

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, March 16, 2009

6 from 4:00 p.m. to 6:52 p.m.

7 * * * * *

8 BOARD MEMBERS PRESENT:

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

12 * * * * *

13 ALSO PRESENT:

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

18 * * * * *

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- 22 JANET M. BEASON, RPR, RMR, CRR, FPR
- St. Augustine Court Reporters
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1 PROCEEDINGS

2 CHAIRMAN BARRERA: Like to call the meeting
3 to order of the St. Johns-St. Augustine Airport
4 Authority. If everyone could rise for the Pledge
5 of Allegiance.

6 (Pledge of Allegiance.)

7 3. - APPROVAL OF MINUTES

8 CHAIRMAN BARRERA: Okay. I'd like to move on
9 to the approval of the minutes. Has everybody had
10 the opportunity to review the minutes? Do we have
11 any additions or deletions to the minutes?

12 MR. YOUMAN: No. I don't.

13 CHAIRMAN BARRERA: Hearing no additions or
14 deletions to the minutes, we'll approve the
15 minutes.

16 4. - FINANCIAL REPORT ACCEPTANCE

17 CHAIRMAN BARRERA: The financial report
18 acceptance?

19 MR. YOUMAN: Yes. Financial report. I
20 reviewed the financial statements, and overall
21 with the economy, the way it is, we're doing
22 pretty good. I accept the report. Ask that the
23 board accept the -- the financial statements as
24 presented.

25 CHAIRMAN BARRERA: Okay. Do we have any

4

1 other comment on the financial statements?

2 MR. GORMAN: I have one.

3 CHAIRMAN BARRERA: Certainly.

4 MR. GORMAN: I'm going to be my just self and

5 ask Mr. Youman his opinion of this. And this is

6 not to rankle Mr. Wuellner, but when I was

7 treasurer, I -- without being any expert at it, I

8 just thought there was two things we spent a lot

9 of money on. And one was janitorial, which was

10 over \$2,000 a month. And, of course, the

11 terminal's not in service anymore. And the other

12 thing was IT services. And -- which Ed says was a

13 startup cost. So, just grist for the mill.

14 MR. YOUMAN: Thank you for bringing it to my

15 attention.

16 MR. GORMAN: Yeah. I mean, I don't know if

17 you had the same opinion or not. I was wondering

18 as to your opinion. It may be they're just fine.

19 MR. YOUMAN: Right. Well, right at this

20 point, I haven't taken any exception to it. But

21 I'll take -- I'll keep an eye on it. Thank you.

22 MR. GORMAN: Just your opinion. Thanks.

23 That's fine.

24 5. - AGENDA APPROVAL

25 CHAIRMAN BARRERA: Okay. We'll move on.

5

1 Meeting agenda approval. Do we have any
2 additions, deletions, on substitutions to the
3 meeting agenda?

4 (No additions or deletions.)

5 CHAIRMAN BARRERA: Hearing none, we'll move
6 on.

7 MR. WUELLNER: Did you skip over minutes?

8 CHAIRMAN BARRERA: We did the minutes. That
9 was the first one.

10 MR. WUELLNER: We should wake up.

11 6. - COMMITTEE REPORTS

12 CHAIRMAN BARRERA: And we're going on to our
13 committee reports. TPO, do you have a report?

14 MR. YOUMAN: TPO, TPO, TPO. I have a couple
15 of them. Oops, I put it away.

16 MR. GEORGE: Just wait and ask Denise. She's
17 here.

18 MR. YOUMAN: Pardon me?

19 MR. GEORGE: Just wait and ask Denise. She's
20 here.

21 MR. YOUMAN: The TPO, the first meeting I
22 attended was in February, and it was rather
23 interesting. It was allocation of projects that
24 were shovel ready. It was a crisis type of

25 process in deciding between all the counties and

6

1 the -- and the different areas involved as to what
2 qualifies. But the chairman of the TPO did an
3 excellent job of controlling the meeting. And
4 within a reasonable amount of time, we voted in
5 projects for different counties, et cetera, et
6 cetera. And Cyndi Stevenson and the engineer, I
7 believe it's Joe Stephenson was there, and I voted
8 for the projects as they presented them. And St.
9 Johns County came out pretty good in the overall
10 process, as I remember.

