additions or maybe some
14 deletions.

15 MR. YOUMAN: It's a living workable document.

16 MR. COOPER: Yes. And that's the only way
17 that's going to work.

18 MR. YOUMAN: And the key --

19 MR. COOPER: It has to be that way.

20 MR. YOUMAN: -- is to make sure we sit on it
21 and audit it and make -- make it happen.

22 MR. COOPER: Right.

23 MR. YOUMAN: Thank you, very much. Thank you.
24 Thank you all for your efforts. You made this

25 airport look good.

41

1 CHAIRMAN BARRERA: And, Carl, let me just kind
2 of further some of the discussion that I've had
3 with Ed about the sustainability management plan.
4 I've asked him to identify three or four top
5 priorities that he would like to make this year as
6 a part of his executive director goals, and he says
7 that he has already -- he's very pleased with it.

8 He said one of the things that was -- he is
9 most proud of is the fact that we were already
10 doing so well on so many things and that the
11 formalization of this report showed that. But he
12 also said that he has already identified some areas
13 that he would like to have as his goal for the
14 airport. And he's committed to doing that on an
15 annual basis.

16 MR. YOUMAN: Great. Thank you.

17 CHAIRMAN BARRERA: Do we have any more board
18 discussion?

19 (None.)

20 CHAIRMAN BARRERA: Okay. Let's open it up for
21 the public comments. Vic Martinelli?

22 MR. MARTINELLI: Nothing, nothing further.

23 CHAIRMAN BARRERA: Reba Ludlow?

24 MS. LUDLOW: No comment, except

25 congratulations.

42

1 CHAIRMAN BARRERA: And Ashley?

2 MS. SABOL: I just had a couple of questions
3 about the report -- sorry.

4 CHAIRMAN BARRERA: You have to come to the
5 mic.

6 MS. SABOL: I just had a couple of questions
7 about the report itself and just looking, it's
8 like --

9 CHAIRMAN BARRERA: Ashley, if you could just
10 state your name for the record and where you're
11 from. I'm sorry.

12 MS. SABOL: My name is Ashley Sabol and I am a
13 student at Jacksonville University, and I was at
14 the last meeting that you had about going over the
15 draft of the sustainability management program.
16 And I was just wondering as far as the report goes
17 in what way is the Airport going to determine which
18 of the -- the recommendations to take on?

19 CHAIRMAN BARRERA: I think that we've already
20 talked about it between Ed and myself, and he's
21 going to identify three to four that are going to
22 be his top priority and implement those into his
23 overall goals for the remainder of the year. And
24 then we're going to reexamine it at the beginning

25 of next year as a board and with Ed, if that's what

43

1 the board so desires.

2 MS. ANDERSEN: Madam Chair?

3 MR. SIWINSKI: And if I may add to that,
4 that's an important piece of the implementation
5 plan that's being finalized with the staff right
6 now, is to get that prioritization set so you're
7 not looking at a hun -- doing a hundred initiatives
8 right off the bat, but just focusing on some and
9 working from there.

10 MS. ANDERSEN: It's a priorities -- a
11 prioritization matrix that allows the airport to
12 sort it however they want to, whatever is important
13 to them.

14 MS. SABOL: Thank you. That's all I have.
15 Thank you.

16 CHAIRMAN BARRERA: Is that all, Ash?

17 MS. SABOL: Yes.

18 CHAIRMAN BARRERA: Thank you.

19 MR. SIWINSKI: And if I may add, Jacksonville
20 University was a great participant in -- in this
21 project. And that was another thing that the FAA
22 was very impressed with, was including the
23 university in -- in, you know, kickoff meetings and
24 future meetings and also bringing these students

25 onto the airport and providing some supplemental

44

1 research to the report as well. So we appreciated
2 it as a consultant team, and the FAA looked very
3 kindly on that as well.

4 CHAIRMAN BARRERA: Okay. And Harry Ruhsam?

5 MR. RUHSAM: Yes, Harry Ruhsam. Just a couple
6 of simple questions.

7 One, is it possible to get copies of this?
8 See you, Cindy? Okay. Great. And not having seen
9 a copy, I guess I'm trying to understand the scope
10 of things. This was funded by the FAA, the study
11 was. Going forward, there's an oversight or what
12 is the FAA involvement in the future on this
13 project?

14 CHAIRMAN BARRERA: Well, I'll let Ben and
15 Mariben tackle that, but I -- I think the hope from
16 the FAA from my understanding in the meetings that
17 we've had is that they can take some of the things
18 that have been identified here at this airport and
19 institute it to save -- to save money and to save
20 resources at other airports. So this is -- this
21 is -- this is the starting document for that. But
22 I'll let them speak to that a little bit further.

23 MR. SIWINSKI: Now that we're finished with
24 the -- one of the major parts of the report and the

25 plan itself and also finishing up the

45

1 implementation plan, we have drafted a lessons
2 learned memo for FAA, because they're interested in
3 learning best practices in sustainability planning.
4 So that's being completed now, now that we're done
5 with it. It's just a -- about a four- or five-page
6 memo. It's got bullet points and challenges and
7 opportunities and things -- things like that.

8 And I'm sure they would like to see also,
9 maybe on an annual basis, and this is voluntary
10 from the airport, kind of a -- an update -- updated
11 memo on lessons learned in terms of implementing
12 the plan. Not a new report like you see the
13 Authority board members have in front of them.
14 Just a memo identifying challenges and
15 opportunities and lessons learned.

16 MR. RUHSAM: And on some of the specific
17 projects, I know that the prioritization is a
18 big -- big thing here. Are they standing behind
19 any of this in terms of funding that we know of?

20 CHAIRMAN BARRERA: Not that they've committed
21 to.

22 MR. RUHSAM: Okay. I know in times of tight
23 budgets, that's a big concern. That's all I had,
24 thank you.

25 CHAIRMAN BARRERA: Thank you, Harry. Let's

46

1 bring it back to the board. Does the board have
2 any -- board discussion? Bob?

3 MR. COX: Just a couple of points. I -- I
4 think it's important to understand that any action
5 by the board indicates that this is an acceptance
6 of the plan as written, and it's not necessarily a
7 mandate that the airport follow.

8 I don't want to be tying the executive
9 director's hands and his actions on a daily level
10 that he has to abide by any particular thing in
11 this plan, that we're just accepting this plan, it
12 was a written plan and written in this document.

13 CHAIRMAN BARRERA: Certainly. But at the same
14 time, we don't want to -- we don't want to put the
15 plan aside, which is why we asked -- or I asked the
16 executive director to come up with his top
17 priorities of the things that he could implement
18 and then --

19 MR. COX: Goals are great.

20 CHAIRMAN BARRERA: -- and then have them as a
21 part of our annual goals at the beginning of the
22 year that he has asked the board to come up with
23 for him. But he comes up with what's reasonable
24 for him.

25 MR. COX: Just as long as it's not a mandate,

47

1 not incorporated into any independent kind of
2 structure that we have as we move forward.

3 CHAIRMAN BARRERA: Well, if you don't have
4 accountability, you don't have follow-through. So
5 there has to be some level of accountability. I'd
6 like to point that out.

7 But I think that giving Ed the freedom to come
8 up with that as it works within the airport keeps
9 that level of accountability and it also keeps it
10 so that he's able to distinguish what the
11 priorities are. At least from my perspective,
12 which is why I chose to approach it that way. Jim?

13 MR. WERTER: Yeah, I think where -- where you
14 get lost is the term plan could be a little
15 misleading. It's more or less really an outline of
16 objectives and not really a black and white
17 blueprint as to what we're doing. So it's just
18 showing our intent, our objectives. It's our
19 goals. But it's not a step by step.

20 CHAIRMAN BARRERA: Okay. Do we have any more
21 discussion?

22 (None.)

23 CHAIRMAN BARRERA: Do we have a motion? I'm
24 sorry. Mariben?

1 and his staff implements sustainability, you know,
2 in a general way in a lot of the things that they
3 do already, which is why this airport was chosen.
4 So from our perspective, we -- you know, we have
5 every faith in the staff of being able to pick and
6 choose what they want to and run with it 120 --
7 100, 200 percent.

8 CHAIRMAN BARRERA: Thank you. Carl?

9 MR. YOUMAN: I have a problem with not
10 requiring or wanting the executive director to use
11 this as sort of a mandate with the idea that this
12 is just some kind of little goals or objectives and
13 it's not a quality process.

14 You know, we could just put it on a shelf and
15 away it goes and it doesn't come back because
16 there's no requirement to do it. And that doesn't
17 make sense. Or at least some kind of requirement
18 to look at the book and say, are we following the
19 sustainability objectives that we worked over a
20 year and a half to put together as a guideline of
21 some kind?

22 CHAIRMAN BARRERA: I agree with you, Carl,
23 which is why I asked for Ed to come up -- and he
24 assured me that that would be no problem. I think

25 he may be ready to speak on some of the things that

49

1 he -- he was planning on undertaking. Ed, did you
2 want to speak toward that?

3 MR. WUELLNER: Well, mine are toward the goals
4 that, you know, we've been able to embrace and I
5 believe are going to be effective for us at least
6 short term are -- include implementing some of the
7 technologies that are available as we get into
8 replacement the facilities and replacement of
9 equipment and doing airfield kinds of projects
10 where -- and certainly things have advanced to
11 where we can take advantage of everything from
12 changes in lighting technologies, energy efficiency
13 techniques, things of that nature, that are -- are
14 beyond what they were in some of our most recent
15 products.

16 An example is, you know, we've been able to do
17 the recent rehab of Runway 13/31. Well, there are
18 components of that rehab that we could do that are
19 very consistent with the sustainability objectives.
20 There are others where the technology hasn't caught
21 up with the objective.

22 An example is the runway centerline lighting
23 is -- has an approved LED version that's out and is
24 indeed installed on our runway. The edge lighting

25 however has not caught up with the high intensity

50

1 standards for an instrument runway. It will.

2 And -- and the goal would be of course when the

3 next replacement cycle of that lighting comes up,

4 hopefully the LED or some other technology that is

5 yet to be developed is available and can be

6 installed.

7 As we do taxiway rehab projects in the future,

8 as we do building projects -- as an example, the

9 ARFF station includes a lot of the lead technology.

10 The green building mentality's already been

11 designed into it, which is I'll call it a

12 generation beyond where we were with this building

13 when we designed it.

14 So we continue to find ways to bring all of

15 that stuff together on a daily -- on a -- really

16 implementing it daily. And I think you've seen,

17 you know, huge changes in how we landscape, how we

18 treat overall development projects such as south

19 hangar project and the like.

20 So I see us continuing to find ways to even

21 enhance those -- those circumstances further. You

22 know, some things are just not initially going to

23 be practical. For instance, we could save a lot of

24 money by redoing all of these buildings and making

25 them LED and doing -- you know, and enhancing the

51

1 energy efficiency, blah, blah, blah, blah, but the
2 cost to do that would -- probably wouldn't make a
3 lot of sense on the front. So we just, as those
4 systems wear out, they get evaluated and hopefully
5 implemented as we go.

6 I think -- you know, I really feel good that
7 what we've done to this point could almost be
8 argued as just been common sense approaches. You
9 know, as the technologies become available and it
10 becomes tried and true, that we're not taking on a
11 might -- a maintenance nightmare by trying
12 something that's really out there.

