

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, September 14, 2009

6 from 4:00 p.m. to 6:49 p.m.

7 * * * * *

8 BOARD MEMBERS PRESENT:

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

14 * * * * *

15 ALSO PRESENT:

- 16 DOUGLAS N. BURNETT, Esquire, St. Johns Law Group, 1301
- 17 Plantation Island Drive South, Suite 302-B, St.
- 18 Augustine, FL, 32080, Attorney for Airport Authority.
- 19 EDWARD WUELLNER, A.A.E., Executive Director.
- 20 BRYAN COOPER, Assistant Airport Director.

21 * * * * *

22

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

25

26

1	I N D E X	
2		PAGE
3	1. CALL TO ORDER	3
4	2. PLEDGE OF ALLEGIANCE	3
5	3. APPROVAL OF MEETING MINUTES	3
6	4. FINANCIAL REPORT ACCEPTANCE	3
7	5. AGENDA APPROVAL	4
8	6. COMMITTEE REPORTS	4
9	7. REPORTS	12
10	8. PROJECT UPDATES	21
11	9. ACTION ITEMS	
12	A. Airport Issues Reporting Policy	53
	B. Resolution 2009-03 Amtrak/FEC Project	69
13	C. FAA Sustainability Project Grant	74
14	10. HOUSEKEEPING	82 & 86
15	11. PUBLIC COMMENT - GENERAL	82
16	12. AUTHORITY MEMBER REPORTS	88
17	13. NEXT BOARD MEETING	95
18	14. ADJOURNMENT	95
19		
20		
21		
22		
23		
24		

1 PROCEEDINGS

2 CHAIRMAN BARRERA: We're ready to call the
3 meeting of the St. Johns County-St. Augustine
4 Airport meeting to order. If we'd all stand for
5 the pledge of allegiance.

6 (Pledge of Allegiance.)

7 APPROVAL OF MEETING MINUTES

8 CHAIRMAN BARRERA: Thank you. Did all the
9 board members get a copy of the last meeting's
10 minutes?

11 MR. WERTER: Yes.

12 CHAIRMAN BARRERA: Do we have any additions,
13 deletions to the minutes?

14 (None.)

15 CHAIRMAN BARRERA: Hearing none, the minutes
16 will stand approved.

17 FINANCIAL REPORT ACCEPTANCE

18 CHAIRMAN BARRERA: The financial report
19 acceptance. Carl?

20 MR. YOUMAN: The financial report, I took a
21 good look at it, reviewed it. It looks all right,
22 and I recommend we accept it --

23 MR. GEORGE: So move.

24 MR. YOUMAN: -- as it stands. Thank you.

25 CHAIRMAN BARRERA: There being no additions,

4

1 deletions to the financial report, we'll move to
2 have that accepted.

3 AGENDA APPROVAL

4 CHAIRMAN BARRERA: And then meeting agenda.

5 Do we have any additions, deletions to today's
6 agenda?

7 (None.)

8 CHAIRMAN BARRERA: Hearing none, the agenda
9 will stand as presented.

10 COMMITTEE REPORTS

11 CHAIRMAN BARRERA: Okay. We're ready for our
12 committee reports. We'll start with the TPO.

13 Carl, did you have anything about the TPO
14 that you wanted to speak about?

15 MR. YOUMAN: No.

16 CHAIRMAN BARRERA: Okay. At the last --

17 MR. YOUMAN: I defer to you.

18 CHAIRMAN BARRERA: Okay. At the last TPO
19 meeting, the TPO did approve our study, an updated
20 study for our intermodal transportation. So that
21 was approved, which was -- and there really was
22 relatively little discussion about it.

23 There was a general discussion -- they had
24 the emergency responders there, and there was a

25 general discussion about the importance of their

5

1 roles in our community and the dangers that they
2 face, and moving -- and looking at other
3 alternatives for transportation besides just
4 highway.

5 MR. YOUMAN: Did they elect a new chairman?

6 CHAIRMAN BARRERA: They did. The vice chair
7 automatically moves into that role and retains his
8 position. He has both of those.

9 And the other piece of information is Charles
10 Baldwin, who's been with the FDOT for a long time,
11 he has retired and his replacement has not yet
12 been chosen, so...

13 Moving on to the EDC?

14 MR. GEORGE: I went and, Carl, jump in if you
15 see anything that I miss. Nick of -- the
16 executive director gave his report first, and as
17 you can imagine with the revenues being down all
18 over the place, they were experiencing an 18
19 percent drop in the tourism tax, which is
20 indicative of the tourists not coming. And they
21 were 10 percent down their spending. And they had
22 500 jobs that were lost as a part of what they
23 were counting over the last month. But there's
24 some good news. The Hydro Aluminum plant is

25 adding 90 jobs coming in.

6

1 And then we had a talk from John Haley, who
2 is a great individual, great speaker. Probably
3 had something to do with him going to Georgia
4 Tech. But he was, you know, going through some of
5 the people that they're working with in the county
6 and everything, and it sounds like that they're --
7 they're out there stirring them up and trying to
8 take, you know, whatever they can do to get the
9 businesses to move into town. So they're being
10 pro -- proactive.

11 CHAIRMAN BARRERA: Good.

12 MR. GEORGE: And the bacon was good.

13 MR. YOUMAN: The bacon as usual was
14 excellent. Thank you.

15 MR. WERTER: So does that mean I can contact
16 you any time now for coverage, for the bacon?

17 MR. GEORGE: No.

18 CHAIRMAN BARRERA: Okay. I'm going to use
19 this opportunity to ask the Industrial Development
20 Authority to speak.

21 MR. WERTER: Wait a minute. Before that. He
22 covered the August one at my request, Buzz did,
23 but there was a September meeting.

24 CHAIRMAN BARRERA: Oh, good. Well, go ahead

25 and speak about that, then.

7

1 MR. WERTER: Yeah. So that was -- that
2 occurred on September 10th. And basically what it
3 was, the guest speaker was -- hang on one second,
4 I've got her name -- Lori Killinger, who works for
5 Lewis, Longman & Walker, which is a prominent real
6 estate law firm. But she's a lobbyist in
7 Tallahassee and she was bringing us up to date
8 on -- on the bills, you know, how many bills were
9 passed and which ones were of particular interest.

10 But the one that caught my attention the
11 most -- well, first of all, the budget is
12 currently set for \$62 billion, again down. But
13 the subject that's going to come back up, it
14 wasn't put before legislature, was the high speed
15 rail for southern Florida, sounding like Orlando
16 being the hub, which of course sparked my interest
17 in that we are striving to have our multimodal
18 situation here.

19 And if AMTRAK comes through for us, it would
20 be a nice little web to come up here besides, you
21 know, Orlando, Tampa, Miami, possibly Tallahassee.
22 It would complete the spider -- the spider web, if
23 they were able to get a spur going up here. So
24 that was of prominent interest. So basically that

25 was the September meeting.

8

1 CHAIRMAN BARRERA: Very interesting.

2 MR. WERTER: Yeah.

3 CHAIRMAN BARRERA: Thank you. I'm going to
4 go ahead and defer for the Industrial Development
5 Authority now. If you would speak to us,
6 Mr. Zimmerman.

7 MR. ZIMMERMAN: Excuse me. Jim Zimmerman
8 from the IDA. You should have all received an
9 invitation to our September 24th luncheon meeting.
10 As I understand it, the RSVP date is today or
11 tomorrow or --

12 CHAIRMAN BARRERA: It's today.

13 MR. ZIMMERMAN: -- ASAP.

14 CHAIRMAN BARRERA: Yeah.

15 MR. ZIMMERMAN: It's a -- it's the ins and
16 out of bonding for industrial development for
17 nonprofits and profits, some profits. It may be
18 something you've heard before, but you may find it
19 interesting the target audience is different.
20 It's for bankers, big developers, and others who
21 may find the availability of money enticing. So,
22 you might want to think about that. And that's
23 September 24th at Amici's for lunch.

24 CHAIRMAN BARRERA: Thank you, Mr. Zimmerman.

25 Okay. Intergovernmental?

9

1 MR. GEORGE: Well, we did have our -- we meet
2 every other month, and we had our meeting the
3 early part of September.

4 And it's amazing the topic of conversation --
5 well, it's not amazing, but the topic of
6 conversation from all of the agencies has got to
7 do with budgets and, you know, what are we going
8 to do here and what are we going to do there.

9 Some interesting stuff, though. The
10 Sheriff's Department said that they were about 98
11 percent complete on the renovation of the jail.

12 And this is in the administrative areas for
13 processing people in and out. And he pointed out
14 that that jail was built in 1985 for 100 inmates.
15 They now have 700 over there. So, they've got a
16 real cramped space over there.

17 Anyway, St. Augustine Beach reiterated again,
18 I think is what I reported before, that they had
19 one letter to the board complaining about the
20 windows that the Marriott was going to put in
21 their building, and so the Marriott said, well,
22 fine, we just won't put it in.

23 So one letter, you know, caused the Marriott
24 to go back and rethink it and say, I don't think

25 we want to do that anyway. So -- so they're

10

1 losing a very big facility, or it's on hold

2 anyway.

3 St. Johns River Water Management got some --

4 a distinguished water reward. Mosquito Control,

5 they have a new five-year plan out and, you know,

6 new rules about spraying and the like.

7 The county, September 15th, tomorrow is the

8 Senate election. The budget, some of the creative

9 things they've done is staff furloughing, savings

10 but not huge, but it sends a message. I thought

11 it was interesting they had 38 early retirements.

12 And there was another group that I read in the

13 paper that also were doing some early retirement

14 type of things. And then the tourist development

15 board got completely revamped and we'll see how

16 that works out.

17 CHAIRMAN BARRERA: Very interesting. Thank

18 you. And the Aerospace Academy?

19 MR. WERTER: Okay. That meeting was -- the

20 first one for the summer was on August 12th, and

21 we're reviewing the budget, and the expected

22 income is primarily what that meeting was about

23 and discussing some fund-raising issues, as they

24 were falling a little short on that. So, that's

25 basically where they're at. They are running a

11

1 little short, so...

2 Again, I brought up to them something called
3 Futures, Incorporated, which is down in Volusia
4 County. It's actually a Volusia County School
5 Board suborganization. It's incorporated. It's a
6 fund-raising organization for scholarships and
7 things of that nature for their local school
8 board.

9 So, I brought that to their attention, that
10 they should look on online and call down there,
11 their director down there, who I know from years
12 ago, to see about starting a similar organization
13 up here, which is part of the school board, but
14 it's a nonprofit -- forgot what the code is, the
15 IRS code is -- corporation for fund-raising to
16 help bolster not only the academy, but other --
17 other functions of the school board. So basically
18 that was it. Did I miss anything?

19 CHAIRMAN BARRERA: The engineering students
20 are doing some phenomenal projects.

21 MR. WERTER: Oh, yeah.

22 CHAIRMAN BARRERA: That would be the only
23 other thing I would mention. And tomorrow night
24 they have an open house at 5:30 for the career

25 academy.

12

1 MR. WERTER: We may be running our airplanes
2 on algae in the future.

3 CHAIRMAN BARRERA: They're doing research on
4 biofuels, which is awesome.

5 REPORTS

6 CHAIRMAN BARRERA: Okay. Moving on to
7 reports. Mr. Sanchez?

8 COMMISSIONER SANCHEZ: Well, I don't have a
9 lot more to talk about other than what's already
10 been said. That's a pretty good report. That was
11 even accurate. We are getting ready to have
12 fun --

13 MR. GEORGE: You as a politician --

14 COMMISSIONER SANCHEZ: -- tomorrow. Tomorrow
15 night at 5:30 is our budget hearing. Prior to
16 that at 1:30, we have another short meeting, and
17 I'm sure it will be short.

18 The builder's council, and -- they have riled
19 up all of the real estate people to try to get us
20 to drop our impact fee. That presents a few
21 problems, because money out of that goes to the
22 school system, goes to the Sheriff's Department,
23 goes to parks and recreation, goes to roads, goes
24 to fire department. It goes to everybody -- just,

25 you know, anything happening in the county.

13

1 The -- the mission to build new buildings, public
2 buildings, there's part of it goes to that. It
3 has to be spent in the zones it's collected in.