11 The second TPO meeting, which was just this
12 last Thursday, I did not make it in time. I came
13 to the Customs, and I left and took off up there.
14 And I think I got in at the last two minutes of
15 the public presentation, and I smiled at
16 everybody, and we all got up and left. So I'll
17 make the next one on time just as long as we don't
18 have any more Customs grand openings.

19 And -- oh, yes. The -- part of the TPO was
20 from the St. Johns County -- County Advisory
21 Group. Bryan and I went there -- and this is for
22 St. Johns County listing of -- of projects of
23 varying priorities. And they have 18 projects,
24 and our objective was to keep the two projects on

25 the list, which was the straight -- State Road

7

1 313/312 extension and the intermodal center. I'm
2 glad to say that both are still in the project
3 list for St. Johns County.

4 One thing about the intermodal, Joe
5 Stephenson said that they would not support -- he
6 would not support it unless AMTRAK becomes a major
7 part of the program. But I'm sure that's subject
8 to change. It may. And that's it for TPO.

9 CHAIRMAN BARRERA: Okay.

10 MR. YOUMAN: Any questions?

11 (No questions.)

12 CHAIRMAN BARRERA: All right. EDC?

13 MR. WERTER: The last meeting was last week
14 for the EDC, the breakfast at the Serenata. Their
15 main focal point last week was really about
16 workforce and combating the rising unemployment in
17 St. Johns County. Workforce is, I believe, a
18 quasi-governmental agency, so I guess if we're
19 looking for help here at the airport, we should
20 maybe go to them first.

21 Other than that, again, I left early to come
22 over to the Customs meeting. But I think that was
23 the focal point of the meeting that day at EDC.
24 And pretty much that's it for them.

25 CHAIRMAN BARRERA: Okay. Great.

8

1 MR. YOUMAN: I have an EDC, also.

2 CHAIRMAN BARRERA: Okay. Please.

3 MR. YOUMAN: I was asked to attend this

4 session to review the economics, the 101, I guess

5 they called it. And it's an active involvement

6 process to better understand how EDC works. And I

7 was asked to give a recommendation as to whether

8 we should have a workshop here at the airport, and

9 not only for the board of directors, but anybody

10 within the airport complex. And I highly

11 recommend that we do have a workshop and invite

12 the EDC and -- to give the workshop. It's -- it's

13 highly interactive and you'll find it very, very

14 educational as to how the EDC works and -- and

15 what -- the phenomenal job they can do for us at

16 the airport, even. So it's up to the board, I

17 guess, to accept or reject my recommendation

18 through the chairman.

19 CHAIRMAN BARRERA: Okay. Do we have any

20 comment on that?

21 MR. GORMAN: Excellent idea.

22 MR. GEORGE: Are you suggesting we set up a

23 workshop to do it --

24 MR. YOUMAN: Yes, sir.

25 MR. GEORGE: -- or like we have Denise come

9

1 and give us, you know --

2 MR. YOUMAN: No, no.

3 MR. GEORGE: -- a presentation?

4 MR. YOUMAN: No, no. It's not a
5 presentation. It's -- it's an interactive --

6 MR. GEORGE: It's a class.

7 MR. YOUMAN: It's -- it's not a -- it's not
8 a -- it's a class, but it's not a
9 presentation-type class. It's a class that's
10 involved in -- in everybody participating. And
11 you get this great enlightenment as you go through
12 it. It's very interesting.

13 MR. GEORGE: They have these quite frequently
14 down there. They're -- you know, because I've
15 been invited to them, also.

16 I don't understand what you're suggesting.
17 Are you suggesting that the people that put on
18 that class come to this conference room and do it
19 for us, or are you suggesting that we take the
20 schedule that they're going to have and we --
21 everybody schedule themselves to go?

22 MR. YOUMAN: No. I'm suggesting that we, as
23 the Airport Authority, invite the EDC personnel
24 who give the class to come here, present it as a

25 workshop here, and invite any and all within the

10

1 airport area if they'd like to attend.