13 We've been able to do that. And there are a
14 lot of ways we've been able to do that. Something
15 as simple as, it's not so much an energy item, but
16 it's a sustainability item for us in that we have a
17 commonality in all our gate openers all over the
18 property, and that allows us to take advantage of a
19 lot of things in terms of how we stop cars, how we
20 can respond and things of that nature and cross the
21 line into sustainability.

22 I -- the problem I see it long term is keeping
23 FAA engaged in those technologies and in embracing
24 them. And we ran into that roadblock -- you may

25 recall we were proposing a technology for the

52

1 pavement rehabilitation and we just couldn't get
2 attraction in a timely manner from FAA, despite
3 promises that once they funded a study like this,
4 that they'd be all in and making sure those things
5 got embraced.

6 And in fact, it was probably in the order of a
7 half a million dollars' worth of savings available
8 by adopt -- or using the technology we were
9 proposing without compromise to the airfield. It
10 was not in the FAA process at that point to be able
11 to use that technology. So, frankly the money
12 became available before FAA could deal with the
13 technology.

14 So that's -- I think frankly that's going to
15 be the real challenge, is keeping the funding
16 opportunities, the grant opportunities in line with
17 technology, because they're notoriously behind the
18 curve.

19 MR. YOUMAN: No, I -- I agree with what you're
20 saying. The only thing -- the only point I'm
21 trying to make is over the years as I've watched
22 and been involved with quality processes in the
23 railroad industry, the self-discipline that's
24 required throughout the organization to maintain

25 the energy to use this as a guideline is enormous.

53

1 I mean, you have to have a lot of it, because
2 it's detailed. And for sustainability to permeate
3 the thinking of a whole organization, it has to be
4 pursued doggedly, which I -- which you're doing
5 anyway.

6 MR. WUELLNER: Well, that's --

7 MR. YOUMAN: That's what I'm trying get at.
8 But I'm -- I understand what you're saying, not to
9 be dogmatic about it. Is that --

10 MR. COX: I just -- I don't want to -- I don't
11 want to tie his hands --

12 MR. YOUMAN: Right.

13 MR. COX: -- into saying that he has to do X,
14 Y, Z.

15 MR. YOUMAN: Right. But still but to use it
16 as a guideline.

17 MR. COX: Absolutely. Oh, yeah. I'm not
18 saying there's anything wrong with it at all.

19 MR. WUELLNER: And we -- we have no issues
20 from a staff level of -- about using it as the
21 guideline document on how -- how we even get
22 better, because I know we can.

23 MR. YOUMAN: And it's up to us as a board just
24 to make sure the guideline is in effect.

25 MR. WUELLNER: Well, I think, you know, the

54

1 other piece of the challenge is going to be to make
2 this work with the sustainability of financial.

3 MR. YOUMAN: Right.

4 MR. WUELLNER: You know, it's -- beyond
5 just --

6 MR. YOUMAN: It's a cross --

7 MR. WUELLNER: -- the environmental side of
8 is -- there's a balance that's going to have to be
9 found, and I -- the challenge is going to be with
10 all of us, this board and my office, to be finding
11 the way to implement as much sustainability into
12 what we do without compromising the financial
13 integrity.

14 MR. YOUMAN: We're taking a quantum leap
15 forward and it's going to be fun.

16 MR. WUELLNER: But at least we have a plan.
17 That's more than --

18 CHAIRMAN BARRERA: Joe?

19 MR. CIRIELLO: The word mandate is being
20 tossed around here, and correct me if I'm wrong,
21 but the only mandate that can come anywhere on this
22 airport comes from this board.

23 I'm not sure, but I don't think there's
24 anything in this book that says the executive

25 director can go out and do whatever he wants

55

1 without approval of the board. There may be some
2 small things in there, but if it comes to money,
3 getting grants, doing big things, the only mandate
4 is this board. He can't just go out and do it.

5 The same -- if I'm not mistaken, the master
6 plan with the FAA is the same way, isn't it? It's
7 not a mandate that we have to do everything that's
8 in that master plan. We can do what we want with
9 it. Some things, we can leave out.

10 We can -- you know, so I don't think we need
11 to worry so much that Ed's going to take his book
12 and go out and wholesale do things, because the
13 only mandates come from this board. And he --
14 there's not very much that he can really do on his
15 own just because he's executive director.

16 So I understand what Bob's saying, that
17 everybody should understand this isn't a mandate;
18 it's just a guideline, just things that you can try
19 to do and improve everything. But I don't think we
20 need to really worry about this mandate thing, that
21 something's going to be done without this board's
22 approval, because this board is the boss, period.

23 MR. YOUMAN: I'd like to make a motion that
24 we --

25 CHAIRMAN BARRERA: Before -- before you do,

56

1 let me just ask. Do I have the board consensus
2 that we would like for Ed to identify some top
3 priority items that he thinks are realistic to
4 implement or work on as goals towards this year?

5 MR. COX: Sure.

6 MR. WERTER: Yeah.

7 CHAIRMAN BARRERA: Is that a consensus among
8 the board? That's something we've discussed, but I
9 want to make sure it's a consensus.

10 MR. COX: That's fine.

11 MR. YOUMAN: It's agreeable to me.

12 MR. WERTER: Yes.

13 CHAIRMAN BARRERA: Okay. And then my other
14 question for the board is, we had talked at the
15 last meeting about implementing the sustainability
16 in a broad sense into the personnel evaluations as
17 goals for them and their implementation as Ed sees
18 fit, which means that they would be rewarded for
19 things that they were able to come up with that
20 would benefit the airport either economically or
21 environmentally through -- through the
22 sustainability project as recognition in their
23 evaluation.

24 Is that something that the board in general

25 would like for Ed to continue with? He wasn't here

57

1 at the last meeting, but we did discuss it when we
2 talked about this plan.

3 MR. WUELLNER: Well, it -- I -- fundamentally,
4 that all sounds great, but it's got to get reduced
5 to something that's implementable. You know,
6 whether it's --

7 CHAIRMAN BARRERA: Right. And I think that's
8 something you and I talked about.

9 MR. WUELLNER: We need to figure out what
10 that -- how that --

11 CHAIRMAN BARRERA: That by next evaluation
12 period is a goal we set for next year. I think
13 that that was something that you said could easily
14 be implemented on the personnel evaluations as a
15 reward or as an acknowledgment.

16 MR. WUELLNER: Well, you -- yeah, you've just
17 got -- we've got to be careful how it's set up. So
18 it's not just as simple as deciding there's -- you
19 know what I'm saying? It -- it needs to have the
20 parameters that we set --

21 CHAIRMAN BARRERA: As an exceeds -- as an
22 exceeds expectation.

23 MR. WUELLNER: Right.

24 CHAIRMAN BARRERA: Or meets expectation.

25 MR. WUELLNER: We want to -- we want to define

58

1 what --

2 CHAIRMAN BARRERA: If you catch an employee
3 dumping oil into the pond, that's a less than meets
4 expectation.

5 MR. WUELLNER: That's sort of an
6 unemployable --

7 CHAIRMAN BARRERA: So as a general, is the
8 board -- is the board comfortable with that
9 concept?

10 MR. YOUMAN: In general, yes.

11 MR. WERTER: In general. Are we talking
12 Village Inn coupons again?

13 CHAIRMAN BARRERA: No.

14 MR. WERTER: Okay.

15 CHAIRMAN BARRERA: Okay. I'm sorry, Carl.

16 MR. WUELLNER: It may be that simple.

17 CHAIRMAN BARRERA: You can go ahead with your
18 motion. I just wanted to clarify.

19 MR. YOUMAN: I'd like to make a motion that
20 the board sus -- approves the sustainability
21 management plan as presented in this document dated
22 April of 2011.

23 MR. WERTER: I second it.

24 CHAIRMAN BARRERA: Okay. All in favor, aye?

25 MR. COX: Aye.

59

1 MR. CIRIELLO: Aye.

2 MR. YOUMAN: Aye.

3 MR. WERTER: Aye.

4 CHAIRMAN BARRERA: Aye. All opposed?

5 (None.)

6 CHAIRMAN BARRERA: Hearing none, motion passes

7 unanimous.

8 ADMINISTRATIVE POLICY ADOPTION

9 CHAIRMAN BARRERA: Okay. And move on to our

10 administrative policy.

11 MR. WUELLNER: You're all in -- the board

12 members here anyway are in receipt of a draft

13 document entitled administrative policy. We

14 forwarded it to you approximately a month ago, I

15 don't know the exact date, but between three and

16 four weeks ago we got you a version that you could

17 begin to read through.

18 It is a very lengthy document. It's not

19 overly complicated, but the thought behind this was

20 to take what are largely administrative policies

21 and consolidate it into a single document to allow

22 quick updating, a single reference place for it,

23 and will allow a -- a more easily updated and --

24 document that we can more quickly determine latest

25 version of as -- as we implement over time. But

60

1 the key areas -- and get the next slide there for
2 me there.

3 The first four sections of the policy, which
4 include airport issues, that's probably the
5 singlemost -- or most recently adopted policy the
6 board wrestled with approximately a year and a half
7 ago, it -- it really has not changed. It's been
8 included. The numbering's been adopted or changed
9 to -- to make it consistent throughout.

10 The few changes that were made are what I
11 would describe as scrivener in nature, meaning it
12 was just a cleaning up a wording, not -- not
13 changing the intent or language really of anything,
14 to include the name change of the airport, those
15 kinds of things.

16 And then lastly in that one, in the airport
17 issues one, we removed references to exhibits.
18 Throughout that policy it was just a reference to
19 what I would call web shots of particular pages,
20 and as those things get changed and updated, it
21 doesn't change the content of the policy, but
22 rather than be continually working through exhibits
23 or be locked in a particular form or format of a --
24 of an attachment to the document, we've removed

25 those things and just referenced the -- you know,

61

1 an approved form versus the tying it into the
2 document.

3 Investment policy, this is probably one of the
4 older policy -- it's not the oldest, but it's one
5 of the older policies. It's required by statute
6 that the Authority adopt something. We did not
7 materially change it. It is approximately 10 to 12
8 years old. The few changes involved basically the
9 airport name and the few statutory references that
10 may have changed during -- during the last 10
11 years.

12 Purchasing, the changes are -- there is a
13 format change because the format that was employed
14 in that policy was significantly different than the
15 previous one. We did adjust the format within it,
16 but not necessarily the content. We did endeavor
17 here, and Doug spent a fair amount of time with the
18 purchasing element of this as well as personnel in
19 detail.

20 Really the effort was to bring it current with
21 Florida Statutes and all of the limitations and
22 definitions as it -- as they applied. And I
23 understand there's even some more being
24 contemplated in the current legislative session as

25 it related to the Consultants' Competitive

62

1 Negotiations Act portion of this.

2 And actually that's a positive. The current
3 language that's being run around would allow us to
4 finally, at least from a consultant standpoint and
5 a purchasing standpoint, begin to put emphasis on
6 the requirement to be or to limit vendor
7 participation from out of state.

8 So it's finally looking at a Florida first
9 kind of mentality, which is -- you know, a lot of
10 people have asked about, a lot of board members
11 have asked about over the years and we really
12 didn't have that latitude up till -- well, still
13 don't yet, but hopefully it will pass the
14 legislature this year.

15 Next piece of the puzzle is inventory control.
16 Previously, that was lumped together as a -- as
17 within the purchasing policy. We've peeled it out,
18 created its own section. It's really independent
19 of purchasing. So other than peeling it out, it's
20 largely the same. It's been condensed quite a bit.
21 It was overly wordy and it now reflects current
22 Florida Statutes in terms of its content.