4 So a lot of the complications, and this isn't
5 a shock for Mr. Brunson here because I've already
6 talked to him about that, there's a couple of
7 things. Some of that money is bonded money, and
8 you know the bonding companies, they do not like
9 you doing away with fees that basically stand
10 behind the payment on their bond. They -- they
11 kind of fringe on that a little bit.

12 The biggest problem you're going to see is
13 all of the impact fee credit agreements with all
14 of the big developments. Nocatee is \$83.6 million
15 impact fee credits that they will collect there
16 now because they did the road. The road that was
17 given to St. Johns County, by the way, but that's
18 not true. We paid for all of that with impact fee
19 credits. So the 1500 acres in uplands, we're
20 paying for that. So all of that's paid for.

21 But you look at 83.6 and then you go to the
22 World Commerce Center. They have over \$10
23 million. So just those two would be right under
24 \$95 million, that if we stopped impact fees, they

25 could not legally collect them, and therefore,

14

1 they would be going like this to the county,
2 saying, okay, you owe me millions of dollars. And
3 they would legally probably be right. I don't see
4 why they wouldn't be. The agreement was they
5 could have those impact fee credits.

6 So I don't know what we can do about it.
7 We're going to listen to everybody. Except for
8 Randy; I don't want to listen to him anymore. But
9 we're going to see, and there'll be a proposal up,
10 you know, I'm sure. But no one's answered me the
11 question yet, okay, we do away with that, what do
12 you suggest we do for the income we're going to
13 need? And no one can answer that question. So,
14 we would have lots of problems if we get too deep
15 into that. But anyway, that's about it.

16 Amphitheatre's still going great. As a
17 matter of fact, they had five sold-out concerts
18 last month. I'm kind of happy about that. And in
19 case anyone's taking notes, this is really
20 important at an airport board meeting, is that Ed
21 King from Lynyrd Skynyrd that used to be with the
22 Alarm Clock that was a good friend of mine is 62
23 today. It's his birthday. Anyway, someone just
24 called me and reminded me of that a little while

25 ago, so that's why it was on my mind.

15

1 Anyone's got any questions, I'll be glad to
2 try to answer them.

3 CHAIRMAN BARRERA: Do we have any questions?

4 (No questions.)

5 COMMISSIONER SANCHEZ: All right.

6 CHAIRMAN BARRERA: Thank you, Ron.

7 COMMISSIONER SANCHEZ: If you want to attend
8 those meetings tomorrow, you're more than welcome
9 to come in.

10 CHAIRMAN BARRERA: 1:30 and at 5:00.

11 COMMISSIONER SANCHEZ: 1:30, and that's the
12 impact fees and a couple of business items dealing
13 with the comp plan and so forth. And then at 5:30
14 is the budget hearing itself, so...

15 CHAIRMAN BARRERA: A lot of people don't
16 realize that our airport have -- our tenants pay
17 impact fees.

18 COMMISSIONER SANCHEZ: Uh-huh.

19 MR. GORMAN: One -- one question for you real
20 quick. Even if they negate the impact fees,
21 wouldn't there be repercussions from people that
22 have already paid them?

23 COMMISSIONER SANCHEZ: Sure. We've already
24 had one of those. A gentleman in Ponte Vedra just

25 expanded his business and paid \$72,000 in impact

16

1 fees and he's already written his letter wanting
2 us to write him a check if we do away with them.

3 And I don't understand why the real estate
4 people would be tickled about it, because if they
5 have a house exactly the same value that paid
6 impact fees and they have another house that just
7 got built that didn't, that's not -- you know, a
8 lot of them are saying -- some of them have
9 written us saying don't change the impact fees
10 because that will create a problem in the fact
11 that those two houses would actually have less --
12 one would have less value because there were no
13 impact fees. And they don't believe that would
14 happen.

15 They think the money would still be charged
16 but it would be distributed, you know, throughout
17 the different people, that it's not going to bring
18 the price down. So we have all kind of, you know,
19 arguments on it. There's been probably 400
20 e-mails. So anyway, we'll get it all worked out,
21 but...

22 CHAIRMAN BARRERA: I'll just clarify my
23 earlier statement. So do we. Our -- as an
24 airport authority, we pay impact fees.

25 MR. YOUMAN: Can I ask a question? Just like

17

1 an electric utility, I keep hearing about all of
2 these people, they're buying turbines and all of
3 these companies are buying from each other and
4 this one's making this much money, that one's
5 making that much money. But ultimately, the payor
6 of all these activities is the person who's paying
7 the electric bill, whether it's a business or a
8 private entity. And it sounds like this is
9 similar. The real estate people aren't paying
10 these impact fees; it's the purchaser and lessors
11 of the properties.

12 COMMISSIONER SANCHEZ: The purchaser pays the
13 fees. It's always been built into the cost of the
14 house.

15 MR. YOUMAN: Yeah, yeah.

16 COMMISSIONER SANCHEZ: Now, the contractor is
17 responsible, because sometimes a contractor will
18 build a spec home, and in order to get that
19 Certificate of Occupancy, they have to pay the
20 impact fee. So -- and I've always argued that
21 point. I couldn't understand why we had to deal
22 with a builder to collect an impact tax people,
23 but anyway.

24 I've never been in love with the impact fee.

25 I -- when I was chairman of the builder's council

18

1 one time, I fought it, you know.

2 It doesn't work. The guy that invented it
3 says it doesn't work and will never work to do
4 what everyone thinks it does because it falls way
5 short of doing too much, but it does help. And
6 right now, we're having to catch up on everything
7 in infrastructure because we're so far behind with
8 the development that was allowed and
9 infrastructure was not pushed. And the fact is
10 now we're behind. So if we gave up that, we'd
11 even be further behind, because that's the only
12 thing we have now that we can actually use for
13 certain things.

14 MR. YOUMAN: Thank you.

15 MR. GEORGE: Madam Chairman, should we write
16 a letter requesting that our impact fees be
17 reduced like everybody else?

18 CHAIRMAN BARRERA: I think that if -- should
19 a -- should a decision be made at that point,
20 that's certainly something we can look at.

21 MR. GEORGE: Okay.

22 COMMISSIONER SANCHEZ: And I'll even accept
23 your letter.

24 MR. GEORGE: And it will go right in that

25 trash can.

19

1 CHAIRMAN BARRERA: Mr. Slingluff?

2 COMMISSIONER SANCHEZ: No, it goes in the
3 recycling bin.

4 MR. SLINGLUFF: Nothing to report.

5 CHAIRMAN BARRERA: Mr. Nehring? I don't see
6 him. Okay. And Mr. Roderick told me he may not
7 be here. Would you like to speak on behalf of
8 SAAPA? Do we have anybody that would like to?

9 MR. SLINGLUFF: Nothing to report.

10 CHAIRMAN BARRERA: Thank you. I appreciate
11 it. And Mr. Burnett and Mr. Napier with the
12 tower. Do you have any of his numbers?

13 MR. WUELLNER: Oh, yeah. Always. I thought
14 we'd reformat this a little bit. Maybe it's
15 easier to follow.

16 The yellow line is the current year data. So
17 that kind of jumps out a little bit easier for
18 you. The previous three years are represented by
19 the different-color bars. So helps you put it in
20 perspective.

21 The -- over all we're down about 11.2
22 percent. We had two very good months,
23 surprisingly for the middle of the summer. Total
24 operations are actually up this year as compared

25 to the last year. So it -- although the total

20

1 operations are off, still off fairly
2 significantly. We actually had two pretty good
3 months compared to previous years.

4 MR. GEORGE: Is there a correlation we can
5 make with the -- if the total operations are down
6 11 percent, that that correlates that our revenues
7 are down 11 percent? I don't think that
8 they're --

9 MR. WUELLNER: Well, I think you're going to
10 find in a couple of more slides that it
11 probably -- you know, I don't know that you can
12 scientifically pull that together, but I think
13 you're going to find that your -- your revenues on
14 an airport are off 11 percent.

15 MR. GEORGE: Yeah.

16 MR. WUELLNER: So you're still looking at
17 the --

18 MR. GEORGE: Well, it's interesting. The
19 operations are takeoff and landings. And most of
20 the -- most of our revenue comes from permanent
21 party to renting facilities, and if they elect not
22 to fly their airplane, you know, this month, but
23 they're still paying for their hangar.

24 MR. WUELLNER: Exactly. Yeah. Yeah, it's

25 not like there's no expense at all there or no

21

1 rent --

2 MR. GEORGE: Someone -- someone in the press

3 made the correlation that if operations are down

4 11 percent, it's a direct impact on, and it's not

5 really a direct impact on.

6 MR. WUELLNER: No. And it may just be a

7 statistically anomaly that the two are, you know,

8 saying the same thing right now.

9 MR. GEORGE: Yeah.

10 MR. WUELLNER: It's just kind of interesting

11 that it does kind of work that way this month

12 anyway. I guess if you're ready for updates.

13 CHAIRMAN BARRERA: I am. Project updates.

14 PROJECT UPDATES

15 MR. WUELLNER: As you are probably well

16 aware, Taxiway Bravo north is under construction,

17 and lime rocking is nearing completion. They are

18 now actively as of today installing the lighting,

19 getting the cans in place.

20 Pipe and culvert work is all -- has started.

21 That originally had a much longer lead time, was

22 going to be out another eight weeks at one point

23 waiting on structures to get in. Those have shown

24 up now. So they're actually going to be able to

25 move ahead that.

22

1 At one point, they were going to do a
2 leveling course of asphalt ahead of the structures
3 in an effort to keep the work moving. At this
4 point, I believe they're holding all of the
5 asphalt work -- at least the last I heard, they
6 were going to hold all that, since the structures
7 are now in and take a more normal course of this.
8 My best guess here is you're really only looking
9 at most here about 60 days to being able to use
10 it.

11 MR. GEORGE: Great.

12 MR. WUELLNER: It may even be sooner than
13 that. It's going remarkably well. What weather
14 we have had hasn't really pinched the schedule too
15 much at this point. So, it -- I'm very
16 optimistic.

17 It looks very good. It's very far along to
18 look at it. Literally it's been widened already.
19 That lime rock's in place. It's pretty obvious
20 where the pavement's going at this point in most
21 areas out there. So once the structure work is
22 done, abutting up the lime rock and getting it
23 started paving. I think you're, I'm going to
24 guess, Andrew, what three to four weeks probably

25 before paving?

23

1 MR. HOLESKO: Probably right on that.

2 MR. WUELLNER: That's probably real close and
3 then it will -- I'm going to guess you're looking
4 at two weeks, less than two weeks to pave, so --
5 in terms of duration. It probably won't even be
6 that long. They have a lot of nice straight poles
7 in there. It can -- you put a lot of asphalt
8 down.

9 Multiuse building, if you haven't been out
10 there, it's somewhat remarkable what's happened in
11 the last couple of months on that site. It's --
12 the building is out of the ground. All of the
13 block work is -- I would say is complete, but you
14 get a sense of the building location up through
15 the first story.

16 They have not poured the internal slab. That
17 will happen next week, last I heard, and they will
18 begin setting the steel that -- shortly thereafter
19 for the second floor portion of it. It's really
20 begun to take shape. They're forming up today the
21 architectural arches that are along the airside
22 piece of it. Those are being formed up now, which
23 also served as sort of a header for the second
24 floor porch or balcony area.

25 It's coming along very very quickly. And

24

1 we'll be looking at internal schemes later this
2 week and making final changes to electrical and
3 those kinds of things in the next less than two
4 weeks, and at which point it will just press on
5 through construction through completion on this
6 building.

7 We -- we're using a March occupancy date.
8 The reality is this building will likely be
9 available before that date. It could be several
10 weeks ahead of that.

11 So, I think the -- the next project which is
12 the hangar project, is a little further behind
13 that and will probably go closer to the March
14 date. But it's a lot easier construction. It's a
15 metal building. But that process is a little
16 further along -- or a little less far along in
17 terms of permitting.

18 Again, I don't see the occupancy date
19 changing; it's just a matter of it will -- it
20 doesn't look like a whole lot's going on over
21 there other than dirt moving. There's also a
22 remarkable amount of underground work that's gone
23 on this project between the general wetness of the
24 site, the soil condition there being adjacent to

25 the inter -- to the intracoastal and the marsh

25

1 areas.

2 It takes a fair amount of work to get pipe in
3 the ground to -- and get that soil ready to accept
4 pipe. And that's been going. And most of that I
5 would tell you is probably 80, 90 percent
6 complete, all of the structural pipe now, with
7 probably the exception of what will go directly
8 under the apron for the airport maintenance
9 facility, between the taxiway and the aprons.