2 MR. GEORGE: Oh, so it's a workshop.

3 MR. YOUMAN: Yes.

4 MR. GEORGE: Okay. All right. It's a good
5 idea.

6 CHAIRMAN BARRERA: Okay. Any further
7 discussion on that?

8 MR. WUELLNER: Do you want to try and agenda
9 that now or do y'all want to put --

10 CHAIRMAN BARRERA: Do we want to try to go
11 through the -- does everybody have their
12 calendars? Prepare to set a workshop date for
13 that?

14 We asked Carl to do that last month and come
15 back and tell us whether or not this is something
16 we should pursue. So let's look at the schedule
17 and see when would be a good time to try to see if
18 we can get that scheduled.

19 Our next board meeting is on April the 20th.

20 MR. WUELLNER: Do you remember how long it
21 was?

22 MR. YOUMAN: It's about an hour and a half.

23 CHAIRMAN BARRERA: And I think they have --
24 they like a two-hour window on that.

25 MR. YOUMAN: For total, yeah.

11

1 CHAIRMAN BARRERA: And -- and they like to
2 have as many participants to come and be a part of
3 that in the community. They like to have about 20
4 people.

5 MR. GEORGE: Then I make a suggestion we do
6 it at 2 o'clock on the 20th. That's two hours
7 prior.

8 CHAIRMAN BARRERA: Uh-huh. Does -- does that
9 work for everybody? Ed?

10 MR. WUELLNER: Fine by us.

11 CHAIRMAN BARRERA: Or staff?

12 MR. YOUMAN: If I may add, I can't
13 participate in this one.

14 CHAIRMAN BARRERA: Okay.

15 MR. GEORGE: Why not?

16 MR. YOUMAN: Because I've already gone
17 through it and I have a -- I know what's going to
18 happen.

19 MR. GEORGE: You know the answers?

20 MR. YOUMAN: I know all the answers. I am
21 full of revelations.

22 CHAIRMAN BARRERA: Although I've heard that
23 some people come up with the most creative of
24 answers.

25 MR. YOUMAN: They do. It's interesting.

12

1 CHAIRMAN BARRERA: Okay. So we'll plan on
2 the 20th of April at 2 o'clock for Economics 101.

3 MR. WUELLNER: Yeah. We'll confirm that with
4 EDC.

5 CHAIRMAN BARRERA: And you'll send it out to
6 the aviation community as a whole and invite them
7 to come?

8 MR. WUELLNER: Sure.

9 CHAIRMAN BARRERA: Okay. Great. All right.
10 Let's move on to Intergovernmental.

11 MR. YOUMAN: I have one more.

12 CHAIRMAN BARRERA: Okay. Certainly.

13 MR. YOUMAN: I guess it would come under the
14 EDC. I've been going to a lot of meetings. It
15 pays very well.

16 MR. GEORGE: But you're retired.

17 MR. GORMAN: Exactly.

18 MR. YOUMAN: The IED, Industrial Economic
19 Development, I was invited over there, and it was
20 an educational session again. And they have a
21 presentation. And this is just a presentation.
22 And it details how tax-exempt bond issues work and
23 the benefits it -- it gives to the business in the
24 community.

25 And it helps in -- and it's helped to secure

13

1 new manufacturing business, et cetera, et cetera.

2 And if y'all want to schedule a workshop in that,

3 I would suggest it, because it is educational. Or

4 maybe we could set up with the EDC to have another

5 presentation there and invite everybody there

6 who'd want to go.

7 CHAIRMAN BARRERA: Okay. We've already got

8 the 20th scheduled for this board meeting. Does

9 the board want to try to look at a separate date

10 for that or try to do it in conjunction with

11 another board meeting, or what's the discussion on

12 that?

13 MR. GEORGE: I'd just as soon wait until

14 after the 20th so we can find out how good a

15 recommendation Carl's making.

16 MR. YOUMAN: Ye of little --

17 MR. GEORGE: We don't want to start --

18 MR. YOUMAN: Ye of little faith.

19 MR. GEORGE: -- accepting everything that you

20 put on the table, Carl.

21 MR. YOUMAN: Ye of little faith.

22 MR. WUELLNER: I'm sensing the honeymoon is

23 over.