23 It really has to do with how we track actual
24 asset items, which is very descriptive in Florida

25 Statutes. And then, secondarily, when or if we

63

1 need to dispose of assets with value, the process
2 mirrors Florida Statutes to -- to get rid of those
3 publicly acquired assets.

4 And that could be anything from equipment that
5 still is functional and usable. Vehicles could be.
6 Even property at the -- at some point if that were
7 on the table. It's -- it really specifies how and
8 what -- what effort has to be done. In many cases,
9 or in most cases if it has any real value, it's
10 required to be open to bid so the public has an
11 opportunity to acquire that property competitively.
12 Whoever wants to pay the most, basically.

13 Next section's records management. This is
14 almost an entirely statute-driven section. The
15 language in there is -- you know, Doug developed, I
16 think revised a couple of years back to meet
17 current statutes. He has looked at it again. It's
18 really mirroring Florida Statutes and the
19 requirements that we have under public records law
20 to make records available, what are those records,
21 the process for properly asking for them, and how
22 we deliver them. And it really, again, just allows
23 us to mirror Florida Statutes. So --

24 MR. BURNETT: And on that front, your staff's

25 kind of been tested over the years, so it has a

64

1 good idea, a working understanding of what needs to
2 go on really to produce public records.

3 MR. WUELLNER: Yeah, absolutely. And it's an
4 area we continually educate ourselves on because
5 it's -- it historically is an easy place to get
6 a -- run amuck, if there is such a thing.

7 Self-fuel pricing this is -- other than the
8 name change, that's really all that occurred in
9 self-fuel pricing. It's a very straight -- I think
10 it was only a one- or two-page policy to begin with
11 and it's still that.

12 Acts -- we did change the title to the next
13 section and it's now -- we now kind of refer to it
14 as the access control system credentialing. But
15 basically it's badging as it relates to access on
16 our security system.

17 So it's how we issue cards that would open
18 doors, gates, or -- or any other media that would
19 open a secured area of the airport and how we go
20 about vetting who's entitled to that media and how
21 we track that media into the future. It's got to
22 comply with the TSA side of this as well as normal
23 and typical security kinds of -- kinds of issues.

24 Meeting room use policy. You just dealt --

25 that is probably the most recently adopted policy

65

1 in terms of dates. I think we did this over last
2 summer or early fall.

3 Nothing's really changed there again other
4 than we pulled the exhibit piece out of there,
5 which was just the lease form, and I think that's
6 about it. I mean, it had the rule sheet or
7 something independent as a -- as a reference in it.
8 The rest of the policy is intact; it's just now got
9 its own article. It's now Article VIII in the
10 administrative policy.

11 Now, the big bugaboo, if you look at the last
12 section of the policy, which is personnel policy,
13 this is absolutely the oldest section or the oldest
14 policy that the Authority has. And -- and I know
15 that because I was instrumental in its original
16 adoption 15 years ago.

17 And we got most of the language in the
18 original adoption from another county who had had
19 it in place probably five-plus years at that point.
20 So the original policy or the policy we're --
21 actually we're currently operating under is
22 approaching if not 20 years old.

23 A lot has happened in the area of employment,
24 employment law, and the like over the last 20

25 years. And we have in a sense kind of undertaken a

66

1 wholesale review of that. We've also looked at it
2 I think in the most important way in looking at our
3 overall benefits to employees and looking at how
4 that fits in today's environment.

5 You know, it's -- it's certainly not an
6 environment where the public views favorably a very
7 aggressive package of -- of perks, benefits, the
8 like. It -- we have looked at that. I believe
9 what we had in place is -- was extremely generous,
10 and -- and really presents long -- would have
11 presented long-term accrual challenges in accounts
12 payable format within our financial statements if
13 allowed to continue.

14 So we -- I'll walk you through that section of
15 the -- of the personnel or that section, Article
16 IX, as it applies to leave accruals, because I
17 think that's the fundamental change within the
18 policy. I know a few -- or at least one of you's
19 expressed interest in that and another area, and we
20 can -- we can vet that, too.

21 But primarily we have changed or are
22 recommending the change from stand-alone sections
23 that covers sick leave and vacation, bereavement
24 leave, jury duty, any scenario where there was the

25 Authority paying for time off and have wrapped that

67

1 into a new section called Paid Time Off.

2 Adoption of this would eliminate the
3 stand-alone sections of sick leave, vacation, and
4 the like. Previously your sick leave policy, you
5 know, you accrued time about almost 3.8 hours every
6 two weeks of paid sick leave, and only sick leave.
7 And you could accumulate up to 1,200 hours and
8 carry it as -- as an obligation. And important on
9 the Authority side is you're carrying that as a
10 payable obligation on your financial statements.

11 And then after 10 years of employment, should
12 you retire or otherwise leave employment, you would
13 be eligible to be paid out 25 percent of those
14 hours you accumulated up to 1,200 hours. So it
15 could represent a significant number over time.
16 All of that got -- would have made -- would be
17 wrapped into the paid time off total.

18 Vacation, there's a variety of accrual rates,
19 and it's based on length of service or length of
20 time with the Airport Authority, but suffice it to
21 say it got to be a pretty big number. It could be
22 as much as a month off after 10 years of service or
23 four weeks of vacation, all paid. And we -- under
24 current policy, you're able to accumulate 240 hours

25 of that and then it becomes effectively a

68

1 use-it-or-lose-it scenario at the 240 mark.

2 Now, one of the reasons I believe the policy's
3 become I'll call it generous is that we're
4 really -- the size of the organization we are, it's
5 really reflected in how people are using the leave.
6 And the reality is they're not using or able to use
7 that much leave in a calendar year. It's just --
8 for whatever reason. Some of it's personal on
9 their side, I'm sure. Just unable to meaningful do
10 it.

11 The other is when you look long term and, you
12 know, if you're going to get paid out for this
13 leave, especially without limitation, you tend to
14 want to accumulate it rather than use it. Well,
15 the whole idea behind vacation time was to provide
16 some respite from the work environment, to recoup,
17 refresh, come back and, you know, be recharged so
18 to speak for work.

19 The paid time off scenario lumps together with
20 sick leave and other things and provides more
21 flexibility for them. So if they need -- if they
22 indeed are sick, they have the time to do it. We
23 are proposing a sliding scale under the paid time
24 off scenario.

25 Again, length of deployment -- length of

69

1 deployment -- employment based, the longer -- the
2 longer you're here up to a rate of -- at 10 years
3 of approximately 25 days of cumulative leave
4 available in any one year, that is capped at a
5 maximum of 300 hours. So you cannot carry forward
6 at any time any more liability than 300 hours. So
7 it does have a long-term benefit to our financial
8 statements.

9 There's no vesting required. That's the --
10 probably the concession in the PTO side, is that
11 much like vacation, once you earn it -- you've
12 earned it or accumulate it, it's payable up to the
13 threshold value. And you can carry as little as
14 180 hours for employees that have only been here a
15 few years and then it slides up to 300 hours by the
16 time you're at 10 years or more. And it doesn't
17 increase after that.

18 We are proposing that we grandfather in the
19 hours that people have currently. The idea is they
20 can use up that time. We're not paying it out.
21 Our limits are set by policy if -- if adopted.
22 They can use that time up. So they effectively
23 have not lost those hours, they just are not going
24 to accumulate any more time off until which time as

25 they would drop below that 300-hour threshold.

70

1 So it's a way of slowly over time reducing the
2 potential liability. At the same point, not
3 penalizing existing employees for time they've
4 accumulated that might be in excess of a -- of a
5 new threshold. At the point they fall below the
6 300 hours, assuming a 10-year time they've been
7 here, they would re -- re-accumulate or accrue
8 hours until they hit the 300-hour mark again.
9 There's no mandatory use, but those are the
10 maximums that would be in there.

11 It would eliminate the whole bereavement or
12 funeral leave scenario. If they wish to attend a
13 funeral or whatever else they might need to do,
14 they can use their paid time off to do that. The
15 Authority would not be paying for that.

16 One of the big wild unknowns that's never
17 really bit us but the potential would be jury duty
18 or civil leave or something like -- within that
19 scenario. You've been assigned to a grand jury or
20 something and end up tied up or a major trial and
21 tied up.

22 The way the current policy's written, the
23 Authority would continue to pay that person's
24 salary the whole time they sat on the jury until

25 they were dismissed, and the only thing the

71

1 employee would do is -- is have to return the check
2 to us that they got from the court system for being
3 a juror, which is typically a fraction of what the
4 Authority would have paid for that employee.

5 You currently have 11 paid holidays in the
6 mix. That would not change. The travel as it
7 applied to personnel, that effectively doesn't
8 change. It's governed entirely by Florida Statutes
9 anyway as to how it can -- it's a -- how you
10 accumulate reimbursable expenses and how you are
11 reimbursed for it are all statutory in nature
12 anyway.

13 MR. BURNETT: And the 11 holidays are the 11
14 major national holidays. They're -- mostly other
15 holidays aren't listed in there.

16 MR. WUELLNER: Yeah. Probably the only --
17 only part day that's really not technically a
18 holiday is the day after Thanksgiving which
19 historically we've had. So -- there are no new
20 holidays in this mix. It's the same ones they've
21 had. Which I think the public in general is pretty
22 accustomed to on the governmental side. I don't
23 think you'll find much open on those days anyway.

24 Unpaid leave is statutory anyway. And by

25 unpaid leave, it's -- the policy currently would

72

1 require you, if you want paid -- or if you want to
2 go on an unpaid leave scenario other than military
3 leave, you would need to exhaust your paid time off
4 before you would be granted unpaid leave.

5 So we don't -- you know, if the goal is to
6 continue to bank hours or add hours in your bank,
7 then you're going to have to take them as paid time
8 off, not as unpaid time off. So that it's another
9 way of reducing the overall liability.

10 And the last big section -- I mean, there are
11 a number of other sections within personnel.
12 They're tip -- they're very typical, you know,
13 everything from equal employment opportunity kinds
14 of clauses, drug free workplace. You know, the
15 normal kinds of things. Those are other than have
16 been brought current in language by Doug. There --
17 you know, there's things you would expect your
18 employees to abide by in a normal -- in a normal
19 employment relationship.

20 The last section I want to kind of touch on is
21 educational assistance. The Authority's previous
22 policy, it -- and continues to be at the option of
23 the Authority -- and effectively you can control
24 the variable here. It's not a guaranteed

25 participation. It's subject to your funding. You

73

1 know, if you choose not to fund educational
2 assistance in a year, then it's simply not
3 available.

4 It's -- there are two components. One is --
5 I'll touch on the one that's the easiest first. If
6 it's something the Airport Authority is requiring
7 an employee to do, whether it's training on
8 airfield pavement or lighting, or public records
9 law or something to that effect, the Authority pays
10 for the educational portion of that in its entirety
11 and also pays the employee while they're attending
12 the class because it's entirely -- they're only
13 doing this because the Authority is requiring them
14 to in short.

15 The other piece of it is an in -- any
16 individual who wishes to, as an example, attend
17 college or Vo Tech or something else to improve
18 their employability here or look for promotion or
19 whatever, wants to change jobs, the scenario can be
20 whatever it is, the Authority would pick up as
21 currently 75 percent of the cost of tuition up to a
22 maximum where it equals what it costs to attend the
23 same class at a Florida state college, a
24 university. So whatever that per-hour rate or

25 per-course rate.