10 Other than that, I think all of the big
11 structures, all of the big pipe, all of that is in
12 place. Most of the utility line underground work
13 is -- is well along and the road is I would say
14 roughed in, in that they're using that daily to
15 bring concrete and materials onto the job site.

16 So, it looks remarkable. I'm just -- I'm
17 very pleased what's -- at the pace of this job and
18 the quality we've got going on with this
19 particular contractor at this point. Andrew's got
20 the piece of the site. I mean, they're -- they're
21 doing the oversight on that. Anything you can add
22 to that?

23 MR. HOLESKO: (Shakes head.)

24 MR. WUELLNER: I'm extremely pleased with

25 how -- how that one's going.

26

1 MR. GEORGE: Ed, did we get in this contract
2 that the floor will be smoother, like the new
3 hangars we have over here? Because we had a
4 problem the last --

5 MR. WUELLNER: The -- the hangar contract has
6 that in there, yes.

7 MR. GEORGE: Good. Okay. Thanks.

8 MR. WUELLNER: It obviously is not applicable
9 to the multipurpose, but --

10 MR. GEORGE: Right. Okay.

11 MR. WUELLNER: -- but it is for the other.
12 That will allow the coating to go on.

13 Aircraft wash rack, another one that's just
14 now all the underground's all complete. They
15 actually began pouring concrete, must have been
16 Thursday or Friday. I'd say about one third of
17 the wash rack apron has been poured. They poured
18 another couple of small segments today. My guess
19 is the end of the week, they'll be through with
20 paving. They're due to be off the job by the end
21 of the month, so your -- it's in the first week of
22 October, it should be usable to everybody out
23 there. So that's coming along very -- very well.

24 I'm going to try to have you some pictures.

25 Of course this one will be closed essentially by

27

1 the time of the next regular meeting. But we'll
2 get you some pictures going of this now that it
3 starts to look like something.

4 I'll invite Andrew up to try and explain
5 this. But he wanted -- he wanted to provide you
6 some information, more details on the
7 environmental assessment progress to date.

8 MR. HOLESKO: I promise I'll just take one or
9 two minutes, unless you have some other questions.
10 I asked Ed to take this graphic, which is actually
11 one of the graphics that we're using to share with
12 the multiple agencies that are reviewing the
13 environmental assessment for three different
14 project components. And I'm just going to
15 highlight them here to you a little bit and tell
16 you where we are.

17 The three components that we're working on
18 for the EA right now are the continuation of
19 Taxiway Bravo to the south. That's the area here
20 in white. Old Taxiway C is right here. That's
21 going to completely go away and become a grass
22 area.

23 The second project is the permanent
24 stabilization -- permanent as you can be from

25 engineering, but long-term stabilization of the

28

1 runway safety area all the way down here to the --
2 towards the intersection of the runways to the
3 south, all the way around the south end of the
4 runway, and all the way up here on this side of
5 the new taxiway.

6 The third component of the EA is an approach
7 lighting system here headed to the south into the
8 marsh. You can't see all of the lines on this
9 photo, and I didn't intend for you to be able to
10 read all the lines on this photo, but we have
11 grading lines, safety area lines, construction
12 buffer lines, riprap lines.

13 We are stabilizing basically the entire
14 perimeter of the east side of the runway, the
15 south end of the runway, and the new west side of
16 the taxiway all so that this situation is not
17 going to occur again. So we won't be coming back
18 out here in 20 or 30 years and saying, let's
19 stabilize the safety area again. It's going to be
20 a long-term stabilization of the safety area all
21 the way around the project area.

22 There's a lot of lines and things on there.
23 At any time on any month, there's somewhere
24 between 20 and 30 people at eight different

25 companies working on every single detail to make

29

1 these three projects work inside the EA.

2 In addition to the environmental feasibility,
3 we've got to make sure that everything is proper
4 technically, and all of the agencies that are
5 sitting with us will be reviewing the EA before
6 the end of the year, meeting with them, getting
7 their input, making sure everybody is okay with
8 what's going on here.

9 So I just wanted to show that to you because
10 it's a quick blip each month and Ed talks about
11 the progress on the EA, but tremendous amount of
12 work has been done. Thousands of hours of effort
13 are already into it and there will be a couple of
14 thousand hours worth of effort still to get it
15 done.

16 CHAIRMAN BARRERA: Jack.

17 MR. GORMAN: Got a question for you. In all
18 of this stabilization and all the earthwork --

19 CHAIRMAN BARRERA: Jack, pull down your mic.

20 MR. GORMAN: In all the stabilization and all
21 the earthwork doing for this, you know, the
22 stabilization of that, you get a northeast wind
23 and of course you have erosion on there. We have
24 a seaplane base there and it has a bar that really

25 needs to be dredged to make --

30

1 (Mr. Burnett enters the room.)

2 MR. GORMAN: -- both the seaplane base more
3 adept at use -- at having sea planes come and go
4 at low tide. And also it could be used for some
5 other traffic, including marine traffic, and
6 fuels, bringing in fuel should we get an aircraft
7 or larger airliners.

8 Is any of that being tied in, or could any of
9 those dredge spoils be utilized into some
10 stabilization effort, or has the depth of that
11 seaplane area been taken into account in all of
12 this assessment?

13 MR. HOLESKO: There is no improvement or
14 dredging proposed to the seaplane facility inside
15 our EA.

16 MR. WUELLNER: Part -- part of the reason is
17 it's not -- at this point, that work wouldn't be
18 eligible under the grant that we have from FAA.
19 It's not an -- it's not an AIP-eligible item at
20 this point. It's something that can be -- it can
21 be discussed openly with the environmental
22 agencies to get the reaction of that, but it's not
23 something that's covered under the grant.

24 MR. GORMAN: The point being --

25 MR. WUELLNER: So nobody's --

31

1 MR. GEORGE: -- if you do dredge a seaplane
2 area, you might -- you need to stabilize that
3 dredge area and this would be certainly, I don't
4 know if you can -- that can be tied together or
5 that discussion can be started at this point or
6 what.

7 MR. WUELLNER: It's -- what is it -- is Bryan
8 still here? Oh, it's a dredge and fill permit I
9 believe is really what we're after in the event we
10 get to a point we can open that back up, which
11 will have us having to identify some area to place
12 the spoils from that -- that dredging.

13 We're really just waiting on a reason to --
14 it's an expensive endeavor, and until we have an
15 identified reason to go in there and attempt the
16 dredging and get that permit in place, it's an
17 expenditure we're just not --

18 MR. GORMAN: The reason would be to increase
19 the utility of the seaplane ramp.

20 MR. WUELLNER: Well, current -- it really
21 doesn't do anything for the utility of the
22 seaplane ramp because it's usable now. There's
23 nothing that drafts for seaplane purposes anything
24 significant.

25 MR. GORMAN: Well, my other -- the other --

32

1 MR. WUELLNER: I hear what you're saying, but
2 three feet of water is deep for a seaplane.

3 MR. GORMAN: Right. There's also other uses
4 for that area, including maritime uses, including
5 the introduction of fuel, fuel barges --

6 MR. WUELLNER: And we're on the same page.

7 MR. GORMAN: -- transportation needs, should
8 you need fuel on the airport, things like that.

9 MR. WUELLNER: And those are all --

10 MR. GORMAN: That was my reasoning.

11 MR. WUELLNER: -- opportunities that we're
12 going to explore because they -- they could make
13 sense in -- in the future.

14 CHAIRMAN BARRERA: So, Ed, you'll keep us
15 posted on that.

16 MR. WUELLNER: But until we have something,
17 we can't really move it forward. It just doesn't
18 make financial sense to do.

19 CHAIRMAN BARRERA: You'll keep us posted?

20 MR. WUELLNER: Yes. Is that -- any other
21 questions on the EA for Andrew or myself or --

22 CHAIRMAN BARRERA: Buzz?

23 MR. GEORGE: This is not on the EA, but it's
24 the whole project. Looking at this reminds me to

25 ask the question, are we still leaving access for

33

1 the marsh area, the houses back up in here to

2 get --

3 MR. WUELLNER: Uh-huh.

4 MR. GEORGE: So there's still going to be

5 boat access in there.

6 MR. WUELLNER: This -- this does not affect

7 that at all.

8 MR. GEORGE: Okay. Fine.

9 Back to Jack's question, I was in there, in

10 the seaplane thing at high tide about a week ago

11 and there was only about -- at the lowest point,

12 there was six feet. So if that tide -- you know,

13 at absolute low tide, it's going to go down to a

14 foot and a half, two feet right down the middle.

15 MR. WUELLNER: Down the center of the --

16 MR. GORMAN: There is an area --

17 MR. WUELLNER: -- channel.

18 MR. GORMAN: -- that gets really shallow.

19 MR. WUELLNER: The channel is very low.

20 MR. GEORGE: Yeah.

21 MR. WUELLNER: The main basin's not bad --

22 MR. GEORGE: No.

23 MR. WUELLNER: -- but the -- the channel in

24 is --

25 MR. GEORGE: It looked like it was maybe a

34

1 hundred yards out from the basin, you know, in the
2 middle of the channel.

3 MR. WUELLNER: You don't want to be drafting
4 a whole lot in there.

5 MR. GEORGE: No.

6 CHAIRMAN BARRERA: Thank you, Andrew.

7 MR. HOLESKO: You have another question from
8 Mike.

9 MR. SLINGLUFF: Can you reiterate the time
10 line of the three projects?

11 MR. HOLESKO: This is the environmental
12 assessment review of the projects. The FAA is
13 aware of the Authority's interest in moving
14 forward with all three projects, but they will not
15 make any commitment to a funding schedule or time
16 line, even though we still expect favorable
17 improvements for the projects to move forward in
18 calendar year 2010. But the EA will be complete
19 before the end of 2009 and then submitted to the
20 FAA for their review and concurrence. In terms of
21 committing towards construction --

22 MR. WUELLNER: Yeah, it -- we program it.
23 It's in our, called the JACIP, but the capital
24 improvement program. We carry the projects

25 forward that support this, but we can't get

35

1 commitments on funding until a favorable
2 determination's been reached through the
3 environmental assessment process, whether that's a
4 FONSI or some mitigated solution to it.

5 And a worst-case scenario would be that we'd
6 have to do something even more elaborate in terms
7 of environmental work. But it's unlikely based on
8 preliminary discussions. It's a little hard to
9 nail down from a schedule standpoint.

10 MR. SLINGLUFF: Can I make a comment?

11 MR. WUELLNER: Yeah.

12 MR. SLINGLUFF: I think that the approach
13 lighting system is critically needed, but I'm
14 afraid that because of the environmental impact,
15 it's going to be way out there in terms of getting
16 the FAA to review this and then the funding
17 process.

18 And I'd really like to push for some sort of
19 runway end identification lights or -- or some --
20 some sort of stroke that's within the current
21 runway environment. It would help the ILS
22 procedures tremendously. Thank you.

23 CHAIRMAN BARRERA: Thank you. Thank you,
24 Andrew.

1 schedule. Updated time line up here. I am happy
2 to report that after I spent some time with the
3 high school over at St. Augustine and the vice
4 principal over there trying to see if they would
5 be interested in supporting this project from a
6 volunteer hours point of view for students.

7 As you're probably aware, most of the high
8 school students have to hit a minimum number of
9 volunteer hours to be eligible to graduate with a
10 diploma. And we approached them about their
11 participation. They were enthusiastically behind
12 getting with us or letting us use students or
13 potentially try to get students to assist in the
14 actual construction of the park.

15 So it looks very strong that probably -- I
16 don't see this coming together to where I would
17 have students in there till near the first of the
18 year, when you factor in their school calendar and
19 pieces and parts.

20 But about the first of the year, I would
21 think that we will play -- put together on the
22 school calendar several weekends a month for
23 several months wherein those students can come out
24 and put in a full day helping to construct trails,

25 do anything else, plant whatever we'd ask them to

37

1 do. Obviously as long it's not hazardous, they're
2 all about it and think that would be great. We're
3 trying to expand that to the other schools and
4 make that available.