24 CHAIRMAN BARRERA: Jack, do you have any --

25 any -- any thoughts on that?

14

1 MR. GEORGE: That you can say?

2 MR. GORMAN: I think -- I think the concept's
3 really interesting. I don't know how best to
4 dovetail it together. I would just defer to you
5 and the rest of the board to see if we could get
6 it scheduled. More information's better.

7 CHAIRMAN BARRERA: Right. And with our
8 industrial development property, it seems like
9 something that we should try to process. What
10 about in conjunction with our May 18th meeting?
11 How does that look?

12 MR. YOUMAN: Sounds good to me.

13 CHAIRMAN BARRERA: Jim, how does your
14 calendar look?

15 MR. WERTER: Probably May 18th, I'm probably
16 fine. Just take a look. Yeah.

17 CHAIRMAN BARRERA: Ed?

18 MR. WERTER: What time?

19 MR. WUELLNER: That's fine here.

20 CHAIRMAN BARRERA: Okay. Carl, how long does
21 that last, about an hour, you said?

22 MR. YOUMAN: It was -- that was about an hour
23 and a half.

24 CHAIRMAN BARRERA: Okay. So 2 o'clock again?

25 That will give us a break before the meeting

15

1 starts. On May 18th?

2 MR. YOUMAN: And now I've finished.

3 CHAIRMAN BARRERA: Great. Okay. Buzz,
4 Intergovernmental?

5 MR. GEORGE: Intergovernmental had their
6 meeting on March the 4th. It was not very well
7 attended as far as the -- the groups that were not
8 represented. Ron was there from the County, and
9 St. Augustine Beach was there, Supervisor of
10 Elections, and the Sheriff's Department were
11 there. But we were missing quite a few.

12 I thought it was interesting that throughout
13 the -- the entire discussion, the -- the things
14 that are going on at the other agencies are tax
15 cuts, tax cuts, tax cuts, tax cuts. That is
16 predominantly on their mind.

17 Sheriff's Department says that, you know, for
18 the budget constraints they have stalled off
19 hiring 27 new hires. That's significant, you
20 know, you start pushing those out further and
21 trying to save the monthly expenses there.

22 Another interesting thing that they're
23 looking at -- this is good, something that we all
24 ought to be doing -- is they've taken a look at

25 the alarm response ordinance, the one where your

16

1 house goes off, somebody calls in or your
2 monitoring company calls in. And if they could
3 cut the false alarm down, they could save four
4 officers' time, you know, coming out to them.

5 So they're actively looking at putting some
6 sort of a fee, you know, on that for the false
7 alarms. And that could be what it takes our
8 residents to get their act together and get their
9 systems overhauled or disconnected or whatever.

10 Again, St. Augustine Beach is also looking at
11 the -- at the cost cuts and everything. Ron
12 mentioned that the County was looking at the
13 firefighting tax cuts that were there. There's a
14 need now for 112 more firefighters, or they have
15 to raise the millage back to get it back to where
16 it was. And so it's one of those that somebody's
17 got to define to them, what is it we don't want
18 and what is it we want to pay for? So they're all
19 looking at those types of things.

20 COMMISSIONER SANCHEZ: Can I say something
21 real quick here?

22 MR. GEORGE: Not yet. I'm not through.

23 COMMISSIONER SANCHEZ: Okay.

24 MR. GEORGE: Okay?

1 report, then.

2 MR. GEORGE: Good. Okay. One of the things
3 that Ron did on his own was he felt like the
4 people in Tallahassee needed to hear from
5 St. Augustine or, you know, from the County. So
6 he took it upon himself to go to Tallahassee, you
7 know, just to kind of make him feel better. But
8 at the same time, it lets, you know, them know
9 that he's got -- that they're concerned.

10 The amphitheatre is still going well. I hope
11 some of you have been to some of the concerts that
12 are there, that are a great job.