74

1 So you could attend, for instance, Flagler
2 College. It may be -- I don't know what. I'm
3 making this up. But let's say it's twice as
4 expensive as -- as Florida State, and I don't know
5 that to be a fact. You could go to Flagler
6 College, but you're going -- your reimbursement
7 from the Authority would be capped at what that
8 course cost if you were taking it say at University
9 of North Florida or Florida State or University of
10 Florida, whatever. That would be the cap on how
11 much the Authority would pay regardless of whether
12 it met 75 percent or not. So if that was only half
13 the cost, that's -- that's where it would stop.

14 It does require you to get a C or better for
15 reimbursement as it's currently done. You must be
16 a full-time employee. You cannot -- you have to
17 have been here at least six months to even be
18 eligible. You do have to provide notice you're
19 going to -- you would like to do this course. We
20 have to kind of agree to do it. And it has to be
21 employment related. So we get to make the call.

22 So I'm not going to pay somebody to learn how
23 to weave baskets, as an example, or learn artwork
24 or something like that. Now, under most

25 circumstances, that wouldn't be in any way directly

75

1 related to airport employment. So we would not
2 consider reimbursement for that kind of coursework.

3 What was the last? Oh, it also requires you
4 to remain in employment a full year after last
5 acceptance of any -- any reimbursement. So, you
6 know, I -- I believe it's fair. We really have not
7 had anybody really take advantage of it. So -- and
8 by that, I mean even use it.

9 So while it -- it's been out there as -- other
10 than stuff we had required them to go to. That's
11 not to say they couldn't, but they largely have
12 not. And I know you have input on that, on that
13 particular section. We chatted about it last week.

14 That's the -- that's it in a nutshell. I
15 didn't want to, you know, read it to you, for lack
16 of better words.

17 CHAIRMAN BARRERA: Has the board had a chance
18 to read through the policies, the administrative
19 policy, and evaluate it? I know we received it at
20 the end of March. Everybody's had that
21 opportunity? Everybody's prepared to discuss it?

22 Okay, Carl. Start. I can tell you're ready.
23 You're leaning in.

24 MR. YOUMAN: Will all the airport employees

25 that are directly effected by this policy have to

76

1 get a copy of this section?

2 MR. WUELLNER: Absolutely, yeah. And we would
3 intend to meet with them, also.

4 MR. YOUMAN: Are these procedures, like in
5 purchasing and personnel, et cetera, are they going
6 to be audited to make sure that this is being
7 followed?

8 MR. WUELLNER: They -- they currently are as a
9 part of the annual audit. They'll pick one and see
10 how we're complying with it.

11 One of the ones they frequently go to is the
12 airport investment policy section because they want
13 to make sure that where the Authority is keeping
14 its money is consistent with statute as well as our
15 policy, which are ideal -- ideally are the same
16 thing.

17 Much of the purchasing policy is directly tied
18 to Florida Statutes and -- and a lot of the
19 high-end expenditure of course is tied to grant
20 projects. The grant projects are individually
21 audited for compliance, as these mirror statute.
22 They're -- it's -- they're effectively one and the
23 same. The personnel components are audited every
24 year as a part of the expenditure portions related

25 to personnel.

77

1 MR. YOUMAN: Okay. In the --

2 MR. BURNETT: Your staff also, so that you
3 know this, contacts me routinely -- I can't say
4 routinely, but when it comes up, a couple of times
5 a year over purchasing issues to make sure we're
6 doing it correctly.

7 MR. YOUMAN: Great. Thank you.

8 MR. BURNETT: So we keep the communication
9 open.

10 MR. YOUMAN: Section 9.26, family medical
11 leave, that's unpaid, isn't it? The 12 weeks?

12 MR. WUELLNER: Yes, it is. You can use
13 your --

14 MR. YOUMAN: That's under -- that's under
15 current federal law where --

16 MR. WUELLNER: Yes.

17 MR. YOUMAN: Okay.

18 MR. WUELLNER: They can use -- to the extent
19 they have PTO time, paid time off, they can use it
20 to the extent they have it. But anything beyond
21 that is unpaid leave.

22 MR. YOUMAN: So it's their option.

23 MR. WUELLNER: It's federally required to
24 offer.

1 paid leave, I don't know why, I read that thing a
2 couple of times, that section, and I'm confused by
3 what it says.

4 MR. WUELLNER: It's essentially a -- lack of
5 better words, a leave of absence in which you have
6 had the ability -- or they're not guaranteed
7 reemployment, but you are agreeing that you --
8 they're eligible for reemployment without prejudice
9 for having had to leave.

10 MR. YOUMAN: Okay.

11 MR. WUELLNER: That's probably the easiest way
12 to summarize it.

13 MR. YOUMAN: Oh. The --

14 MR. WUELLNER: Short-term leave is different.
15 I mean, the short-term military leave is you're
16 holding their job, but --

17 MR. YOUMAN: Right.

18 MR. WUELLNER: Long-term leave, you have the
19 ability to fill the job. They're not guaranteed to
20 get it back. But basically Florida Statute says
21 you can't hold it against them. If the job comes
22 back open and they're employable and you want to
23 hire them, you're not saying, hey, they left us
24 last time, we're not --

25 MR. YOUMAN: Okay.

79

1 MR. WUELLNER: You can't use that as a
2 rationale for not hiring them.

3 MR. YOUMAN: I have two more questions.
4 Having unauthorized firearms on Authority premises
5 or while on Authority business. If you have a
6 concealed weapons permit, can I pack up the piece
7 right here right now or can an employee bring a
8 weapon into the office if they have a concealed
9 weapons permit?

10 MR. WUELLNER: We would not allow normal
11 employee possession of a firearm. However, you
12 could conceivably be hired by the Airport Authority
13 in a security capacity or LEO capacity and be
14 authorized to have a handgun -- have a gun as a
15 part of that employment.

16 MR. WERTER: On that note, though, having a
17 concealed weapons permit, I think there is a
18 codicil -- you know, there are certain restrictions
19 to your concealed weapons permit on the state level
20 where you cannot have that, like on the property of
21 a bank or the property of an educational facility
22 or a government facility. So your -- your license
23 would be invalid I think at that point, too.

24 MR. YOUMAN: You can tell I don't have one.

25 MR. WUELLNER: Yeah. Nor do I. So --

80

1 MR. WERTER: I'm paranoid. Sorry.

2 MR. YOUMAN: In the purchasing area, I read
3 through it and I read through it in relating to the
4 hangar door 10.

5 Would these procedures that's in here that
6 forestalled the problems within the hangar door
7 10 -- and the reason I ask that, it appears that
8 the -- what was the root cause is that the
9 contractor, the door maker, and the building
10 manufacturer didn't get together and coordinate
11 putting this door onto this building and whether it
12 would work or not properly.

13 I didn't see anything in the purchasing
14 section that would say, within the contract in the
15 future if we have three or four different people
16 putting some piece of whatever it may be together,
17 that we say in the contract, "You people talk to
18 each other and make sure all the components that
19 are within this building," or whatever it may be,
20 "work with each other so that we don't have this
21 kind of problem in the future."

22 MR. WERTER: Well, I --

23 MR. YOUMAN: Does that make sense or not?

24 MR. WERTER: Well, I would think that would be

25 under the responsibility of the contractor himself

81

1 to govern his subcontractors.

2 MR. BURNETT: Well --

3 MR. WUELLNER: Yeah.

4 MR. BURNETT: -- I think the -- where we've

5 dealt with that already is it's not in the

6 purchasing policy, but what you get is the bid

7 documents.

8 MR. YOUMAN: Okay.

9 MR. BURNETT: And so when we bid a project,

10 the bid documents have the specifications in there.

11 In there now is some beefed-up language, I

12 believe -- and I think Andrew's here; I'm sure he

13 can confirm this -- where we'll be making sure that

14 the next bid that goes out has some beefed-up

15 language to make sure there's better coordination.

16 I don't know that you can protect --

17 MR. YOUMAN: Everything, I understand.

18 MR. BURNETT: Yes, sir.

19 MR. YOUMAN: I understand that.

20 MR. BURNETT: Yeah. We can only do our best.

21 I can tell you that the bid -- that your purchasing

22 policy though on the flip side of that was tested

23 on the issue of in the construction --

24 MR. WUELLNER: Fuel farm. The fuel farm.

25 MR. BURNETT: -- on the fuel farm and -- and

82

1 your bid documents actually held up and were
2 accurate and I think well written on that
3 particular issue.

4 It still didn't come out in the Airport's
5 favor. It sort of depends on how you look at it
6 whether or not it's the Airport's favor or not.
7 The right thing was done and the policy was
8 correctly -- it was correct. There -- it didn't
9 prompt some change in the draft -- in how the
10 policy was drafted.

11 MR. YOUMAN: Okay. Thank you. That's all the
12 questions I had.

13 CHAIRMAN BARRERA: Okay. Ed, on the -- on the
14 purchasing policy and the limit, the statutory
15 limit and the -- can you give us an example of what
16 would -- I know that the statute's increased, but
17 here at the airport level, having seen a board not
18 realize an executive director of an entity
19 basically spent their reserves under their nose,
20 how -- why would you -- can you give me some
21 examples of what would -- what would necessitate
22 that \$10,000 limit for you here at this airport?

23 MR. WUELLNER: Anything from executing -- we
24 use, as an example, vehicle purchases, things of

25 that nature that have been approved as part of the

83

1 budget process the Authority to execute the
2 purchase order, the -- to indeed conduct the
3 transaction, as an example.

4 Any routine purchase. Could be for consultant
5 services that are below the threshold, maybe
6 nonproject-specific things. They're -- they're
7 budgeted-for items. I mean, they still have to be
8 in a budget. Promotional expenses, travel
9 expenses.

10 CHAIRMAN BARRERA: Do they regular run over
11 that \$25,000? I just -- I just want to be --

12 MR. WUELLNER: I'd say regularly, no. I mean,
13 we -- you know, single item purchases are rarely
14 those kind of numbers. They do happen from time to
15 time, but it's not -- you know, the things you buy
16 are typically much less, so -- much less than those
17 kind of thresholds. But it just -- it simplifies
18 the process. Keep in mind one of the reasons for a
19 threshold that high is to be able to move through
20 whatever work needs to be done --

21 CHAIRMAN BARRERA: Right. And that's more
22 what I was thinking.

23 MR. WUELLNER: -- and above that level, you're
24 really slowing it down -- the process really slows

25 down. And -- and I think necessarily slows down to

84

1 be sure that an entire board's aware of a
2 consultant contract, a construction contract, even
3 a purchase item that exceeds those thresholds. You
4 know, I think at that point you absolutely want --
5 you know, the board would absolutely want to
6 know --

7 CHAIRMAN BARRERA: To protect yourself.

8 MR. WUELLNER: -- or historically it's always
9 wanted to know. And I would want them to know,
10 because I wouldn't want to have somebody going,
11 "What's this?" There -- there are also -- I'm
12 trying to think of some other examples, because it
13 just -- honestly that level doesn't happen that
14 often. Can you think of any, too? I'm kind of
15 blanking.

16 CHAIRMAN BARRERA: That's why I was trying to
17 think of what kind of situations would call for
18 above that \$25,000 limit that would be time
19 necessitated.