5 The -- the vice principal at St. Augustine
6 indicated she was willing to begin that point of
7 contact with the other schools to see if --
8 because there's -- all of these schools have the
9 same kind of requirements, and see if we couldn't
10 generate some more interest from some of the other
11 schools. Because we weren't looking at just
12 Aerospace Academy; we're looking broader than
13 that.

14 So, I -- I'm optimistic. I'll have to keep
15 reminding of her of that commitment to talk to the
16 schools. But as we can nail down a schedule,
17 we'll get that communicated to the schools, get
18 the materials on-site to allow them to do that
19 kind of work, and I'm looking forward to this
20 being a pretty cool community effort for a lot of
21 young people willing to get their volunteer
22 service hours knocked out in a pretty quick
23 fashion for them.

24 CHAIRMAN BARRERA: Ed, when we --

25 MR. WUELLNER: I just happened to be looking

38

1 at you, so --

2 CHAIRMAN BARRERA: When we do do this, can
3 you give me a copy of what you're looking for,
4 what weekends? Because I'm sure students at
5 St. Joseph's would like to be a part of it and I
6 do have contacts at some of the other schools that
7 would include it in their PTSO and newsletters.

8 MR. WUELLNER: Sure.

9 MR. YOUMAN: Can I ask a question? Who's
10 liable for their injuries?

11 MR. WUELLNER: We always are when they're on
12 the property. Doesn't matter whether they're
13 working or standing. You're ultimately liable for
14 them being here. It's not an official school
15 function, so it's not covered by the school board
16 itself.

17 MR. YOUMAN: Would a contractor who's covered
18 for liability in this, would that be in the long
19 run cheaper than if someone got injured on our
20 property and we had to sustain the injury payment?

21 MR. WUELLNER: Well, not -- not knowing the
22 nature of a claim that would be made, certainly
23 there's some exposure. But as a governmental
24 entity, you have a pretty -- not only a pretty big

25 threshold to get past, but you've got a fairly low

39

1 immunity threshold there that would come into play
2 as a governmental entity.

3 MR. BURNETT: Plus I guess the added comment
4 to that would be you also maintain liability
5 insurance for --

6 MR. WUELLNER: Absolutely.

7 MR. BURNETT: -- those events, but there is a
8 risk there.

9 MR. WUELLNER: And we could even speak to --
10 you know, before they -- we actually let them
11 here, we can run it by the insurance company.
12 There may be something they would like us to do in
13 addition to provide a -- an even higher level for
14 that activity.

15 MR. YOUMAN: What type of work do you see
16 them doing?

17 MR. WUELLNER: Moving mulch, spreading mulch,
18 you know, some light -- I would say light
19 construction. And by that, I mean maybe laying
20 timbers on the ground, that kind of thing.
21 Nothing -- nothing involving power tools or
22 anything like that. Our guys would be doing those
23 kinds of things, our employees.

24 MR. YOUMAN: And who would be the adult

25 supervision?

40

1 MR. WUELLNER: That would be you. Yes, I am
2 kidding, but I just couldn't resist.

3 MR. GORMAN: Good straight on. I saw --

4 MR. YOUMAN: I just wanted to see if you
5 would comment.

6 COMMISSIONER SANCHEZ: Thanks for
7 volunteering.

8 MR. WUELLNER: Generally, it would be airport
9 staff.

10 MR. YOUMAN: Thank you.

11 CHAIRMAN BARRERA: Jack, did you have
12 something?

13 MR. GORMAN: No. I was just -- as far as the
14 time line, it would be just after the -- this
15 multiuse building is fairly complete so that then
16 you can get the fencing up --

17 MR. WUELLNER: Exactly.

18 MR. GORMAN: -- and then all of this
19 interaction with the public --

20 MR. WUELLNER: Exactly.

21 MR. GORMAN: -- is contained.

22 MR. WUELLNER: Yeah, we're going to do it --

23 MR. GORMAN: I just wanted to get that
24 straight.

25 MR. WUELLNER: -- along the earliest time

41

1 line. My gut feeling is, though, the phasing of
2 the building is going to get to the point where
3 it's between Thanksgiving and Christmas to where
4 we could make it available for them to get in
5 there, which makes scheduling that with the school
6 just about impossible.

7 So it will probably slip till right after the
8 first of the year to where we can get several
9 weekends in a row to get everybody out here and
10 delivery and materials, those kinds of things. So
11 we'll formalize that as we go.

12 MR. GORMAN: I think it's great for community
13 relations.

14 MR. WUELLNER: I think these guys are going
15 to do a great job.

16 CHAIRMAN BARRERA: I think also that the
17 colleges are requiring service hours, so I think
18 we should extend it out to our Aerospace Academy
19 partners, FCCJ and the aerospace program and to JU
20 and to the Embry-Riddle people.

21 MR. WUELLNER: I -- I'm certainly as open as
22 you are to being as inclusive as possible. My
23 concern is that we don't end up with 3,000 people
24 here trying to do --

25 CHAIRMAN BARRERA: I would think that --

42

1 MR. WUELLNER: -- you know, 200 people's
2 worth of work.

3 CHAIRMAN BARRERA: My second part to that is
4 you would give us a -- when you do send out how
5 many people you're looking for and, you know, the
6 expectations. So that all that's spelled out in
7 advance to the people that we send it out to.

8 MR. WUELLNER: Yeah, we don't -- we don't
9 want them standing around and --

10 CHAIRMAN BARRERA: No.

11 MR. WUELLNER: -- bored. That's among the
12 last things.

13 CHAIRMAN BARRERA: Okay. Thank you.

14 MR. WUELLNER: Citizens airport group met --
15 last month? I always get -- I think it was the
16 end -- in August, wherein we previewed the web
17 site interface.

18 That's -- it's not out there active yet, but
19 we previewed it to those folks in that group, had
20 a nice discussion with them overall relative to
21 the development of the policy related to the -- to
22 airport issues, reporting policies that we're
23 working through.

24 I have yet to get any real input, but I'll

25 kind of deal with that when we get to the -- what

43

1 I wanted to do is give you a -- I've got an agenda
2 item that will go to those two web site interfaces
3 so you get a chance to just see them, because we
4 have not shared that with the actual Airport
5 Authority members, so you'll have some idea where
6 that is. And I'll just explain where I think the
7 process or the schedule to complete here will be
8 at that point.

9 CHAIRMAN BARRERA: Okay.

10 MR. WUELLNER: It's a couple of slides away.

11 And marketing and PR, I'll just -- you know,
12 we continue to have discussions relative to
13 airlines. I don't know if you saw Sunday's paper
14 down here, but there was an article relative to
15 capacity issues within the airline industry. It
16 was a fairly nice article. Yeah, there it is.
17 Helped explain what's been -- what's going on with
18 them and the like.

19 So if it does nothing else, it helps to
20 enforce the difficulty or the difficult
21 environment that we're in in trying to secure
22 airline service here. But nonetheless,
23 discussions continue with several carriers.
24 Nobody's moving fast. And we'll just continue to

25 plug, if everybody's, you know, content with that

44

1 progress. I -- I feel very comfortable that
2 something's going to break reasonably soon but,
3 you know, it's getting it on paper at this point.

4 MR. WERTER: If I may. I've got -- have a
5 question, Ed. You came -- there was a question at
6 the Rotary, I was at the Rotary lunch today, and a
7 question about how the runway repavement program
8 would affect the incoming airlines if we get an
9 airline in here.

10 MR. WUELLNER: Well, and that's a critical
11 path item in doing that design work, which is --
12 as you know, is underway. Our engineers have
13 evaluated several methodology. I think we're up
14 to third methodology in terms of how to accomplish
15 that rehabilitation.

16 One of the methods of course is just to
17 simply overlay what's there. They do a -- some
18 kind of milling and then come back and repave.
19 That takes a while to accomplish. It results in
20 very difficult pavement segments that require the
21 runway perhaps to be closed for fairly significant
22 periods of time.

23 Another method is to do that in -- in a
24 concrete approach with a -- what's called a --

25 it's called a concrete overlay these days to keep

45

1 it funded. But essentially would result in adding
2 a seven -- roughly a seven-inch layer of concrete
3 over the existing asphalt with minimal
4 preparation.

5 They can do those as a -- I refer to it, it's
6 probably not technically true, but a train pull of
7 concrete where we can literally pull one whole
8 length of the runway up to 25 feet wide per day,
9 which lets the actual concrete work take place in
10 seven days, kind of an approach.

11 However, you've still got to tie it back to
12 the existing pavement. You have an elevation
13 issue that goes on when you do that and it
14 requires -- so it's upwards of a 30-day project
15 with closure, or nearly 30 days.

16 Another method that's being explored, we
17 don't know where it's going to go, but there's
18 some in-place recycling methodology that's now
19 cutting edge that may allow that literally to be
20 in a sense removed and replaced right behind it,
21 so where you complete work each day, or in this
22 case it would be scheduled at nighttime, where you
23 could do that a whole length -- a whole pass each
24 day and it be returned to usefulness or usability

25 each morning with brand new asphalt in that

46

1 particular track, and it can be worked over a

2 course of several weeks.

3 That technology is somewhat new in terms of

4 the placement and being able to do that. And

5 there -- the engineers are going through the

6 obstacle now of getting FDOT and FAA on board with

7 it. It ends up with the exact same asphalt that

8 went down the first time in terms of the character

9 of the asphalt. It's an FAA specification asphalt

10 that comes back down. So there's no compromise in

11 the pavement. But it could shorten -- not only

12 put the closures at night, but shorten the overall

13 project duration.

14 MR. WERTER: You mean even in mid-project

15 with some of these techniques, the runway would

16 still be open during the day?

17 MR. WUELLNER: It would be open everyday.

18 The cool part there, too, is that it avoids having

19 to -- the tie-ins are much less complicated

20 because everything comes back essentially to the

21 grade it was. So you -- it's just a matter of

22 ending it at a good location everyday. And

23 hopefully that technology will end up ultimately

24 supported by both FDOT and FAA.

1 understand -- Andrew feel free to correct me here,
2 but as I understand it, they're doing this already
3 on some roads, and it's gaining some acceptance.

4 Obviously the asphalt companies don't like
5 it. It doesn't involve much. It's only like a 10
6 percent new material that's added to it. So it's
7 essentially reusing what's there. And obviously
8 it's got some lobbying behind it because there's
9 an awful lot of pavement work that goes on in the
10 state. So hopefully we'll get to the point where
11 it's acceptable to everybody and maybe that
12 technology is the one that ultimately ends up
13 employed.

14 We -- you know, I want don't want to raise
15 expectations, but there's -- there appears to be
16 some minor rumbling that some funding for this may
17 become available after the first of the year,
18 maybe. By no means a guarantee. But it is an
19 expensive endeavor.

20 I would tell you the price tag for this runs
21 anywhere -- depending on methodology and the like,
22 anywhere from \$5 to \$11 million. So it's not a
23 small project, and it's not a -- a small project
24 in terms of dollars. That's all I know on it.

1 our first action item.

2 MR. WUELLNER: I -- I had asked -- or I had
3 been asked to look at some other benchmarking just
4 as an effort to help. And we threw some numbers
5 up here. We want to keep refining them each month
6 and, you know, if they're not meaningful -- and
7 sometimes they're entirely deceiving, so I
8 don't -- I don't want to -- you know, I don't want
9 everybody getting a little crazy on the
10 percentages here, but when you look at it in the
11 context of budget, you see revenues are down about
12 10 1/2 percent. Very near that 11 percent number
13 that we saw in terms of the air traffic.
14 Operating expenses are down about 11 percent. So
15 we've been able to keep those two very similar,
16 very parallel tracks.

17 We look at occupancy of hangars. We're at 96
18 percent hangars on T-hangars. The -- the
19 occupancy, less than a hundred is a result of
20 finding -- not having people to lease at this
21 point. Primarily the port-a-port product.

22 We've been through the waiting list at least
23 once. She is now contacting the last -- last
24 folks to get on the waiting list, which has really

25 been since June, if my memory's correct. See if

49

1 we get some takers for those. Otherwise, all of
2 the -- all the good stuff, for lack of better
3 terms, is all leased and occupied. There are --
4 there are no vacancies there.

5 But it's really just -- what is it, eight?
6 It's eight port-a-ports out there currently that
7 are just not -- they're just not getting any
8 money. And we've again been through the list. I
9 think we're about 80 or 90 names on the waiting
10 list in total and have been through that.