13 And, Madam Chairman, can I give some of my
14 time to Mr. Sanchez?

15 COMMISSIONER SANCHEZ: No, I'll cover it in
16 my comments. It was some corrections.

17 MR. GEORGE: Okay.

18 CHAIRMAN BARRERA: Okay.

19 MR. GEORGE: That would be the committee
20 that -- that would meet every other month.

21 CHAIRMAN BARRERA: Okay. One of the things
22 I'd like to see if you'd like to take back to the
23 Intergovernmental committee is whether or not
24 there'd be any interest in doing any airport tours

25 here. I think it's important that those group of

18

1 people become updated and well-versed on our
2 airport and on its operations.

3 MR. GEORGE: Uh-huh. Good idea.

4 CHAIRMAN BARRERA: So I don't know if that's
5 something you can do at the next meeting, but...

6 MR. GEORGE: Well, if I could get, I'm sure
7 Mr. Sanchez will correct me.

8 CHAIRMAN BARRERA: Okay. St. Johns County
9 Aerospace Academy. Jim?

10 MR. WERTER: Yes. At the planning committee,
11 what was that, two weeks ago, where Madam
12 Chairperson and myself attended, discussion about
13 recruitment into the senior ranks of the course.
14 I found this curious. It's not what I saw up in
15 New York.

16 The Aerospace Academy does it year by year,
17 as far as recruiting into the course and
18 continuing on in the course. On that kind of
19 procedure, they have a problem recruiting seniors
20 in there at such a late stage in high school, that
21 going into a specialized course like aerospace
22 aviation, things of that nature, seems kind of
23 late dated for them. I just found that kind of
24 odd.

25 In New York, they -- they do it as a program,

19

1 you know, starting in freshman or sophomore year
2 straight through. And you travel to that school,
3 whatever borough.

4 But they are -- have trouble -- they have
5 problems, I guess with awareness. And the
6 suggestion was to hit the Jacksonville media, not
7 recruit in Jacksonville for students, but hit the
8 Jacksonville media to make the Aerospace Academy
9 better known in this community. That's one
10 subject.

11 And May 31st is -- what do they call it? Fun
12 Day? The kids will be out here from Aerospace
13 Academy for different events. Probably be looking
14 for volunteers, possibly airplane rides, things of
15 that nature. Also internships, which Ed's been
16 working on for a long time with them, was also
17 addressed. Kelly, did I miss anything?

18 CHAIRMAN BARRERA: Yeah. The only other
19 thing I'd like to add is that they do recruit from
20 the middle school age. It's just that the --
21 because the academy's still new, those -- the
22 areas of deficit that you were speaking about are
23 the smallest percentage-wise of the students that
24 are enrolled. So I'd just expound one step on

25 what you said and -- where the recruitment does

20

1 start at the beginning.

2 And the only other thing is I'd like to
3 recognize Mr. Slingsluff for actively working on
4 trying to get some scholarship together for the --
5 the new -- for the -- for a graduate of the
6 Aerospace Academy. He's working on that right
7 now. And I think that would be very beneficial.

8 And just reiterate that they really -- the academy
9 really wants to know about aviation-related events
10 in the community. They would really like to have
11 a greater participation in that.

12 MR. WERTER: Sideways, a side comment on
13 that, they're highly competitive in Tallahassee.
14 Don't they have kids going to Tallahassee for the
15 science fair? They were finalists.

16 CHAIRMAN BARRERA: The engineering.

17 MR. WERTER: One in particular.

18 CHAIRMAN BARRERA: Sam Patel?

19 MR. WERTER: And I can't remember. Remote --
20 remote aircraft piloting of GPS. Very impressive.
21 That's all. That's all.

22 CHAIRMAN BARRERA: These kids are sharp.

23 MR. YOUMAN: How many -- how many kids are in
24 the program?

1 it's over 200 kids that are in the program. Two
2 hundred and twenty-three is the number that comes
3 to mind. But, you know --

4 MR. WUELLNER: At all levels, yeah.

5 CHAIRMAN BARRERA: So -- and what's
6 interesting about it is, is that the kids may
7 start off at a certain math or science or grade
8 level, but as they progress through the program,
9 that level increases on their -- on their scoring
10 and on their grades, because it's become more
11 engaged. They do better and better and they work
12 harder to maintain. So it's a win-win for the
13 county, it's a win-win for the community, and of
14 course it's wonderful for the aviation segment.
15 Buzz?