20 MR. WUELLNER: Well, keep in mind when you --
21 once you pass through the threshold of -- what is
22 it, \$5,000 as proposed? You don't remember,
23 either. I can tell by that blank stare. Above a
24 much lower level -- I'll look for it here while

25 we're talking -- it's required that we're bidding

85

1 it, or we could be looking for bids related to
2 price. So it's not -- it's not that we can just go
3 buy an item above or in that -- that -- at that
4 kind of price range --

5 CHAIRMAN BARRERA: Well, that's -- that's what
6 happened in this instance, is the -- the executive
7 director went on spending sprees without --

8 MR. WUELLNER: Well, I -- I think --

9 CHAIRMAN BARRERA: -- board approval.

10 MR. WUELLNER: -- if you didn't have -- we use
11 a series -- you know, collectively throughout our
12 fiscal side of the house, you know, we use a series
13 of I'll call them checks and balances that bring
14 other people into the purchasing loop.

15 It's not any single individual that has to
16 sign off on transactions. You have everything from
17 a purchasing coordinator that's developing that,
18 probably soliciting the original price for whatever
19 it is. I'll have -- I still have to sign off on
20 everything. Then you also have a treasurer. You
21 have a fiscal assistant that's entering it. If
22 anything seems amuck or out of the -- out of the
23 ring there, you know, it's --

24 CHAIRMAN BARRERA: No, and it's certainly no

25 reflection of you.

86

1 MR. WUELLNER: No. I'm not taking it that
2 way.

3 CHAIRMAN BARRERA: Because I would -- this was
4 a situation where the person who had been the
5 executive director was highly trusted and given
6 lots of leeway and then had to retire and a person
7 who came in took advantage of the situation. So I
8 just want to make sure that I'm fully aware of --
9 of the situations that would cause for that
10 extra --

11 MR. WUELLNER: Uh-huh. Probably the --

12 CHAIRMAN BARRERA: -- expenditure.

13 MR. WUELLNER: Probably the only two places
14 that it's -- that it's really -- it gets near that
15 threshold has been vehicle acquisition over the
16 years, because they -- they're bid on state
17 contract so they're fairly simple contractual,
18 because it's been bid by another party.

19 The other is in usually quick response or
20 nongrant-related project response ahead of a grant,
21 where you're doing preliminary engineering work or
22 evaluation of work or whatever getting toward a
23 grant.

24 In some cases on the federal side it becomes

25 retroactively eligible and then comes out and gets

87

1 included in the whole capital side. In other
2 cases, for instance, you just need to evaluate a
3 particular pavement.

4 You're seeing a problem, you need to get
5 something, the testing lab out here, the engineers
6 engaged in it. It's not something you want to just
7 sit and let fester for 30 days while we get it on
8 an agenda item for somebody to begin looking at it
9 and have a piece of airfield pavement -- or a
10 significant piece of airfield pavement closed for
11 potentially months while you -- just waiting on a
12 determination on how we're going to fix it. It --
13 you know, I know historically it's not been an
14 issue we've had.

15 CHAIRMAN BARRERA: No, it hasn't.

16 MR. WUELLNER: You know, I can tell you that
17 that kind of authority's been in place for nearly
18 15 years.

19 CHAIRMAN BARRERA: Right. It's never been an
20 issue and I don't anticipate it to be one, but when
21 we're looking at policies and standards, we have to
22 think if this policy's been around for 15 to 20
23 years, what's the next 15 and 20 years going to
24 hold?

25 MR. WUELLNER: Very good point.

88

1 CHAIRMAN BARRERA: And that's really the
2 viewpoint that I took as I went through this
3 policy.

4 Some of the other things I wanted to ask about
5 or what I'd like to discuss with the board about
6 are when we're looking at the time off, on the
7 continuous -- and you and I discussed this. On the
8 continuous employment duration, the maximum hour
9 accrual on Page 81, the limits of those are high.

10 And I'd like to the -- while the total limit, 300
11 hours, is -- I'm comfortable with, I'm just not
12 comfortable with the breakdown of when it accrues.

13 MR. WUELLNER: Okay.

14 CHAIRMAN BARRERA: We talked about this a
15 little bit. The less than five years I think the
16 standard is more towards 80 hours of accrual. The
17 five to nine years, I think you're looking at a
18 lower number of 180. And then it's over 20 years
19 that I think you're looking at that. And I -- I
20 gave you the example of Blue Cross Blue Shield,
21 that 296 hours of accrued time. And I think that
22 the board should look at lowering those -- those
23 steppingstones in evaluating that.

24 Then on the educational tuition reimbursement,

25 I think we need to look at increasing the time that

89

1 that's available after one year of employment. I
2 think six months is too early to be offering that
3 educational tuition reimbursement.

4 While I agree with you that if it's something
5 that's required, that the Airport Authority's
6 requiring a training, I think that we're looking at
7 one standard. I think that if we're looking at
8 pur -- pursuing a four-year degree or an
9 educational degree beyond that, we're looking at a
10 different standard.

11 What we have in place is very generous and
12 that may have worked at a certain time, but that is
13 not where we're at today in today's economy with
14 today's benefits.

15 I think that we also need to add that any
16 reimbursement is not only as you and I discussed
17 from an accredited institution, but that the
18 program is accredited, the individual program,
19 because you do have accredited institutions that
20 their programs individually are not accredited.

21 MR. BURNETT: On that, are you specifically
22 speaking of something that an employee goes to that
23 they're not be sent --

24 CHAIRMAN BARRERA: Uh-huh.

25 MR. BURNETT: -- by the Authority on?

90

1 CHAIRMAN BARRERA: Right. And it's not the
2 required -- on the two different standards, I agree
3 with what Ed said. But I know if an employee is
4 being sent to a training, that's one thing.

5 When they're being -- they're given as a
6 benefit the education tuition reimbursement for
7 degree pursual that they're not being required to
8 do, this is a part of their benefit they can opt to
9 take, that we need to look at having standards in
10 place that will take us through. And I think the
11 program needs to be accredited, not just the
12 college. You can take lots of -- lots of courses
13 at colleges that are not part of an accredited
14 program.

15 Further, I think that if you do the research,
16 several places, companies, especially private
17 companies that offer tuition reimbursement do so on
18 a sliding scale. You get a hundred percent if you
19 get an A, you get 75 percent if you get a B, and
20 you get 50 percent if you get a C.

21 And there are limits. Anywhere from \$1,500 a
22 semester, which would be \$3,000 a year, which most
23 full-time employees will not be able to take much
24 more than that on a yearly basis if you're working

25 full time. But it puts in -- into play the

91

1 standards. Then you don't have to go back and try
2 to institute those. Yes, Joe?

3 MR. CIRIELLO: Some things just came across my
4 mind all of a sudden while you're talking about
5 this leave and paid time and everything. When
6 somebody accrues all this time, say 10 years down
7 the road and then they go to collect it, what rate
8 of pay do they get --

9 MR. WUELLNER: Current.

10 MR. CIRIELLO: -- the pay that it started or
11 the latest amount?

12 MR. WUELLNER: Current. Whatever current pay
13 it is, it's --

14 MR. CIRIELLO: All right.

15 MR. WUELLNER: So it's adding value, also.

16 MR. CIRIELLO: I think some of the remarks I
17 heard you make is for the board or for the
18 Authority, it was cheaper to do it this way.
19 You're changing a few of the little rules.

20 MR. WUELLNER: Uh-huh.

21 MR. CIRIELLO: Would it be cheaper to do --
22 like say Grumman when I worked there, any sick
23 leave you had or any vacation time you had accrued
24 that you didn't use, at the end of the year they

25 paid you. They gave you a lump sum and you started

92

1 off brand new for your next year for your amount of
2 sick leave they allowed you and your vacation. You
3 didn't accrue it so that you could save it.

4 Because I was the kind of a guy that never took
5 vacations. And so every year I got paid, you know,
6 that little lump sum instead of accruing it.

7 So would it be cheaper for the Authority to do
8 something like that? At the end of every year,
9 whatever accrued time you had coming vacation-wise,
10 sick leave or whatever you didn't take, you'd be
11 paid off and then you start the new year with
12 another, you know, number of hours?

13 Would it be cheaper for the Authority to do
14 that than let somebody accrue it and then 10 years
15 down the road get a great big lump sum? I'm only
16 thinking about --

17 MR. WUELLNER: I honestly --

18 MR. CIRIELLO: -- financial.

19 MR. WUELLNER: Yeah. I -- I honestly don't
20 know how that plays out in terms of being cheaper,
21 as you say.

22 What we -- what we've been interested in in
23 developing the policy is keeping it from being a
24 liability because we're holding so many hours of

25 pay that are due someone potentially at some point

93

1 in the future.

2 So you -- you have to kind of -- you have to
3 account for that, that I owe you, as an example,
4 300 hours of pay. Even though you're not using it,
5 but in a sense you've put -- it's in a bank with
6 the Airport Authority for a date at some point in
7 the future when you were to leave employment.

8 I -- I know there are some companies -- as you
9 pointed out, there are companies that just pay it
10 out. I -- personally, I think that defeats the
11 purpose behind vacation. The reason people are
12 paid for vacation is to be sure they get away from
13 this place or anywhere else and, you know, have
14 that opportunity to refresh, even if it's just at
15 home.

16 MR. CIRIELLO: Well, maybe at this place --

17 MR. WUELLNER: Rather than it looked as
18 additional compensation.

19 MR. CIRIELLO: -- where you only have 11 or 12
20 employees. But --

21 MR. WUELLNER: Yeah.

22 MR. CIRIELLO: -- when I was working in a
23 steel mill, we had vacation time and you had to
24 take it during that year. It didn't accrue or you

25 didn't save it for following year. And the main

94

1 reason for that and forcing you to take the
2 vacation, because we were unionized, was to create
3 employment.

4 You know, because whenever you -- the company
5 had 4- or 500 people in a month going on vacation
6 from all the different departments, because they
7 employed over 5,000 people, there's all of those
8 jobs left vacant. So they maybe had a labor pool
9 or something to fill in those jobs.

10 So the main idea of making you take your
11 vacation and not letting you accrue it was to
12 create employment. But here, you don't have that
13 problem.

14 MR. WUELLNER: Sure.

15 MR. CIRIELLO: But as --

16 MR. WERTER: That's not an uncommon practice.

17 MR. CIRIELLO: If somebody's getting paid a
18 lump sum by their sick leave and everything, say
19 it's \$10 an hour and you're paying that, 10, 15
20 years down the road, somebody has all of these
21 hours accumulated and you're going to pay them at
22 the rate down the road, which is maybe \$15 or \$20
23 an hour, you're going to pay out more money in that
24 lump sum than you would have if you had done it

25 year by year by year. That's why I say it saves

95

1 money.

2 MR. WUELLNER: Yeah, potentially that's true,
3 but the reality is that the pay scale here, you
4 know, isn't that kind of dramatic. You know,
5 over -- over the course of a 10- or 15-year
6 employment history here, you're not going to see
7 the -- unless you change jobs dramatically, but in
8 a -- in a same job scenario, you're not going to
9 see the hourly rate escalate to where you create
10 that kind of long-term liability for it.

11 MR. CIRIELLO: You're saying if one of your
12 guys today is getting \$10 an hour, 20 years down
13 the road, he's still going to be making \$10 an
14 hour?

15 MR. WUELLNER: No, I'm not -- I'm not saying
16 he's making 10, but he wouldn't be doing is making
17 30 or 40. So, you know, the liability side of it
18 is not -- by job is not going to end up that way.