11 MR. GORMAN: No large hangars? Isn't there a
12 50 x 60 empty here?

13 MR. WUELLNER: That would come under the
14 corporate small here, which as a percentage looks
15 bigger, but it's a single unit there.

16 MR. GORMAN: It's a single unit.

17 MR. GEORGE: Is there any thought then about
18 getting rid of some of the -- one whole row and --
19 with the economy down and everything, we might be
20 able to get some good prices on putting another
21 hangar row in there if you've still got 85 on the
22 waiting list and they're turning down the
23 port-a-ports.

24 MR. WUELLNER: Yeah, I --

25 MR. GEORGE: Are they turning them down

50

1 because they want something better or bigger?

2 MR. WUELLNER: No. It's just general

3 economy --

4 MR. GEORGE: Okay. All right.

5 MR. WUELLNER: -- more than anything else. I

6 would fully support bulldozing them tomorrow

7 just --

8 MR. GEORGE: I understand.

9 MR. WUELLNER: -- but I -- but I think

10 there's still a year or two gap between being able

11 to -- where our capital program funding catches up

12 to making sense to tear them down.

13 MR. GEORGE: All right.

14 MR. WUELLNER: It will -- it will kind of

15 take care of itself over the next couple of years.

16 MR. GEORGE: You probably have to pay an

17 impact fee if you bulldoze it anyway.

18 MR. WUELLNER: Actually, no, we don't on

19 those, because that's just a replacement building.

20 COMMISSIONER SANCHEZ: I could bring that up

21 if you'd like.

22 MR. GEORGE: I just wanted to make sure you

23 were still with us.

24 COMMISSIONER SANCHEZ: I do have to leave

25 shortly to go to Hastings for a dedication, but I

51

1 I'm with you right now. I'll make a note of what
2 you suggested.

3 MR. GEORGE: Thank you.

4 MR. WUELLNER: Thanks.

5 MR. BRUNSON: Have you got a meeting at 6:00?

6 MR. WUELLNER: And we have one corporate
7 hangar that's still vacant, although we are in
8 discussions with somebody. Hopefully it will take
9 care of itself in the next couple of weeks. And
10 that would be corporate -- east corporate hangar
11 number 4, which was the original SK hangar that
12 sits at the -- if you know which...

13 Fuel sales, I -- we just picked two months,
14 and literally these, for the month of August, 2008
15 and 2009, you can see that jet fuel sales just in
16 general are off across the board and have been for
17 basically a year.

18 There's not much anybody can do about it,
19 they're just simply, thanks to our -- our
20 Congressmen in general, you know, scaring off
21 corporate aviation and the media jumping all over
22 that.

23 Self-serve, as you can see has been pretty
24 close to stable. It's really -- I did some order

25 of magnitude for you on -- it looks -- I don't

52

1 know if Michael's numbers confirm this, but it,
2 you know, looks to me like we're probably -- from
3 calendar to this point, jet fuel sales are
4 probably 30 percent off. I don't know what -- it
5 doesn't -- detail doesn't much matter, but just
6 order of magnitude. And I'm just looking at
7 self-fuel avgas.

8 We're actually off cumulatively for the year
9 only about 4 percent. And actually we're up last
10 month. But that -- that's not necessarily
11 indicative -- you had a -- most of the period now
12 has been under a very difficult economy. So
13 you're comparing a not great year with an even
14 worse year, to be fair on it. I'm not sure you
15 can read a whole lot into those.

16 Operations, you can see that we were actually
17 up about 600 takeoffs and landings for the month
18 of July last year, so -- as compared to last year.
19 But last year, we were just starting really
20 down -- starting to slide downward and people were
21 really -- especially flying, we were really trying
22 to figure out where things were going, and I think
23 we were just beginning to get into the really
24 difficult part of the year last July.

25 So it's up -- it's still up over the last two

53

1 years. So, you know, in the scheme of things,
2 July actually looked pretty good. But it -- it
3 won't make the year great. It will just make it
4 less bad.

5 MR. GEORGE: That's a good chart, by the way.
6 That gives us a --

7 MR. WUELLNER: We'll try to update it.

8 MR. GEORGE: -- snapshot.

9 MR. WUELLNER: As long as you don't try to
10 read a whole lot of -- you know, it will make
11 sense. You can draw your own conclusions. Which
12 brings the first agenda item if you --

13 CHAIRMAN BARRERA: Will we have time for the
14 first agenda item, because we've got --

15 MR. WUELLNER: What time is it?

16 CHAIRMAN BARRERA: -- or should we go ahead
17 to the second agenda item?

18 MR. WUELLNER: Well, this is only about a
19 two-minute agenda item.

20 CHAIRMAN BARRERA: Okay. We'll let you give
21 it a try.

22 AIRPORT ISSUES REPORTING POLICY - UPDATE

23 MR. WUELLNER: The right side up here is the
24 chart we presented last month at the meeting. We

25 just left it up for a reminder. Basically, what I

54

1 wanted to show you was the web interface on this.

2 It should just take a second to load. This is not

3 indicative of how slow it will go when it's live.

4 But it's on somebody's else's server right now,

5 so...

6 MR. GEORGE: We've got two minutes.

7 MR. WUELLNER: Essentially, this is the --

8 this is the information that's -- we'll be asking

9 for in order to essentially file a complaint or

10 have us address an issue as it -- as it comes up.

11 That will -- once they hit the send button,

12 which is a little further down on the screen, once

13 you submit that, we ask that you acknowledge and

14 Doug's suggesting that they understand that when

15 they submit that information, it essentially

16 becomes public record at the point of submission.

17 So anybody who wants to -- to make a complaint or

18 discuss an issue with us or start that process of

19 contact, that we just want to make sure they

20 understand that their -- their information is no

21 longer private at that point. Okay.

22 MR. GORMAN: Do all those fields have to be

23 filled out for the thing to be valid?

24 MR. WUELLNER: That's to be determined.

25 That's a part of what your policy discussion will

55

1 say. At this point, it's set up that those fields
2 would need to be completed. But that's a -- it
3 can easily be made to where it does not any
4 particular field. So that's a part of your policy
5 discussion next time. Let me give you last
6 year's --

7 MR. GEORGE: It's SGJ report.

8 MR. WUELLNER: Ah, thank you. Now I forgot
9 the other part. Was it SGJ09 --

10 MR. GEORGE: SGJ09 pound.

11 MR. WUELLNER: Okay. This is on the
12 administration side, but you can go and look at
13 issues that have been reported. Each one
14 generates a report. This will eventually be
15 available on the public side. So any complaints
16 that have -- or issues that have been brought up,
17 the individual will be able to track that, will be
18 able to show what ultimately happened, what was
19 the conclusion that was reached.

20 The other summary of reports, so you get
21 basically for any range or any type of aircraft
22 incident, we can generate reports that are
23 available to the board or to the public based on
24 that. So it gives you an idea where the web

25 development is. And with that, I would say go

56

1 ahead and get your public hearing started.

2 CHAIRMAN BARRERA: Is it 5:01?

3 MR. WUELLNER: Uh-huh. We're awful close.

4 CHAIRMAN BARRERA: Okay. We will close

5 the --

6 MR. WUELLNER: About three minutes, I think.

7 CHAIRMAN BARRERA: We'll close the regular

8 meeting agenda for the St. Augustine-St. Johns

9 County Airport to resume after our budget, first

10 public hearing on our 2009-2010 annual budget.

11 We'll start the meeting for the budget in about

12 two minutes.

13 (Regular meeting suspended and reconvened at

14 6:05 as follows:)

15 CHAIRMAN BARRERA: Okay. We'd like to

16 reconvene the St. Augustine-St. Johns County

17 Airport Authority regularly-scheduled meeting. It

18 is 6:05. And we -- our last agenda item was the

19 airport issues database, and we want to open that

20 item up for public comment. And with that,

21 Mr. Gladu? Ted?

22 MR. GLADU: Yeah. My name is Ted Gladu, and

23 I represent the committee --

24 MR. WUELLNER: Hey, Vic?

25 MR. GLADU: -- that's been working with the

57

1 Airport Authority regarding the -- the noise
2 issues -- regarding the noise issues. We had a
3 meeting in May --

4 CHAIRMAN BARRERA: I can't tell. I'm sorry.

5 MR. GEORGE: Just one second. I don't know
6 if that mic is on. Is it?

7 MR. WUELLNER: It is on? She doesn't have it
8 up very much.

9 CHAIRMAN BARRERA: Okay. I'm sorry. Go
10 ahead.

11 MR. GLADU: My name is Ted Gladu and I
12 represent the noise group that's been meeting with
13 Mr. Wuellner, Mr. Cooper. We're very grateful for
14 their -- and your -- and your attention -- and
15 you, for your attention to this issue.

16 And at a meeting back in May, we had a --
17 sort of a long elaborate discussion about
18 complaint reporting and how we were going to tally
19 complaint recording. And at that time, the -- the
20 committee as a group decided to make a motion to
21 you people to put into -- an addition that we
22 would like to have put into this database a
23 counting system which would read that it is moved
24 that any comment or comments made by an individual

25 that cites several different planes be considered

58

1 as several different comments. Multiple comments
2 from multiple individuals regarding one plane
3 should be also considered as multiple comments.

4 At that time, there was the -- the discussion
5 was going back and forth, and Mr. Wuellner was
6 saying, well, you know, if it's one plane being
7 reported by several people, that that should be
8 one complaint. And the sense of my group was
9 that, well, yes, but that plane might be affecting
10 several locations. So we wanted that to be
11 clearly stated as how you would keep track of
12 that. Thank you.

13 CHAIRMAN BARRERA: Thank you. Our next
14 public comment. Reba?

15 MS. LUDLOW: No comment. Thank you.

16 CHAIRMAN BARRERA: Okay. We'll open it up to
17 board comment. Do we have any comment from the
18 board about the database reporting policy? We
19 haven't gotten into the specifics of developing
20 yet, but anything in general.

21 MR. WERTER: Well -- I'm sorry. Go ahead.

22 CHAIRMAN BARRERA: Jim?

23 MR. WERTER: Well, I kind of agree with the
24 gentleman that actually there's two parameters.

25 If one incident -- I mean, we have two categories:

59

1 Number of incidences versus number of complaints.

2 If you have a number of complaints about --

3 oh, it should be picking me up -- about one

4 incident, I think that's a valid point, you know,

5 as opposed to one complaint, one incident. So

6 there should be some clarification in the program

7 regarding that. If that's already been

8 remedied --

9 MR. WUELLNER: Well, we're kind of two

10 different things right this minute.

11 CHAIRMAN BARRERA: Clarify.

12 MR. WUELLNER: Mr. Gladu's comments are more

13 related to the policy development than what I

14 presented today.

15 CHAIRMAN BARRERA: And the database --

16 MR. WUELLNER: Ultimately the database would

17 let as many people as desired voice a complaint or

18 an issue. They're all going to be able to

19 enter -- enter the data. There's no -- no

20 prohibition in that.

21 The question becomes as we develop the policy

22 or finalize the policy, which is likely to get,

23 you know, more attention next month as an agenda

24 item, Mr. Gladu's comments, you know, need to be

25 considered by the board in that policy

60

1 development, and -- and indeed your comments.

2 We're not -- at least tonight, we're not
3 talking about the policy specific. Comments are
4 noted, you know, and I think they need to be
5 vetted as we bring the policy up for action
6 beginning next month. Now, whether something's
7 finally adopted next month or, you know, works to
8 the next level, whatever that -- whatever occurs.
9 But tonight was more informational in nature --

10 MR. WERTER: Sure.

11 MR. WUELLNER: -- to give you an idea where
12 we were with development. We're in a sense
13 waiting on the policy at this point, waiting on
14 comments and the like.

15 So, as that process wraps up in October, I
16 think we're at a point to adopt something and
17 decide as a board via that document whether
18 it's -- you know, in this particular case, whether
19 it's one comment or multiple comments, as they're
20 treated for resolution purposes. It makes really
21 little difference to us internally. It's a policy
22 issue.

23 MR. GLADU: It's just a total number, trying
24 to understand that number.

25 MR. YOUMAN: Would working through this

61

1 process just be within the parameters of a regular
2 meeting and the meetings with the citizens group,
3 or would this be detailed enough to take it out of
4 the parameters of a regular meeting and make it a
5 workshop item?