16 MR. GEORGE: Several years ago, we took Bill
17 Mignon, who's now on the Board of Education, we --
18 Len Tucker and I flew him up to Alabama to watch a
19 school program that they have that they start
20 getting the kids in the fourth grade, and they
21 have one day, you know, out of the month that it's
22 airport day. And they bring the stadium seats in
23 and they have airplanes out there for them to
24 go -- kind of like an open house, if you will, for

25 airplanes. And then they do flybys, you know, for

22

1 the kids.

2 Now, in their program, they also -- the
3 teachers use aviation types of books, you know, as
4 reading assignments for the kids, you know, and
5 use them in the classroom, too, to keep them
6 oriented towards that.

7 I think it's something that Mr. Roderick
8 might want to consider, you know, the -- the
9 Pilots Association doing something like that.

10 CHAIRMAN BARRERA: I think that that would be
11 a great blend into Fun Day, also. You could bring
12 the families out. And I think Bryan does have
13 some curriculum for the younger students in his --
14 does the field trips here for the county. So I
15 think there's an opportunity to capitalize on
16 that.

17 All right. Reports? Mr. Sanchez?

18 7. - REPORTS

19 COMMISSIONER SANCHEZ: Now it's my turn. Now
20 it's my time. Congratulations on the Customs
21 building. It's really nice. Everything's set up
22 real nice. Y'all did a great job.

23 I just want to be sure it was clear that
24 it's -- it's not that we need to hire 112 more

25 firemen. If we don't do what Tallahassee allowed

23

1 us to do with millage since they came in and
2 controlled our millage, if we don't do a super
3 majority vote to increase that millage, we will
4 have to fire 112 firemen. That's -- that would be
5 very drastic.

6 I don't have the figures with me, but
7 people's homeowner's insurance now that are in an
8 insurance rating, ISO rating of 6, if the
9 personnel are not on the truck as the insurance
10 people require, it immediately goes to 10. 38 to
11 40 percent increase in your homeowner's insurance.

12 So I guess you either pay them or you pay the
13 county, I don't know. But the board will have to
14 make that decision if we're going to increase that
15 millage. It has really hurt the fire department.
16 So we have to make a decision on that.

17 I have asked for an appointment with the
18 governor. I have not been over to Tallahassee
19 yet. I was supposed to go next week, and I have
20 changed that because it's Legislative Day. You
21 don't really get a lot accomplished over there.
22 Come back depressed, seeing how they pass things
23 over there. But anyway, I have not heard back
24 from the governor's office.

25 I am told by some people that he probably

24

1 will not meet with me. I found that quite
2 interesting, so... I had put out word that I am
3 going to pay for the trip if he will meet with me,
4 and if someone else wants to go, I mentioned to
5 the School Board or whatever. I just feel like I
6 owe it to the people to at least sit down and look
7 this guy in the eyes and try to find out what he
8 is thinking, because you can't tell.

9 He -- he is -- everything he wants to
10 accomplish, he is damaging in our state. And I
11 don't know if he realizes this or not. Surely he
12 must realize it, but he says he wants to create
13 jobs.

14 He's tearing our school system apart, which
15 is a quality-of-life issue. He's tearing
16 government apart, tearing fire departments apart.
17 Businesses don't like to come to a state unless
18 there's really good infrastructure and good public
19 safety and good schools. And yet all that's going
20 right down the drain under his -- his maneuvers.

21 So I just feel like I want to sit down and
22 talk, you know, straight on with him, not to be
23 rude or anything, but just ask some questions and
24 tell him how I feel and let him know the effect

25 that it's having. And if I don't get the

25

1 appointment, fine, I won't get the appointment.

2 But I just feel like I had to make an attempt to

3 at least have my feelings known there.

4 And yes, the amphitheatre's doing great. We

5 have Hall & Oates coming up on the 11th, I

6 believe. So I don't know what to tell you about

7 that place. It's doing fantastic. Willie Nelson

8 was a sellout, I think.

9 So anyone's got any questions, I'll be glad

10 to answer them.

11 CHAIRMAN BARRERA: What would be the point of

12 order on that one?

13 COMMISSIONER SANCHEZ: Through the Chair?

14 You want to ask a question? I think -- I think

15 you can ask through the Chair.