19 MR. CIRIELLO: All right.

20 MR. WUELLNER: So it -- I don't know how to
21 describe it. We've got one employee, and I'm going
22 to guess -- I was not involved in his hiring; he
23 was here before I got here by a few years -- but
24 I'm going to guess he was probably hired in the \$5

25 to \$7 an hour range 17, 18 years ago. Well, he's

96

1 still less than \$20 17 years later. So it's --

2 CHAIRMAN BARRERA: Bob's next.

3 MR. WUELLNER: Not that he has any time from
4 the old days.

5 MR. COX: You're bringing this to the board
6 today, you're looking for action on it, correct?

7 MR. WUELLNER: Well, ideally. I mean --

8 MR. COX: My question is, we've each -- we've
9 all had this document for over a month. And now
10 we're sitting here micromanaging the policy
11 language inside the policy.

12 It's like now we're going to take another hour
13 to discuss things like \$3 and \$4 an hour and the
14 educational requirements and stuff. Why was this
15 all not brought to Mr. Wuellner prior to this
16 meeting?

17 MR. WUELLNER: Well --

18 CHAIRMAN BARRERA: Let me speak to that, Bob.
19 I certainly did speak to Ed about it prior to the
20 meeting and I discussed it with him in detail, and
21 his answer to me was that this -- that's for the
22 board to discuss and decide at our meeting.

23 MR. COX: Okay.

24 CHAIRMAN BARRERA: Further, I think that this

25 came out on the 28th of March, so it hasn't been a

97

1 full month. We've had some time to digest it, but
2 we haven't had a full month to digest it, which is
3 why I asked the question as we started this, had
4 everything read through it, had they had time to
5 digest it.

6 MR. COX: Right. And so now we're making what
7 I consider to be micromanaging policy changes.

8 MR. WERTER: May I?

9 CHAIRMAN BARRERA: Jim.

10 MR. WERTER: I mean, you and Joe brought up a
11 lot of interesting aspects, and I don't think I'm
12 prepared to vote on this today.

13 MR. COX: My point exactly.

14 MR. WERTER: I mean -- and I think actually,
15 you guys may hate to hear this, but I think this
16 might be a cause for a workshop to iron out these
17 details and then bring it back up for a vote when
18 we iron out the details at a workshop.

19 CHAIRMAN BARRERA: I'm comfortable with that.
20 Is the rest of the board comfortable with that?

21 MR. COX: Yeah.

22 MR. YOUMAN: I would agree with that, yes.

23 CHAIRMAN BARRERA: Joe, would you be
24 interested in doing a workshop on this item?

25 MR. CIRIELLO: Fine with me.

98

1 CHAIRMAN BARRERA: Before we move -- motion
2 for that, let's let public have comment on this. I
3 know because we do have people from the public who
4 would like to speak on it. Reba?

5 MS. LUDLOW: No comment.

6 CHAIRMAN BARRERA: Ashley?

7 MS. SABOL: No.

8 CHAIRMAN BARRERA: Harry?

9 MR. RUHSAM: (Shakes head.)

10 MS. CARROZZA: Can I speak on it?

11 CHAIRMAN BARRERA: Let me get through the
12 list.

13 MS. CARROZZA: Mary Carrozza -- oh, I'm sorry.

14 MR. MARTINELLI: I'm coming from obviously a
15 different discipline perhaps than most of you
16 folks. But on delegation, policy making and
17 delegating execution of policy is what the board's
18 mission is.

19 And you have an executive director that you
20 have charged with responsibility of administering
21 staff. And if you want to look at it in the sense
22 that I would look at it -- and I'm not suggesting
23 that you do that; I'm just using it as an
24 example -- I would say that his responsibility is

25 to develop policies for personnel and for

99

1 purchasing and the other things we talked about
2 here with a caveat. And the caveat is that first
3 of all, it must be legal. And secondly, that it
4 must be competitive. And that it must be
5 competitive on two sides.

6 It has to be competitive from the standpoint
7 he can attract employees or attract whatever media
8 he needs to attract. And on the other side, it
9 must fit within the budget, which again is an
10 annual approval by the board.

11 And so how he does it, as long as it meets
12 those criteria are really what you're delegating to
13 him to do. If on the other hand you don't like
14 what he's doing on a specific point, then I think
15 you all have the opportunity to go and sit and read
16 it and discuss that with him one on one.

17 But again, that gets into micromanaging. And
18 you really don't want to do that, because that kind
19 of ties you up. And it really is not the best use
20 of your time and your efforts. So I would make
21 that comment on the subject.

22 CHAIRMAN BARRERA: Thank you, Mr. Martinelli.

23 And we have another member of the public. If you
24 could stand and state your name for the record at

25 the microphone.

100

1 MS. CARROZZA: Yes. My name is Mary Carrozza
2 and I live in Eagle Creek just behind you-all.
3 This is the first time I've been here, and I'm just
4 curious as to what's happening.

5 That last point in talking about the -- the
6 sick leave and the annual leave or what have you,
7 some experience with that. I think also anybody
8 that's been in government or in any kind of a --
9 oh, a federal or a semi-federal employment, I think
10 probably including the Congress, they enjoy very
11 good sick leave and annual leave now.

12 I don't know how many people work in this
13 complex. Somebody said 15. But it just seems
14 that -- well, I've been here over -- I don't know
15 how long your meetings are, but I'd like to attend
16 a few and see what -- what St. Augustine's all
17 about.

18 And I know some of you, I've seen your names
19 in the newspaper and I kind of know where you're
20 coming from. But I don't really like this
21 niggardly approach to -- to the employees that you
22 have.

23 I think that you have to give -- I don't know
24 the gentleman who's doing the talking, what his

25 title is, but I assume he is overseeing employees.

101

1 And I do agree with the last gentleman who said you
2 can't micromanage. If you want to micromanage, do
3 it in private. But you should have your act
4 together when you get here and decide what you're
5 going to do.

6 And I haven't seen what's happening here. I
7 don't even know -- I just found out today that --
8 that you're really not a federal entity, if I'm
9 correct. But you do have -- is that right, from
10 the lady that's sitting there? I'm trying to think
11 of her name. I'm sorry.

12 MS. HOLLINGSWORTH: That's okay.

13 MS. CARROZZA: Anyway, I wanted to get more
14 information. I've lived here about six years and I
15 just want to become familiar with the people. I'm
16 a voter. And I -- I guess I'm talking to Kelly. I
17 talked to her on the phone and I promised her that
18 I would come to one of the meetings and get myself
19 involved.

20 And I -- I would kind of say go with the
21 people that are here and that you have to trust
22 them and -- to see that they're doing the right
23 thing and move along, you know. But again, I don't
24 know everything that's going on, but I intend to

25 find out. Thank you.

102

1 CHAIRMAN BARRERA: Thank you, Mary. Back to
2 the board. Have we decided that this is something
3 that we want to hold a workshop on?

4 MR. WERTER: I believe so. I'd like to make
5 that motion, that we hold a workshop reviewing this
6 administrative policy.

7 But on -- on comment about this. This is not
8 a minor document. And people that know me know
9 that I am not a micromanager. However, this is a
10 major document in the operation of this airport.
11 And, you know, whatever parameters we set in there,
12 that's fine. We're not going to stand over Ed's
13 shoulder and say, "Oh, do it this way, do it that
14 way."

15 But there -- when you're talking about a
16 cumulative sick leave or vacation leave, it could
17 add up to quite a few thousand dollars at the end
18 of the decade. So, you know, there has to be some
19 semblance as to the expenditures that we do.

20 The educational policy, I may have my
21 disagreements with you about it, the sliding scale,
22 whatever, but those are things that we set
23 parameters for.

24 I do not believe this would be an issue of

25 micromanagement but of policy setting, which as

103

1 someone said, that's Ed's position. But guess
2 what? That's in our job description, also, policy
3 setting.

4 CHAIRMAN BARRERA: That's right. Joe? Were
5 you raising your hand, Joe? Go ahead.

6 MR. WERTER: Oh, Joe's is the other issue
7 that -- well, I did address Joe's issue, yeah.

8 CHAIRMAN BARRERA: Joe, go ahead and speak.

9 MR. CIRIELLO: Who, me?

10 CHAIRMAN BARRERA: You're raising your hand?

11 MR. CIRIELLO: Oh, I have a hard time hearing
12 some of you people.

13 I don't mean to ruffle anybody's feathers, but
14 a number of years back, I remember when Susan Drago
15 was on the board, this word micromanaging came to
16 light because she was fighting with Aero Sport.
17 And then today, Mr. Cox, Mr. Martinelli and this
18 lady here mentioned the word, and even Jim.

19 I don't like that word. To me, that's a swear
20 word, because this board can never be accused in my
21 estimation or my opinion of micromanaging. That's
22 our job. We manage this airport. And I've said it
23 before and I'll say today and I'll say it
24 forever -- meaning no disrespect to the board or

25 especially to Mr. Ed. I think he's a terrific man

104

1 as a -- as a person and as a director.

2 But any way anybody wants to look at it, this
3 board is the boss. Mr. Ed, this attorney, who is
4 highly educated, and everybody else is just an
5 employee. I don't care what title you give them.
6 They're an employee. This board runs this airport,
7 whether anybody likes it or not. And anything we
8 say is what goes. And it's not micromanaging; it's
9 our job.

10 Now, we do -- I say we, I mean boards from way
11 back -- have given the executive director leeway in
12 doing a lot of things so that he can take care of
13 the business at hand because he's better capable
14 and has the time to do it. But if there's
15 something that's going on that anybody in the
16 board, if you can get three votes out of the five,
17 can change anything.

18 So we're not micromanaging. We're running the
19 airport because that's our job. We run this
20 airport. And everybody else, I don't care who they
21 are, is nothing but an employee. And meaning no
22 disrespect. So I don't like to hear that word
23 micromanaging. We're not doing anything wrong by
24 telling anybody how to do anything.

25 CHAIRMAN BARRERA: Do we have any further

105

1 board comment?

2 MR. COX: I'll reserve comments for the

3 board -- personal comments. Thank you.

4 CHAIRMAN BARRERA: The -- this policy hasn't

5 been reviewed in 15 to 20 years. I think that we

6 should go ahead and look at the schedule to see

7 when would be a good time to schedule a workshop on

8 it. We have a motion and I believe did we have a

9 second on the motion?

10 MR. COX: Second.

11 CHAIRMAN BARRERA: Second? All in favor of

12 having a workshop on this item, aye?

13 MR. COX: Aye.

14 MR. CIRIELLO: Aye.

15 MR. YOUMAN: Aye.

16 MR. WERTER: Aye.

17 CHAIRMAN BARRERA: Aye. Okay. Let's look at

18 the calendar and see what dates are available. How

19 does next Monday look, the 25th, at the same time?

20 MR. WERTER: Looks fine for me.

21 MR. COX: When you say the same, do you mean

22 4?

23 CHAIRMAN BARRERA: 4 o'clock. Does that date

24 work for you, Carl? The 25th.