6 CHAIRMAN BARRERA: It may be something we
7 consider. Buzz?

8 MR. GEORGE: I disagree with a workshop.
9 We've been talking about this for six months.
10 It's time --

11 MR. YOUMAN: Just asking.

12 MR. GEORGE: -- to get off the pot.

13 MR. WUELLNER: The downside of a workshop is
14 you can't take any action.

15 MR. YOUMAN: Okay. I just wanted to bring it
16 up as a thought.

17 MR. GEORGE: I have a suggestion for your
18 consideration. We keep talking about complaints.
19 We need to add another one that's called
20 incidents. So it should be complaints and
21 incidents.

22 So you could have five complaints, but they
23 all go against incident number 256, which was the
24 overall parameter there. You get that in the

25 database and you can start then cutting it, you

62

1 know, how many situations that you have.

2 MR. WERTER: Well, that -- and that clarifies
3 what I was trying to say.

4 MR. GEORGE: Exactly.

5 MR. YOUMAN: All of the data is still
6 incorporated.

7 MR. GEORGE: Exactly. Right.

8 MR. WUELLNER: I think you gather the data
9 either way.

10 MR. BURNETT: Yeah. And I think it comes --
11 it's going to come as a function of the policy on
12 how you interpret the data, because the entry,
13 when you look at it, it just talks about the
14 issue. It doesn't say that it's a complaint.

15 MR. GEORGE: Right. Because an incident
16 would be assigned by our staff review of it, that,
17 okay, I had five more complaints on this one
18 airplane that was flying over and that's -- that
19 airplane flying over and causing noise was an
20 incident. Still tracking the five complaints, but
21 also tracking the incidents. And that's basically
22 what I picked up from what you were saying.

23 MR. WUELLNER: Yeah.

24 CHAIRMAN BARRERA: Okay. Good food for

25 thought as we go forward for the -- to take this

63

1 up as an agenda item. Another comment?

2 MR. GORMAN: I mean -- yes. I mean, here it
3 is in a nutshell. I mean -- and we'll go on ad
4 infinitum I can tell on this one. But Buzz is
5 right about the incident.

6 I mean, the public needs to be heard. And if
7 there's very noisy aircraft, then the impact of
8 that noisy aircraft needs to be addressed. But
9 then administratively here the airport doesn't
10 want the ballot box stuffed by some small irate
11 group of people that don't have to really identify
12 themselves; they can stuff the ballot box by
13 reporting the same incident 37 times -- 370 times.

14 So, I mean, you've really got to -- in sum
15 total, this board has to be able to address the
16 reality of the impact of a noise of an incident.
17 Without allowing, you know, us into administrative
18 boondoggling where, you know, we're trying to
19 track this and trying to document that and oh my
20 gosh.

21 MR. WERTER: Well, no one's --

22 CHAIRMAN BARRERA: Jim?

23 MR. WERTER: I'm sorry.

24 CHAIRMAN BARRERA: Go ahead.

25 MR. WERTER: No one's -- no one's saying not

64

1 to listen.

2 MR. GORMAN: Oh sure. You have to.

3 MR. WERTER: If you look at the format on the

4 web site, it gives a place for names, addresses,

5 contact information. That's probably to prevent,

6 you know, stuffing the ballot box.

7 What we're saying is -- or what Buzz and I

8 were alluding to is just making sure that, you

9 know, it's not one complaint equals one incident,

10 you know, or else you're going to have five times

11 as many incidences.

12 MR. GORMAN: That's what I'm talking about, a

13 total impact. In other words, you've got to be

14 able to just talk reality rather than, you know,

15 the statistics, which is what you're saying, too.

16 MR. WERTER: Yeah. I think the project is

17 coming along to any input that's given online is

18 a -- you know, from a valid source as opposed to

19 anything -- I'll leave it at that.

20 MR. YOUMAN: And the other side of the coin

21 is like Wayne says, let's get this --

22 MR. GEORGE: You can call me Buzz.

23 MR. YOUMAN: Buzz? How about Mr.--

24 MR. GEORGE: No, no, no. That's my dad.

25 MR. YOUMAN: Buzz, that we get the process

65

1 started, because we can all -- once the process is
2 started and you're working with the web site and
3 the information base and et cetera, you see things
4 that can be changed or improved and -- and this
5 would be a work in progress all the way, anyway.
6 Even when it's adopted.

7 MR. WERTER: My -- if I may.

8 MR. GLADU: Could I say one thing, Madam
9 Chairman?

10 CHAIRMAN BARRERA: Not right now. Not during
11 this part, I'm sorry. Jim?

12 MR. WERTER: I would love to see the PR
13 subcommittee talk to us more about other projects
14 as well because it seems to me, since I've been
15 here for eight months now, and primarily what I
16 hear out of the PR committee -- subcommittee is
17 this one project, when we have a whole bigger
18 other area, not more important area, but a much
19 larger duty to look at in the way of public
20 relations, you know. Some positive public
21 relations.

22 What are we doing to get this airport's, I
23 don't want to use the word notoriety, but I'll use
24 it anyway, out there to show the people what we're

25 about? For instance we had this gentleman come up

66

1 to talk about the -- you know, the taxes, ad
2 valorem taxes, that he gets nothing from this
3 airport or very little from this airport when in
4 fact everybody in the county gets a heck of a lot
5 from this airport.

6 MR. GEORGE: Let's keep the subject. Let's
7 get this one. I'm sorry.

8 MR. WERTER: Well -- well, can't we
9 multitask? We are all -- a lot of us are pilots
10 here. We can't multitask?

11 MR. GEORGE: Not without crashing and
12 burning. To the extent or to aid what you were
13 saying about let's get going on it, I'd like to
14 make a motion that we accept the policy as written
15 with the tracking of every complaint that is made
16 in the database and have some identification of
17 incidents as determined by the staff.

18 CHAIRMAN BARRERA: Doug?

19 MR. BURNETT: I guess I'm -- just to jump in
20 for a minute. I guess I'm a little confused
21 because I don't know that we've got a written
22 policy before you. I think this was an update,
23 just to show you what's available --

24 MR. GEORGE: This doesn't say project update.

25 It says agenda item.

67

1 MR. BURNETT: I understand. But I think it
2 was Ed showing you and bringing you up to speed
3 what's been done online -- what's been done to
4 enable us to work online. I think you're still
5 going to wind up with a policy coming before you
6 that's the written policy. Correct me if I'm
7 wrong.

8 MR. WUELLNER: Yeah. Clearly today was
9 designed to be an update. Next month is -- will
10 be an agenda item that you may or may not
11 ultimately adopt the policy.

12 MR. GEORGE: Then I take my recommendation
13 back --

14 MR. WUELLNER: Hence the word --

15 MR. GEORGE: -- and I thank you for the
16 update.

17 MR. WUELLNER: Hence the word "update" on the
18 screen.

19 CHAIRMAN BARRERA: Now, since it is an
20 update, can we open it? I know that we -- we're
21 not voting on it. Can we open it one more time
22 back up to public comment --

23 MR. WUELLNER: Sure. Absolutely.

24 CHAIRMAN BARRERA: -- even though public

25 comment's been closed?

68

1 MR. GLADU: My name is Ted Gladu. I'm really
2 taking a little umbrage with your comments. I
3 don't think that we are in any way a group of
4 people that are interested in stuffing the ballot.

5 MR. GORMAN: It isn't -- it isn't -- it isn't
6 an accusation. It's -- and it isn't against
7 anybody. But it could be done by a different
8 group, not your group.

9 MR. GLADU: I believe it's extremely tonal,
10 and I believe that up until this point, the tone
11 that we've established with the Airport Authority
12 is a lot different than that tone. And I would
13 respectfully --

14 MR. GORMAN: Then just blame me, not the rest
15 of them.

16 MR. GLADU: Okay.

17 MR. GORMAN: Just blame me.

18 MR. GLADU: I just don't think that that's
19 where we are with this right now.

20 MR. GORMAN: Okay.

21 MR. GLADU: Thank you.

22 MR. YOUMAN: In -- in line with Jim's
23 comments on the PR group and on the positive side,
24 and I know this is not the agenda, how do we make

25 that an agenda item so that we can include that in

69

1 a multitasking phase within our agendas?

2 CHAIRMAN BARRERA: We can have our board
3 members bring that up under their -- their part --

4 MR. YOUMAN: Okay.

5 CHAIRMAN BARRERA: -- where each board member
6 speaks individually. And then it can be added on
7 to the next agenda item for the next month --

8 MR. YOUMAN: Thank you.

9 CHAIRMAN BARRERA: -- if you like to.

10 RESOLUTION 2009-03 AMTRAK/FEC PROJECT

11 CHAIRMAN BARRERA: Okay. Moving on to
12 Resolution 2009-03, the AMTRAK/FEC project.

13 MR. WUELLNER: Yes. We have been asked to
14 generate a resolution of support for the
15 reestablishment of rail along the Florida East
16 Coast rail line. This would be the
17 reestablishment of AMTRAK, again, on the FEC
18 corridor.

19 We've been asked to just generate a -- as are
20 all the governmental entities up and down the east
21 coast of Florida that would be served by this
22 service, just a resolution supporting that
23 initiative.

24 Essentially the Treasure Coast TPO, which is

25 down in the Stuart area of Florida is -- has been

70

1 tasked by the State of Florida to prepare a grant
2 application with the Federal Highway -- or, excuse
3 me, Federal Rail? I never get it right.

4 MR. YOUMAN: FRA?

5 MR. WUELLNER: FRA, Federal Rail
6 Administration, who will be distributing some
7 stimulus money for rail projects within the U.S.
8 And the State of Florida is putting forward three
9 applications, one of which is the east coast of
10 Florida's reestablished rail. It is by far the
11 least expensive grant that they're going after
12 from that project funding.

13 And again Resolution 2009-03 just simply
14 expresses our support for reestablishing that. It
15 does not establish a location within St. Johns
16 County or anything else, just simply says that we
17 think it's a good idea that they reestablish the
18 service along the coast.

19 Later on, the next phase of this after the
20 grant application that is submitted by Treasure
21 Coast, which I understand to be within the first
22 week of October, that the federal government will
23 be issuing decisions on what projects to award by
24 the end of the calendar year.

1 has a grant project for the Airport Authority.
2 They have set aside a grant to do a site
3 selection, if you will, analysis within St. Johns
4 County that is funded and developed by the TPO.

5 So, with that, we'd be going -- could start
6 concurrently. That isn't funded till after
7 October, also. It's in their new fiscal year,
8 also. So that would be done concurrently.

9 The way I understand the grant terms, if they
10 get one, they will have -- I want to say it's two
11 years, it might have been three years to
12 reestablish the service. So, there's a period of
13 time wherein they would facilitate construction of
14 siding or platforms and additional track as needed
15 and get that operational within that two- to
16 three-year time line, assuming the grant is
17 awarded to the state.

18 It would be -- the tone at this point is that
19 the federal government facilitate 100 percent
20 funding of the improvements, the hard improvements
21 that would need to be the siting track related
22 issues and the like.

23 Those stations would then be turned over to
24 some entity, whether it's the Airport Authority,

25 the City of St. Augustine, or St. Johns County, to

72

1 operate. And they would then operate that at
2 their own expense so to speak.

3 So, that's what we know today, and we're
4 asking that you -- if you agree with the general
5 idea of reestablishing rail, that you support
6 Resolution 2009-03 and adopt that and we'll get it
7 forwarded to the Treasure Coast TPO.

8 CHAIRMAN BARRERA: Okay. Let's open this up
9 for public comment. Reba?

10 MS. LUDLOW: I have no comment. Thank you.

11 CHAIRMAN BARRERA: Okay. Seeing no further
12 public comment, we'll open it up to board comment.
13 Jack?

14 MR. GORMAN: We've got to start somewhere.
15 Nobody can drive their own car everywhere. It
16 would be a wonderful thing to be able to have a --
17 I don't -- I've been a bit critical of AMTRAK
18 before, but if it was repaired and realized in
19 its -- to its potential, it would be a wonderful
20 thing. You'd get off an airplane here and you
21 could take the train to Melbourne and you could
22 get back off and get a -- and I mean, this country
23 has to start somewhere, so this is a good place.