16 CHAIRMAN BARRERA: Okay. Go ahead.

17 MS. LUDLOW: Would you ask him? Would you

18 ask him about the new acquisition of the New

19 Beginnings Church that they want to --

20 CHAIRMAN BARRERA: Oh, please announce that.

21 MS. LUDLOW: -- turn into --

22 CHAIRMAN BARRERA: It's already been -- yeah,

23 it's already been -- capitalize on the -- in Ponte

24 Vedra, the new venue.

1 purchased about three years ago. So that was well
2 ahead of all these problems. The county has had
3 it since then.

4 They had been utilizing it for some things.
5 That got changed, so it became available. And
6 rather than just sitting there, I think they
7 decided to try some things. So they're going to
8 be having activities there. And that's also run
9 by our lively little bunch from the amphitheatre.

10 They also put on the activity at the -- you
11 know, they helped the organizers put on the
12 activity at the camp -- fairgrounds. So they're
13 working pretty hard. That's a hard-working bunch.
14 I think they have over 15,000 people showed up for
15 that thing out there.

16 So anyway, I hope that answers your question.
17 But that's not something we bought last week and
18 decided to have a show in. So it's -- some people
19 will be believing that. They'll be sending
20 e-mails. But that's been county property for over
21 three years. And that's even before I went in,
22 so...

23 CHAIRMAN BARRERA: Okay.

24 COMMISSIONER SANCHEZ: Thank you.

25 MR. YOUMAN: I -- I went to the concert, and

27

1 they had volunteers all over the place, and it's
2 amazing the job those volunteers do.

3 COMMISSIONER SANCHEZ: Talking about the
4 amphitheatre?

5 MR. YOUMAN: Yeah, the amphitheatre.

6 COMMISSIONER SANCHEZ: There's over 80-some
7 volunteers. And they really are helping a lot,
8 just like they do in every other part of the
9 county, the volunteers. And it's just great.

10 CHAIRMAN BARRERA: All right. We'll move
11 along to Mr. Slingluff. Galaxy Aviation?

12 MR. SLINGLUFF: Nothing to report.

13 CHAIRMAN BARRERA: Okay. Mr. Nehring?

14 MR. NEHRING: Nothing to report.

15 CHAIRMAN BARRERA: Mr. Roderick, with SAAPA.

16 MR. RODERICK: You're a hard guy to follow.

17 COMMISSIONER SANCHEZ: Oh, no. It's real
18 simple, believe me.

19 MR. RODERICK: Well, I have three agenda
20 items or reports. One, the terminal was well
21 reported in The Record. A good picture and a very
22 good article. And I attended, and I thought it
23 was very well done. The staff did a great job.
24 And participants were articulate, and we learned

25 some things. Correct me, Ed, that's the only

28

1 facility that does not have a waiver in the United
2 States for Customs?

3 MR. WUELLNER: Does not have a waiver?

4 MR. RODERICK: You said it has -- every
5 facility that needs a detention facility --

6 MR. WUELLNER: Oh, it meets the newest
7 standard.

8 MR. RODERICK: Okay.

9 MR. WUELLNER: Yes.

10 MR. RODERICK: And I understand from the
11 paper also that the detention facility has already
12 been used?

13 MR. WUELLNER: Yes.

14 MR. RODERICK: That's interesting.

15 MR. WUELLNER: The cell.

16 MR. RODERICK: We had our monthly meeting
17 last Saturday, and one of our members and new --
18 long-time member and new member of the board, Jim
19 Werter, had a great idea to personalize the
20 airport. And I thought I would try to make it a
21 matter of record.

22 Jim Moser had a lot to do with this. We
23 always learn from our presidente. And to name
24 buildings on the airport, Moser Terminal. Some

25 other very significant things, like the Gorman

29

1 tree that we all dearly love down the road. And
2 Kelly's building.

3 MR. YOUMAN: The pub.

4 MR. WERTER: Kelly's pub.

5 MR. RODERICK: Okay. We're having our
6 quarterly dinner at the end of the month, the
7 28th. It's going to be open to the public. It's
8 another opportunity to put the airport on the map.
9 The Chil -- Chilean demonstration team is going to
10 be here for training, and they're the honored
11 guest. So hopefully we'll get some good press for
12 that. Thank you.