25 MR. CIRIELLO: Is that the 25th?

106

1 CHAIRMAN BARRERA: That would be the 25th at 4
2 o'clock.

3 MR. CIRIELLO: At 4 o'clock? That's fine with
4 me.

5 MR. YOUMAN: I think -- I think 4 o'clock's
6 good. I don't have my calendar with me.

7 CHAIRMAN BARRERA: And for the airport? Does
8 that date work for the airport staff?

9 MR. WUELLNER: So far, yeah.

10 CHAIRMAN BARRERA: Doug?

11 MR. BURNETT: Just if I can comment so that
12 everybody's aware of it, I've got to -- I'm also
13 the attorney for the City of St. Augustine Beach.
14 That meeting starts at 7 p.m. that day. I assume
15 we're not going to run --

16 CHAIRMAN BARRERA: Certainly not.

17 MR. BURNETT: -- three hours. So, but I just
18 want to make everybody aware of it.

19 CHAIRMAN BARRERA: Okay. Then let's look at
20 scheduling for that for the 25th at 4 o'clock, for
21 a workshop.

22 MR. YOUMAN: Is that sufficient time for
23 public notice?

24 CHAIRMAN BARRERA: That should give us exactly

25 enough time.

107

1 MR. WUELLNER: She'll get it out for tomorrow.

2 It won't be in tomorrow, but they'll get it.

3 MR. BURNETT: Just so that we can also make

4 clear, we can continue this meeting till that date

5 and time certain on this particular issue so we can

6 double up on the notice.

7 CHAIRMAN BARRERA: Oh, so you're suggesting

8 that we have a workshop and then follow it by a

9 short Airport Authority one-item meeting?

10 MR. BURNETT: I want to make sure if we have a

11 problem with notice we can continue this meeting to

12 a date and time certain. Do we have any problem --

13 MR. WUELLNER: I don't think you've got a

14 notice issue.

15 MR. BURNETT: Okay. I just want to make sure.

16 MR. WUELLNER: It's as much as possible is

17 kind of a language.

18 MR. BURNETT: Uh-huh.

19 MR. WUELLNER: So we would get it out -- you

20 know, get it in the cue tomorrow.

21 MR. BURNETT: Okay.

22 MR. WUELLNER: You're the guy that'd have to

23 defend it.

24 MR. BURNETT: Well, I'm just making sure.

25 Cindy's over there shaking her head yes.

108

1 MR. COX: Go ahead, Cindy, and do it. He's
2 going to --

3 MR. WUELLNER: I don't think it will be an
4 issue.

5 CHAIRMAN BARRERA: I would ask that all the
6 board members spend time going and checking out,
7 as -- as the Airport's trying to run more like a
8 business and still be a governmental entity, check
9 out what the different benefits are and the
10 different educational components, the different
11 time off components are of businesses and of quasi
12 government entities.

13 I spent several hours doing so, and I would --
14 I would encourage you so that you get the wide
15 spectrum to look at. In addition to talking to
16 people who have been in the HR business for 20
17 years.

18 PUBLIC COMMENT - GENERAL

19 CHAIRMAN BARRERA: With that, we can move on
20 to our public comment general. Mr. Martinelli?

21 MR. MARTINELLI: I already made one comment.
22 And the other comment that I wanted to make has to
23 do with sustainability.

24 You have two plans here. You have the

25 business plan for the airport to sustain it

109

1 economically or financially, and you have the
2 sustainability, as Mariben has presented it, which
3 you all have. And I would just say the two have to
4 go in parallel.

5 One has to -- has to really govern the course.
6 And that's the business plan. And Ed alluded to
7 that when he said you have to always look at the
8 economics of it. And if the economics make sense,
9 obviously you want to parallel with the green plan
10 or the sustainability plan with the business plan.

11 Other than that, I -- I would still suggest
12 that when you delegate a responsibility, you
13 delegate the authority to go with it and then of
14 course the accountability. And all of those three
15 legs can be handled as I discussed earlier.

16 CHAIRMAN BARRERA: Thank you, Mr. Martinelli.
17 Mary?

18 MS. CARROZZA: I just have a comment. Because
19 I live so close to the airport, I guess I'm always
20 concerned about how big this airport's going the
21 get. And that is one reason I want to know what's
22 going on. Because I don't get it from the
23 newspapers, unfortunately. I wish I did. So
24 that's why I'm here. I just -- I'm coming for

25 information. And I want to meet the people that

110

1 are here and see how they perform.

2 CHAIRMAN BARRERA: Thank you, Mary.

3 MS. CARROZZA: Because I'm a voter.

4 CHAIRMAN BARRERA: And thank you for coming.

5 Harry?

6 MR. RUHSAM: No.

7 CHAIRMAN BARRERA: Ashley? Reba?

8 MS. LUDLOW: No comment.

9 AUTHORITY MEMBER COMMENTS & REPORTS

10 CHAIRMAN BARRERA: Now we'll move on to board

11 comment. Mr. Ciriello, if you could have your

12 board comment and --

13 MR. CIRIELLO: Yes.

14 CHAIRMAN BARRERA: -- let us know about the

15 intergovernmental meeting.

16 MR. CIRIELLO: Well, when I went to the

17 governmental meeting, it was my first one and I

18 might say it was a little disappointing. There was

19 only three members there. And one lady came in

20 representing the county commissioner late.

21 And at this particular meeting, the chair of

22 the committee, excuse me, said that we was supposed

23 to elect officers. And they couldn't do that

24 because there wasn't enough people there. So

25 they're tabling it till the next meeting.

111

1 And of course being my first meeting, I really
2 wasn't really prepared to give a report on the
3 airport. But Mr. Cooper was there also and he
4 helped me out by giving a report on the goings-on
5 at the airport.

6 And there was a gentleman, I know his name and
7 can't remember, representing the air show, that he
8 got up and made a presentation to the committee
9 about the upcoming air show and gave the ins and
10 outs about it. So that's about all that took place
11 at that meeting.

12 CHAIRMAN BARRERA: Great. Thank you. Bob?
13 Mr. Cox?

14 MR. COX: Oh, a couple of things. Is
15 educational assistance available for the board
16 members? Well, the -- no, actually I said that
17 jokingly. We need to have a little class on
18 sunshine law. I've been concerned about a couple
19 of meetings that I've attended.

20 We have a number of subcommittee board
21 meetings where a board member is the liaison to the
22 subcommittee, and I know that in -- several months
23 ago we asked the board's attorney to render a legal
24 opinion, at least an opinion on two members or more

25 attending a meeting when there's a board-appointed

112

1 member to go to those subcommittee meetings, which
2 are typically out of the sunshine.

3 So I just want to reiterate, and the attorney
4 I would ask him to back me up on my consideration
5 of this, that when there is a second board member
6 at any meeting when -- when there's two or more
7 board members at a meeting and it's out of the
8 sunshine, the board-appointed member is the only
9 person who can speak at that meeting.

10 There can be no other communication by any
11 other board member, period. You can't scratch your
12 head. You can't nudge people. You can't write
13 notes. You can't talk to them. You can't do
14 anything. And if we do that, then we're subject to
15 federal investigation, period. And it's very very
16 serious because right now St. Johns County
17 unfortunately is under the microscope with FBI.

18 And I'm not saying that just because of that
19 situation. But we risk some very very
20 disproportionate measures against our people here
21 and everybody inside those meeting rooms if we
22 abrogate that law. And I just want to make that --
23 would you -- Mr. Burnett, would you kick in on
24 that?

25 MR. BURNETT: Yeah. Yes. I guess a few

113

1 comments related to it.

2 There's some case law and there's a number of
3 Attorney General Opinions out there related to two
4 or more board members going to public events. A
5 lot of the times you get it during the election
6 season, you know, when the political process is
7 really go -- geared up.

8 But you also get it in, for example, the land
9 use arena where you have, say a county commission
10 with a zoning board and two county commissioners go
11 to the zoning board hearing and they both express
12 their opinion. And it's a sunshine law violation
13 for that kind of situation to go on.

14 I'm not sure exactly what -- what kind of
15 thing you're speaking of, but if you have two
16 Authority Members going to, I don't know, the PR
17 committee meeting -- or if it's still meeting, and
18 you both engage in expressing opinions related to
19 things, then it's -- and it's not noticed as an
20 Authority meeting, then it's a problem.

21 Now, if you notice the PR meeting and say, you
22 know, one or more Authority Members may be in
23 attendance and therefore, you know, meeting that's
24 advertised and the public's duly noticed and

25 minutes are taken of the meeting and it's

114

1 conducted, you know, in a way similar to this,
2 where we -- or where it's got order and there's
3 some minutes being taken, then you can have two
4 members there --

5 MR. COX: Sure.

6 MR. BURNETT: -- that speak. But otherwise,
7 you get into the situation. And I think you all
8 recognize this.

9 You couldn't, for example, have one Authority
10 member say to your executive director, you know,
11 "My opinion on this is such and such. Go tell
12 another Authority member what my opinion is on it."
13 You can't use a go-between.

14 And that same go-between type analysis also
15 applies when it comes to those other type meetings
16 where it's, you know, a committee or an advisory
17 board type situation, one of the Authority Members
18 is -- two Authority members are going to that and
19 you can't use those folks as go-betweens either
20 because it's no different than if you used an
21 individual as a go-between.

22 MR. COX: That's --

23 MR. BURNETT: I'm not sure if that --

24 MR. COX: Yeah, that pretty much covers what

25 I -- but what -- the problem that we approach with

115

1 these specific meetings is, is that all of the
2 people in the meeting room are airport specific.
3 It's not like we have a mixed group, like the TPO
4 or EDC or something where there's a whole bunch of
5 other people out there.

6 This is all people who have to do with the
7 airport. So the casual passerby sees two board
8 members sitting in a meeting at the same table.
9 The assumption and perception is that there's
10 conversation going on. Okay. That's just a
11 presumption. I'm not saying a perception.

12 MR. WERTER: An easy fix would be just to
13 recommend that only the assigned representative go
14 to these subcommittees.

15 MR. COX: I agree with you.

16 MR. WERTER: I mean, it's a simple fix.

17 MR. COX: I totally agree.

18 CHAIRMAN BARRERA: We need verification,
19 though, that the assigned representative will be
20 there in attendance.

21 MR. COX: True. Or the alternative.

22 CHAIRMAN BARRERA: Because we have had
23 situations where with the assigned representatives
24 have not been present.

25 MR. COX: Anyway, I think that pretty much

116

1 covers that issue. But that's subject -- we can --
2 we can approach that subject matter at a different
3 time. It doesn't need to be -- there's no
4 resolution required here. I just wanted to bring
5 that to light.

6 Secondly, I wanted to point out something
7 else, and Mr. Ciriello hit on it. The -- the board
8 does not manage this airport. The board sets
9 policy for the executive director, whom is hired by
10 the board, and the executive director administrates
11 that policy, period.

12 None of that staff works for the board,
13 period. They don't work for us. We can't go in
14 and order them around. We can't go -- individually
15 we can't fire Ed or Cindy or anybody else in the
16 airport staff. That's -- that's a known quantity.
17 You cannot do it. They don't work for us.

18 We give the director the responsibility and
19 authority to go out and do all of the -- to
20 administrate and enforce all of the policies that
21 we set forth. Not just in this, you know, but in
22 all of the policies that we set forth.

23 So it's -- it's a complete misstatement. I'm
24 sorry, Joe, but they do not work for us and we are

25 not the Airport's managers at all. This is a

117

1 collective body, and as individuals, we don't mean
2 squat. But the collective body voting here on
3 whatever we decide to vote on, we send that over to
4 the executive director and he enforces that policy.
5 So, I'm done. Thank you.

6 CHAIRMAN BARRERA: Can you give us a report on
7 the development committee --

8 MR. COX: Absolutely.

9 CHAIRMAN BARRERA: -- and our marketing and
10 business --

11 MR. COX: The development committee is moving
12 forward very well. We've got -- there's tremendous
13 positive energy going forth with that.