24 CHAIRMAN BARRERA: Okay. Buzz?

25 MR. GEORGE: I make a motion we accept

73

1 Resolution 2009-03 as written.

2 MR. WERTER: I second it.

3 MR. YOUMAN: Second it.

4 CHAIRMAN BARRERA: Do we have any further
5 board comment?

6 MR. WERTER: Just the feedback on this
7 particular subject that I get from the general
8 public has been all favor. They're dying to have
9 that. I myself wouldn't mind jumping on a train
10 down to West Palm to visit, you know, my snow bird
11 aunt and uncle rather than driving. So I'm dead
12 for voting for it when we do vote.

13 CHAIRMAN BARRERA: Carl?

14 MR. YOUMAN: You know I'm a railroad guy.
15 That answers the question right there.

16 CHAIRMAN BARRERA: Okay. Are we ready to put
17 it to a vote? All in favor, say aye.

18 MR. GEORGE: Aye.

19 MR. GORMAN: Aye.

20 MR. YOUMAN: Aye.

21 MR. WERTER: Aye.

22 CHAIRMAN BARRERA: Aye. All opposed?

23 (No opposition.)

24 CHAIRMAN BARRERA: Motion passes. Resolution

25 passes, excuse me.

74

1 FAA SUSTAINABILITY PROJECT GRANT

2 MR. WUELLNER: Thank you. And last item I
3 have for you is related to that FAA grant, the
4 sustain -- sustainability plan. Essentially, it's
5 evaluation and planning related to resource
6 utilization, environmental performance on the
7 airport. It creates sustainable base line
8 assessments, does goals and objectives related to
9 feas -- to sustainability, develops the
10 initiatives, sets performance targets, develops a
11 management plan for that, and develops an outline
12 for an annual report card of performance related
13 to those objectives.

14 It is a total project of \$229,685. It is one
15 of two projects nationally. It is 95 percent
16 funded by the FAA, meaning the FAA will pay
17 \$218,200. Local share would amount to \$11,485.
18 We would request that you ratify that grant
19 acceptance from FAA as well as award that
20 supplemental agreement work to LPA Group.

21 CHAIRMAN BARRERA: Okay. We'll open it up
22 for public comment. Randy?

23 MR. BRUNSON: Not on this.

24 CHAIRMAN BARRERA: Reba?

25 MS. LUDLOW: I'm good. Thanks.

75

1 CHAIRMAN BARRERA: Seeing no further public
2 comment. We'll move to the board comment.
3 Discussion?

4 MR. YOUMAN: I support the proposal.

5 MR. GEORGE: Is that a motion you just made?

6 MR. YOUMAN: No. She asked for comments, so
7 I made a comment.

8 CHAIRMAN BARRERA: Discussion? Do we have
9 any further board discussion?

10 Well, you know, sustainability is what
11 everybody is looking for in these difficult
12 economic times. Sustainability not only is good
13 for your entity's economics, reduction of waste,
14 but also for the environment. And to be able to
15 sustain yourself into the future is what we're
16 looking for operationally.

17 So I think it's a wonderful opportunity. I'm
18 very excited that we've been presented with the
19 opportunity to participate. And I'm looking
20 forward to what the initiative says and what the
21 indicators say.

22 I know that already we -- we do some
23 environmentally proactive things, and I'm very
24 proud that we're looking at trying to do more.

1 MR. GEORGE: Two or three months ago, we
2 established a second engineering group because of
3 the workload we had and to give us some
4 flexibility. And we keep giving things to LPA and
5 they always do a good job. I don't have a problem
6 that.

7 What I have a problem -- what my question is,
8 will this type of activity impact us not getting
9 something else that is more in the mainstream of,
10 you know, construction and things?

11 MR. WUELLNER: No. This has apparently come
12 from an entirely separate funding source within
13 FAA. It has been essentially earmarked within the
14 agency for these two projects --

15 MR. GEORGE: Uh-huh.

16 MR. WUELLNER: -- ours and another airport's.
17 And I don't -- Bryan might know the other air
18 part. I don't even know.

19 It -- it is likely to impact us more in a
20 positive way than a negative way, and I don't mean
21 just the results of the study, but by having the
22 plan in place, it may very well open the door for
23 additional federal participation in projects that
24 support what comes out of the plan.

25 MR. GEORGE: I understand that. I'm just --

77

1 want to make sure that we're not taxing LPA's --

2 MR. WUELLNER: Okay.

3 MR. GEORGE: -- you know, capabilities.

4 MR. WUELLNER: Let me answer in that context,

5 then. L -- LPA is in a unique position in this

6 regard. They have a very strong environmental

7 group within their company. More so than the

8 other two firms we also have continuing agreements

9 with. Perhaps more importantly in this case,

10 there is a subconsultant they're using, and -- the

11 name escapes me. It's DHVA or something like

12 that.

13 MR. COOPER: Yeah.

14 MR. WUELLNER: But anyway, they are the -- I

15 would say the nationally recognized experts in

16 sustainability, and they will be doing arguably 70

17 or 80 percent of the work related to the

18 sustainability.

19 And we're in many respects using the LPA

20 organization to manage that process and to

21 obviously take advantage of the fact we have a

22 continuing contract agreement that allows us to

23 append that work through one of our existing firms

24 versus go through that rigmarole of selection.

25 We'll never meet the dates. This is one that

78

1 was literally thrown in our lap. It has to be
2 under grant by the end of this week literally
3 because it's the end of the fiscal year for -- for
4 the feds. And if it doesn't get under grant, then
5 there's no guarantee it will be moved forward in
6 the next fiscal year.

7 MR. GORMAN: I mean, I -- to me, it almost
8 looks like a study in the diversity of the
9 capabilities of the airport. I mean, that's one
10 of the facets of it.

11 MR. WUELLNER: I think it's an enormously
12 broad topic.

13 MR. GORMAN: Exactly.

14 MR. WUELLNER: It's going to be interesting
15 to see what real product comes out of it, frankly.
16 I don't mean that in a bad way.

17 MR. GORMAN: I know what you mean.

18 MR. WUELLNER: I just mean there's so much
19 debate, you know, so much public discussion
20 related to sustainability as a -- as a term. But
21 what does it mean when you get down, when rubber
22 meets the road on the -- on an airport?

23 MR. GORMAN: Whether the population grows.
24 Whether or not the businesses can adapt to the

25 population's needs.

79

1 MR. WUELLNER: Are there other processes,
2 procedures? You know, we do a baseline in many
3 respects with the SPCC plan, the SWPP, general
4 environmental planning. You know, I mean, we've
5 done a lot of planning as we did the south
6 development to -- to be sure we're remaining not
7 only compatible, but that it's sustainable moving
8 forward.

9 A lot of our old stuff wouldn't meet any of
10 those definitions. So I look forward to kind of
11 seeing how we get the old more sustainable and
12 also to see I think independent comments on what
13 job we've done to this point in more recent --
14 recent years.

15 MR. GORMAN: Is there anything the board can
16 do to help you adapt --

17 MR. WUELLNER: I think --

18 MR. GORMAN: -- that issue to --

19 MR. WUELLNER: Well, I think this process,
20 when you look at the -- the proposed agreement,
21 includes a number of meetings with -- with you
22 folks to help vet that process and help understand
23 what the goals are of the airport related to this,
24 because ultimately it's got -- if the Authority

25 doesn't have buy-in into anything that comes out

80

1 of it, then it's just another document that
2 everybody spent a lot of money on that sits on a
3 shelf. There's no implementation to it. So it's
4 got to get billed into our projects, our capital
5 work, our daily maintenance, our -- every aspect
6 of it, to truly make it work.

7 MR. GORMAN: How as a board will we -- how as
8 a board will we participate in that? Workshops --

9 MR. WUELLNER: There are a number -- there
10 are a number of briefings. There's at least
11 several workshops that are involved in the process
12 at least.

13 MR. GORMAN: Thank you.

14 MR. WUELLNER: I don't remember the number
15 off the top of my head, but there's several I
16 remember seeing.

17 CHAIRMAN BARRERA: There's a very interesting
18 article in Florida Trend magazine on
19 sustainability and about the importance of the
20 Collins Center here. And it highlights Mr -- I
21 think his name's Harry Rosen from the Rosen
22 Shingle Creek Resort down in Orlando that owns
23 several resorts. The future is in sustainability
24 of plans, and I firmly stand behind this

25 initiative and look forward to -- to the results

81

1 it brings.

2 MR. WUELLNER: Yeah. This is -- this is more
3 than just looking at how we can save energy costs.

4 CHAIRMAN BARRERA: Uh-huh.

5 MR. WUELLNER: It's -- it's much broader.

6 MR. GEORGE: Well, in light of those comments
7 I feel very safe in recommending adoption, so I
8 make a motion we adopt this as presented.

9 CHAIRMAN BARRERA: I will second that.

10 MR. YOUMAN: Since -- since Buzz so highly
11 recognizes this and supports this, I support Buzz.

12 CHAIRMAN BARRERA: Do we have any further
13 board discussion?

14 (No further discussion.)

15 CHAIRMAN BARRERA: All in favor, say aye.

16 MR. GEORGE: Aye.

17 MR. GORMAN: Aye.

18 MR. YOUMAN: Aye.

19 MR. WERTER: Aye.

20 CHAIRMAN BARRERA: Aye. All opposed?

21 (No opposition.)

22 CHAIRMAN BARRERA: Motion passes. Move on to
23 housekeeping.

24 HOUSEKEEPING

25 MR. WUELLNER: We don't really have anything

82

1 under housekeeping for you. So if you have public
2 comment.

3 PUBLIC COMMENT - GENERAL

4 CHAIRMAN BARRERA: Okay. Open it up for
5 public comment. Mr. Brunson, you have been so
6 patiently waiting.

7 MR. BRUNSON: Randy Brunson, and I promise I
8 won't keep you just but a second. I did want to
9 get on this soap box a little bit, and I think
10 Commissioner Sanchez was exactly right in that
11 tomorrow at 1:30, the discussion on impact fees is
12 very complicated.

13 The problem is that when the impact fees
14 started -- and I can preface these comments
15 because the economy is so bad, it affects the
16 airport. And with the down revenues and -- so,
17 but he's exactly right.

18 When Dr. Nichols was employed by the county
19 several years ago to talk about impact fees, he
20 did his work and showed how much money he could
21 recommend that they bring in. But in -- in that,
22 he said that impact fees are not the way to raise
23 money. He talked about transfer taxes, doc
24 stamps, and a lot of different things. But we're

25 in it now.

83

1 And it's going to be complicated if all of
2 these developers that had the money and done the
3 work, it's going to be hard to go back and get the
4 money back. But there's got to be a way that we
5 get incentives that will benefit this county,
6 benefit the airport, to bring incentives to get
7 the level playing field. All surrounding counties
8 do not have impact fees. Duval never has had
9 impact fees.

10 So, we need to balance the playing field for
11 businesses to come in here. They're staying away
12 by the droves. And Buzz will remember several
13 years ago when we put them in our airplanes and
14 flew them around and did site evaluations. We're
15 not doing that now because they're not coming.

16 85 percent of ad valorem tax is paid by
17 residential, and that is not balanced, either.
18 We've got to get some businesses in here. And
19 when we get businesses, small clean industries,
20 medium industries, then the vacant stores and the
21 vacant Quik Piks or whatever you call them will
22 start filling up. We'll start getting more taxes.
23 We'll get more ad valorem tax. And we'll make
24 more -- more money will come into this county.

25 So I hope that you will be ambassadors to

84

1 keep talking to the county commissioners about how
2 to get an incentive for businesses to come in
3 here. And that's about all I have.

4 I would like to comment, and it's real hard
5 being a -- on the board, to -- when you guys are
6 talking about neat things and doing such a good
7 job, for me not to chime in, but I try to follow
8 the rules.

9 But I was happy to see that I can see at the
10 TPO meetings now that you're attending, that
11 Commissioner Phillip Mays is attending, and even
12 the city is attending now. So that's good for St.
13 Johns County. And the TPO meetings are getting a
14 little more -- because it goes awful slow, and you
15 don't get accomplished what you want to.

16 AMTRAK, somebody made the comment about
17 AMTRAK. Boy, that's a good thing. So keep up
18 that good work. Even the intergovernmental
19 relations, Buzz, the input you bring back, you
20 really know what the county's doing, and that's a
21 good thing to keep up. And that's all I had.
22 Thank you.

23 CHAIRMAN BARRERA: Thank you, Randy. Reba?

24 MS. LUDLOW: No comment.

25 CHAIRMAN BARRERA: No comment? Vic.

85

1 MS. LUDLOW: Only in the essence of time,
2 believe me.

3 MR. MARTINELLI: Three quick comments because
4 I know the meeting dragged out.

5 First I'd like to say if any of you folks had
6 not -- have not read Kelly's editorial in the
7 Ponte Vedra Recorder, you should, because I think
8 it was right on target. Kudos. Really a
9 fantastic rebuttal, basically laying out the
10 facts, the true facts. So I think you did an
11 excellent job.

12 And again, if you guys haven't read it, you
13 should read it, because again, your chairman spoke
14 as an individual, not as -- she didn't speak for
15 the Airport Authority, she spoke as an individual
16 with good facts, all good facts, and I think it
17 was excellent. That's number one.

18 Number two, Ed, some years ago, we brought in
19 some kind of a monster machine that went down
20 Runway 6, and as it went down Runway 6, it ground
21 up what was there, it mixed it with new asphalt,
22 and it laid it all in one pass down there, and
23 golly, it was a monster-looking thing. Is that
24 the kind of thing you're talking about as a

25 possibility here, or is it something different?

86

1 MR. WUELLNER: It's a -- it's a different
2 methodology.

3 MR. MARTINELLI: Okay.

4 MR. WUELLNER: There are problems with the
5 methodology that you described.

6 MR. MARTINELLI: Okay. I don't know
7 whether --

8 MR. WUELLNER: But it ends up with a good
9 result.

10 MR. MARTINELLI: Okay. Good. That's
11 sufficient. Thank you.

12 CHAIRMAN BARRERA: Thank you. Okay. Seeing
13 no further public comment, we'll open it up to
14 board comment. I'm sorry?

15 MR. WUELLNER: I did have one housekeeping.
16 I just want to remind everybody that the MS 150
17 event will be here again. And that's October 3rd
18 and 4th, that weekend. I think we just today sent
19 out notices to tenants reminding them of that
20 event and the closures that will occur for that
21 morning, or those couple of mornings -- morning
22 and then afternoon, I guess it is.

23 MR. YOUMAN: What does MS 150 stand for?

24 MR. WUELLNER: The Multiple Sclerosis 150

25 bike ride.

87

1 MR. GEORGE: It's a bike ride. 150 miles.

2 MR. WUELLNER: And it starts and ends here.

3 MR. WERTER: It starts here?

4 MR. WUELLNER: It starts here on Saturday

5 morning.

6 MR. GEORGE: They just had one in Atlanta

7 this weekend. Yeah.

8 MR. WUELLNER: Starts at like 5 -- they start

9 arriving, 3:30, 4 o'clock in the morning here.

10 They're all out of here by 8:30, 9 o'clock in the

11 morning. They return -- they stay overnight, most

12 of them, in Daytona. They ride back the next day

13 and get -- start in here anywhere from about

14 noontime on and are completely out of here by

15 5:00, 6:00 in the afternoon.

16 MR. COOPER: About how many?

17 MR. HARVEY: 2,000.

18 MR. WUELLNER: In the last couple of years,

19 it's now over 2,000 riders in this. It's a --

20 it's quite the event. And they raise over a

21 million dollars a year for multiple sclerosis. I

22 did say that right?

23 MR. GEORGE: Is it a million just out of here

24 or a mille all over?

25 MR. WUELLNER: Yes. This event.

88

1 CHAIRMAN BARRERA: No, just this event.

2 MR. GEORGE: Oh, okay. Because --

3 MR. WUELLNER: It's their number one --

4 MR. GEORGE: -- a friend of mine did it last
5 week in Atlanta.

6 MR. WUELLNER: It's their number one
7 fund-raiser.

8 MR. BURNETT: PGA Tour.

9 CHAIRMAN BARRERA: Do we have any other
10 housekeeping items? Any other housekeeping items?

11 MR. WUELLNER: No, ma'am. Thank you.

12 AUTHORITY MEMBER COMMENTS

13 CHAIRMAN BARRERA: Let's move on to Jim,
14 Authority Member comments?

15 MR. WERTER: Nothing further.

16 CHAIRMAN BARRERA: Okay. Jack?

17 MR. GORMAN: Nothing. Just to put my little
18 agenda item next time. Just real short. I'll be
19 quick.

20 CHAIRMAN BARRERA: Buzz?

21 MR. GEORGE: Yes. I want to make sure you
22 said in the comments is when we would make the
23 recommendation, you know, that the incident --
24 complaint and incident reporting options be

25 considered and added to it for the next meeting.

89

1 MR. WUELLNER: Okay.

2 MR. GEORGE: Kelly, your editorial, what was
3 the date of that and is the paper online so I can
4 get it?

5 CHAIRMAN BARRERA: It does. And it was on
6 the 11th. September the 11th, it appeared.

7 MR. GEORGE: Okay.

8 MR. YOUMAN: That's still on the news stands.

9 MR. WUELLNER: Yes.

10 MR. YOUMAN: That's a weekly newspaper.

11 MR. WUELLNER: Until Friday. I think the new
12 edition's Friday.

13 MR. WERTER: Suzanne filled me in.

14 MR. GEORGE: Okay.

15 MR. WUELLNER: It's also on online.

16 MR. GEORGE: It's the Ponte Vedra --

17 MR. WUELLNER: Recorder.

18 MR. GEORGE: Yeah. That's all I have.

19 CHAIRMAN BARRERA: Okay. Carl?

20 MR. YOUMAN: As I mentioned before, is this
21 the point to ask for inclusion of an agenda item
22 for the PR committee?

23 CHAIRMAN BARRERA: You can make any
24 discussion you want right now.

25 MR. YOUMAN: I would like to make -- ask to

90

1 make an agenda item out of the PR committee's PR
2 role in emphasizing the positives of the airport.

3 Just like Jim has said, it's been eight
4 months and I think the only way to maybe bring it
5 to the forefront is to request making it an agenda
6 item and working it through like we are with the
7 citizens committee activities.

8 MR. GEORGE: Is that a project update that
9 you want or you want an agenda item? Typically an
10 agenda says I'm bringing this up and we're going
11 to -- here's the conclusion to that.

12 MR. WERTER: Well, if I may. If I may.

13 CHAIRMAN BARRERA: Let's not --

14 MR. WERTER: Bryan's been telling me that
15 there's other stuff being done, so it would be --
16 Carl, it would be actually a better briefing as to
17 what's going on with the public relations
18 committee. Is there something other than the
19 incident reporting system that's being worked on?

20 MR. YOUMAN: Can we do this? Have an update
21 of the PR activities --

22 MR. GEORGE: That's good.

23 MR. YOUMAN: -- PR committee's activities at
24 each meeting and where they stand on different

25 projects and when some of these projects will be

91

1 brought to a conclusion?

2 MR. GEORGE: I think that's an outstanding
3 idea. Have it as one of the project updates, and
4 every month we go through where we stand, just
5 like construction, you know, a completion date and
6 the like.

7 MR. YOUMAN: That's what I'm getting at.

8 CHAIRMAN BARRERA: Have it --

9 MR. GEORGE: I think it's a good idea.

10 CHAIRMAN BARRERA: Have it listed as -- under
11 community relations?

12 MR. GEORGE: Okay. Yeah.

13 CHAIRMAN BARRERA: Or marketing and public
14 relations, which?

15 MR. YOUMAN: I think marketing and public
16 relations myself.

17 MR. GEORGE: Yeah.

18 MR. YOUMAN: Because we're doing -- it's a
19 marketing job which involves public relations.

20 CHAIRMAN BARRERA: But we don't pay anybody
21 to do it.

22 MR. MARTINELLI: That's why you're getting
23 free service here.

24 MR. GEORGE: Why don't we get LPA to help.

25 They spend a lot of time.

92

1 MR. GORMAN: I knew that was coming.

2 CHAIRMAN BARRERA: We appreciate the
3 volunteer work that goes into that, truly truly
4 from you, Buzz, and from the people that you work
5 with.

6 MR. GEORGE: There's a lot of people that are
7 trying very hard to get something completed, you
8 know, and get it on the shelf. So they're working
9 on it. But I think having it as a monthly, you
10 know, project update, you know, within marketing
11 and PR is great.

12 MR. WERTER: I would recommend that we hold
13 that update over at Reba's hangar after hours like
14 usual and --

15 MS. LUDLOW: I think that's a great idea.
16 Just kidding.

17 MR. GEORGE: Then the public can't get into
18 the gate and then you're going to have --

19 CHAIRMAN BARRERA: Let me -- let me stifle
20 you guys now.

21 MS. LUDLOW: That is the PR committee.

22 MR. YOUMAN: Do we have to vote on that?

23 CHAIRMAN BARRERA: No, we -- it's not a
24 voteable thing. We can't do any voting now. It's

25 just a recommendation --

93

1 MR. WUELLNER: We'll include it.

2 CHAIRMAN BARRERA: -- for the -- for it to be
3 included.

4 MR. WUELLNER: We'll include it.

5 MR. YOUMAN: Thank you.

6 MR. GEORGE: Go ahead.

7 CHAIRMAN BARRERA: First of all, thank you,
8 Bryan, Buzz, Reba, and Vic for all the work that
9 you do with the PR and constantly working on that.
10 I know that there's different projects, as Carl
11 said, and Jim, beyond just the noise group that
12 you guys are working on, and I appreciate your
13 diligent work with that truly.

14 MR. GEORGE: Okay. Well, Vic and Reba are
15 much more heavily involved than I am.

16 CHAIRMAN BARRERA: I appreciate everybody's
17 work on that.

18 MS. LUDLOW: Thanks.

19 CHAIRMAN BARRERA: A lot of people don't
20 realize how much actual volunteer hours go into a
21 lot of the things that the airport does. Not only
22 staff time with Bryan and Ed, but also -- and
23 Kevin, and Cindy and Donna and the others, but
24 also the volunteer hours that go into that.

25 MR. GEORGE: We could get a 10 percent

94

1 reduction in fuel.

2 MR. MARTINELLI: Could I give just Carl a
3 quick update since you're looking for an update?

4 And -- oh, okay.

5 CHAIRMAN BARRERA: It's a most unusual
6 meeting.

7 MR. MARTINELLI: Thank you, Madam Chair, for
8 allowing me to do this. But, Carl, I know that
9 you're trying to find out where we are. And we
10 really looked at this thing, and we are this close
11 to I think a dynamo presentation, really getting
12 at the heart of what this airport's all about.

13 And we are that close.

14 And so, as a matter of fact, we're having a
15 PR committee meeting tomorrow at 3 o'clock. And
16 probably the next step after that, as I recall
17 from our time line, Bryan, is we will probably be
18 making some kind of a presentation to you folks.
19 Just so you know where we are. We consider this
20 one of the -- one of the basic pillars of this
21 airport. So, we are making progress.

22 MR. YOUMAN: Thank you, very much.

23 CHAIRMAN BARRERA: The next thing I wanted to
24 say is that I -- I read your letter to the editor,

25 Buzz, and I thought it was very good and I

95

1 appreciated that.

2 MR. GEORGE: Good.

3 CHAIRMAN BARRERA: And I appreciated the
4 clarification you made with that.

5 MR. GEORGE: Thank you.

6 CHAIRMAN BARRERA: And any time anything like
7 that happens, I think it would be beneficial for
8 the other board members to -- to be aware of it.

9 I did in my letter to the editor in the Ponte
10 Vedra Recorder invite people to contact all -- all
11 five of us with their concerns, as far as the
12 airport, and I know that that's something you guys
13 are all open to, but I do want to let you know
14 that I put that out there because sometimes I
15 think people forget that that's what we're here
16 for. And I'd much rather them contact us than to
17 put out misinformation in the community. And with
18 that, we will adjourn the meeting. Thank you.

19 MR. GEORGE: The next meeting is?

20 CHAIRMAN BARRERA: The next meeting is on
21 September 28.

22 (Meeting adjourned at 6:49 p.m.)

23

24

1 REPORTER'S CERTIFICATE

2

3 STATE OF FLORIDA)

4 COUNTY OF ST. JOHNS)

5

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

7 certify that I was authorized to and did

8 stenographically report the foregoing proceedings

9 and that the transcript is a true record of my

10 stenographic notes.

11

12 Dated this 28th day of September, 2009.

13

14

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

15

16

17

18

19

20

21

22

23

24