14 We've -- we're probably about halfway or
15 three-fourths through the mapping of a business
16 plan that will be actually a spectacular business
17 plan. And I expect it to be able to set a new
18 standard, a baseline for airports of this -- of
19 this nature and this type as we move into the
20 future.

21 But I -- it will definitely help us drive this
22 ship as we continue to seek to stay off the tax
23 roll and become a business entity so to speak.
24 Because as we all know, we have to balance the

25 federal side with the now, you know, it really is a

118

1 business.

2 And many years ago, we were trying to move the

3 airport towards running it like a business because

4 we really didn't have to, we were on the still on

5 the tax rolls. But now it is a business in itself.

6 So it's -- it's an exciting project. And I think

7 it's moving forward very well.

8 CHAIRMAN BARRERA: Okay. And that's for both

9 the marketing and the development.

10 MR. COX: Right. Yeah, they kind of overlap

11 each other, so...

12 CHAIRMAN BARRERA: Do you have something

13 exciting coming up on the planning and marketing?

14 MR. COX: (Shakes head.)

15 CHAIRMAN BARRERA: You don't have anything

16 that all the board members have been --

17 MR. COX: No, it's still -- it's still in the

18 process. But the overlap there -- the marketing

19 plan is going to be folded into the business plan.

20 MR. WUELLNER: I think what she's referring to

21 is your business development committee, the group

22 that's been -- going to put together a date in June

23 to meet with our on-airport businesses.

24 MR. COX: Oh, that. Oh, okay, that. I

25 totally forgot about that. Right. In June. So

119

1 actually, you know --

2 MR. WUELLNER: We now have a date that's out
3 to the 15th. We were talking toward the 8th. But
4 the --

5 MR. COX: Right.

6 MR. WUELLNER: -- facility's not available
7 until the 15th.

8 MR. COX: We're going to invite all the
9 businesses on the field to have an open business
10 consortia type of a meeting and get recommendations
11 and input from all of the business people on the
12 field and just kind of see where they would like to
13 go with a business marketing plan and how -- what
14 kind of direction they'd like to take.

15 CHAIRMAN BARRERA: Focusing on that business
16 partnership --

17 MR. COX: Right.

18 CHAIRMAN BARRERA: -- as opposed to just
19 business tenants.

20 MR. COX: Exactly.

21 CHAIRMAN BARRERA: Okay. Mr -- Carl?

22 MR. YOUMAN: I sat in on the business
23 development plan meeting, and I did make one
24 comment, and it was at the very end of the meeting,

25 and the comment was, "I've never found it so hard

120

1 in my life to keep my mouth shut."

2 MR. COX: You did a good job, though. Stellar
3 job.

4 MR. YOUMAN: But I did follow your criteria,
5 did I not?

6 MR. COX: You did. Absolutely.

7 MR. YOUMAN: Okay. So I can attend other
8 meetings unless it's decided by the board not --
9 for nobody to attend?

10 MR. COX: You did a stellar job.

11 MR. YOUMAN: Thank you. Now back to the --
12 now my liaison with the TPO.

13 They came up with the recommendations for the
14 annual assessment that the TPO makes for the St.
15 Johns County and the other counties and the
16 aviation authorities and the JTA, et cetera. And
17 just for information, I'll read this little
18 section, if you don't mind, and get it in the
19 record --

20 CHAIRMAN BARRERA: Please.

21 MR. YOUMAN: -- so that everybody understands
22 how this monies are assessed.

23 When the TPO was established as an independent
24 entity, the annual assessment was instituted as a

25 source of ready money. The grants that fund the

121

1 majority of the TPO activities are reimbursements
2 for work completed. Consequently, without the
3 assessments, the TPO would have no cash on hand to
4 pay operating expenses and salaries.

5 In the interlocal agreement establishing the
6 TPO, members agree to pay up to \$1 per capita
7 population per year. The assessment, however, has
8 been held at 25 cents per capita for counties. And
9 for authorities, the assessment is 6.25 percent of
10 the assessment of the county the authority is
11 located in for each of the seven years the TPO has
12 existed as an independent authority. The
13 assessment for year 2011 is illustrated on the
14 attached page.

15 Now, for the -- for 2000 and -- wait a minute.
16 The recommended 2011 assessment for St. Johns
17 County is \$44,659, and for our Airport Authority,
18 \$2,791. And so that should be coming and dropping
19 in on your desk sometime in the future. So that's
20 how that's established. Then they had a vote on
21 adjusting a change that JTA requested that which
22 was approved by everybody and that was voted in a
23 positive sense.

24 They had a presentation on Argyle Forest

25 Traffic Study representation, and that's over at

122

1 Blanding Boulevard and 295, in that Orange Park
2 area where it's so bad. And the presentation's
3 amazing what's going on over there and the
4 accidents that are occurring and the money that
5 it's going to take to resolve that situation. I
6 mean, this is something for the next 50 years to
7 plan for, the way funding is going.

8 They had a section on trans -- affecting
9 transportation in Florida. I won't go into detail
10 on that. And other than that, we had our
11 presentations at the end and I gave a little blurb
12 for the air show update and they were quite
13 surprised as to the intensity of our air show that
14 we're going to have here.

15 And I gave them the rundown on what we're
16 doing here. And we're in good competition with JTA
17 and -- I mean the Jacksonville airport. We're very
18 progressive. It's a great airport here. And it's
19 a great staff we have that makes this happen. So,
20 that's my closing.

21 CHAIRMAN BARRERA: Thank you, Carl. Jim?

22 MR. WERTER: No. I -- I really have nothing
23 to report as far as the EDC goes since they didn't
24 have a meeting yet.

25 I concur a lot with what Bob Cox -- Bob, I'm

123

1 sorry, has said regarding our administrative policy
2 and the roles.

3 And it's taking nothing away from Ed's
4 outstanding job; it's just that, yes, our
5 primary -- one of our primary goals or duties here
6 is policy setting. And just like it says on the
7 cover sheet, it's administrative policy. Now,
8 where there's discretion within the policy, Ed have
9 at it, you know. We're just setting boundaries.
10 That's all we're doing.

11 CHAIRMAN BARRERA: Thank you. I attended the
12 Aerospace Academy meeting, and they had a
13 representative from the air show. They had a
14 couple of representatives from the Air Force
15 Academy, the Air Force Academy Association. They
16 also had somebody from Grumman outside the area.
17 And they had each of those people speak.

18 They are very much looking forward to helping
19 to participate with volunteers at the air show.
20 They're very much looking forward to the family fun
21 day on the 3rd and our airport hosting the business
22 partner awards ceremony on the 5th. And they're
23 excited to get their interns placed.

24 They said this group of seniors were just as

25 sharp as they could be. Many of them have gotten

124

1 scholarships on academics and they're hoping that
2 they're able to get further scholarships. So the
3 status of the air -- aerospace academy is strong.

4 With that, I look forward to seeing you all
5 next Monday at 4 o'clock.

6 MR. YOUMAN: Can I make one comment?

7 CHAIRMAN BARRERA: You certainly can.

8 MR. YOUMAN: I want to thank Bob for his
9 efforts. Because going to all of these meetings,
10 he's going -- it's taking a lot of time. I mean,
11 he's going like twice -- twice a month.

12 MR. COX: You guys are, too. You're doing the
13 same thing.

14 CHAIRMAN BARRERA: Yes, Doug?

15 MR. BURNETT: Can I make one unusual
16 announcement?

17 CHAIRMAN BARRERA: Jim. If we can let Doug
18 make one unusual announcement.

19 MR. BURNETT: Announcement, I'm teaching a
20 sunshine law, Public Records Act, and ethics
21 seminar May the 9th at 7 p.m. at City Hall at the
22 City of St. Augustine Beach. I know that's a
23 mouthful.

24 We'll probably get some -- we're going to try

25 and get something out in the paper about it, but it

125

1 will be May the 9th at City Hall at City of

2 St. Augustine Beach.

3 MR. WERTER: Additionally to that, I wanted to
4 say I did take the CLE course on sunshine law when
5 I first came -- came on the board, and Mr. Wuellner
6 has a copy of those materials as well.

7 CHAIRMAN BARRERA: Okay. Joe? One more time.

8 MR. CIRIELLO: I think something's gone by me
9 here. I thought when were giving the report, it
10 was on the special committees we were on. I didn't
11 know it was actually the board comments, too.
12 Because I had a simple little comment -- request to
13 make. Plus then I was going to ask if I could make
14 a comment to what Bob said, not to blast him or
15 anything, but to clarify something.

16 CHAIRMAN BARRERA: Please go ahead.

17 MR. CIRIELLO: Since I have a hard time
18 hearing, even with microphones, some of you people
19 when you talk, I can't hear you. And I don't think
20 I need this microphone. People can hear me.

21 But when I'm trying to get your attention or I
22 watch what's going on in the meeting, I'm doing it
23 by watching your body language. And I can't see
24 nothing but a shadow of because of that light

25 coming through that double door. So I was

126

1 wondering if we could have some drapes put up there
2 so while the meeting's going on, I can see you so I
3 can be aware of what's going on.

4 CHAIRMAN BARRERA: We can definitely look at
5 trying to do that.

6 MR. BURNETT: That was my simple request.

7 MR. WUELLNER: We'll solve it.

8 MR. CIRIELLO: Hmm?

9 MR. WUELLNER: We'll solve it.

10 MR. CIRIELLO: A quick little thing.

11 Bob, when I was saying what I said was a
12 general thing. I realize that no board member by
13 himself can tell anybody anything. But it's just a
14 theory -- or not a theory, but Ed is the boss of
15 all of the staff and we're his boss. So
16 technically, although we can't go to the -- the
17 staff and tell them anything to do, we tell him and
18 then he tells them.

19 So -- but according to the charter, this board
20 was created to run and manage the airport for the
21 community. Now, correct me if I'm wrong, we've got
22 two attorneys here, the way I read it, it states
23 that we are empowered. It doesn't say we must, we
24 have to, it's a law or anything else, but we are

25 empowered, which means you can or you don't have

127

1 to, hire an executive director, hire an attorney,
2 hire staff employees, like the -- the ladies and
3 everybody else.

4 So I -- I know how it could be done probably,
5 but it -- I have no problems with the way things
6 are being done, okay? Understand that. I'm not
7 trying to make any changes. But this board can
8 eliminate everybody else except itself because
9 we're elected and run this airport. So I don't see
10 how you can say we don't run this airport; all we
11 set's policy. We really do run it. What we say is
12 law.

13 CHAIRMAN BARRERA: All right.

14 MR. BURNETT: But I realize --

15 CHAIRMAN BARRERA: We'll leave that discussion
16 for another day, Joe. We're going to go ahead and
17 close out the meeting --

18 MR. BURNETT: Okay.

19 CHAIRMAN BARRERA: -- if you're finished. Are
20 you --

21 MR. CIRIELLO: Yeah, I'm done.

22 CHAIRMAN BARRERA: You made all your -- okay.
23 Thank you. Meeting adjourned.

24 (Meeting adjourned at 6:22 p.m.)

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, certify

7 that I was authorized to and did stenographically report

8 the foregoing proceedings and that the transcript is a

9 true record of my stenographic notes.

10

11 Dated this 5th day of May, 2011.

12

13

JANET M. BEASON, RPR-CP, RMR, CRR, FPR

14

15

16

17

18

19

20

21

22

23

24