13 CHAIRMAN BARRERA: Thank you, John.
14 Mr. Burnett?

15 MR. BURNETT: Just a few things to report.
16 We had a public records request come in a couple
17 of weeks ago that actually looked like it would be
18 a lawsuit involving the airport. The wonderful
19 thing was they asked for public records unrelated
20 to the -- it's related to the airport but
21 unrelated to any lawsuit that would impact the
22 airport, which was a wonderful relief for us and
23 your staff.

24 Been working on easement issues related to

25 airport development, some hangar issues, some old

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1 surveys related to Grumman property, some
2 clarification that was needed.

3 And then most recently, last Thursday, we had
4 the issue of Tower -- Towercom, who is on your
5 agenda today, to talk about this lease for a
6 tower. But what also has been going on is Verizon
7 has applied to the County for a special use permit
8 to put a tower up on property near the Gun Club,
9 off of Gun Club Road. And the hearing for that
10 was at the Planning and Zoning Agency last
11 Thursday.

12 And we sort of found out about this late in
13 the game, but to make a long story short, during
14 that special use permit, I went ahead and took the
15 liberty of appearing at PZA and requesting that
16 the Planning and Zoning Agency require them to
17 light the tower, because the tower is under the
18 height limit to require it be mandatorily lighted.
19 So we would have had a tower that's 130 feet tall
20 on Gun Club Road that would have been unlit under
21 FAA rules. But the Planning and Zoning Agency
22 made that a condition of the special use permit.
23 So that was one good thing that came out of it.
24 They did not postpone it, which is probably

25 one of the things we would have liked to have seen

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1 done so that the tower that Towercom is proposing
2 that's on your agenda could have gotten along -- a
3 little farther along and maybe there wouldn't be a
4 need for two towers. But we'll get to that on the
5 agenda item.

6 But I wanted to give you that heads-up of
7 what's gone on, as the Planning and Zoning Agency
8 did require the application that's been approved
9 so far to require that tower to actually be
10 lighted, even though it wasn't required under FAA
11 guidelines.

12 MR. GEORGE: Well, did they approve the
13 tower?

14 MR. BURNETT: They did approve it.

15 MR. GEORGE: And we have 30 days to appeal
16 it?

17 MR. BURNETT: Exactly. We've got 30 days
18 from last Thursday if you take the ultra
19 conservative view. The reality is, from a legal
20 standpoint, you have 30 days from when the
21 Planning and Zoning Agency actually enters the
22 order that approves the special use permit to
23 appeal it. And the appeal is to the Board of
24 County Commissioners.

25 And -- and we can talk -- I can talk about

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1 that in more detail individually or I can talk
2 about it some right now. There's a lot more
3 detail you may want to hear beyond what I -- what
4 I can tell you right now.

5 But the way that process works is if you file
6 an appeal within 30 days, the Board of County
7 Commissioners will then set it for a hearing.
8 Usually that takes about another 30 days. So if
9 you file an appeal, it could cost them about 60
10 days of delay, whether you are successful on the
11 hearing or not.

12 The arguments that I made were the ones given
13 to me by Ed, which is we've got this other tower
14 coming that wants to locate on airport property,
15 and it may also be in a better location than the
16 tower proposed, better location for airport
17 purposes. And we wanted them to delay in order to
18 be able to evaluate those things.

19 They also, from a technical legal standpoint,
20 did not have a tower expert actually there. So
21 for purposes of me having someone that I could
22 cross-examine and ask technical RF questions, for
23 example, that person wasn't actually there at PZA.
24 So there is some merit to an appeal if you wanted

25 to file one.

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1 CHAIRMAN BARRERA: Jack?

2 MR. GORMAN: Well, I must ask -- I'd ask
3 Mr. Wuellner and, of course, Mr. Cooper, what do
4 you think? I mean, yet one more obstacle to a
5 field when we could put two towers together, it's
6 obvious there may be some contention.

7 MR. WUELLNER: Well, there may -- there may
8 be some merit to appealing it only -- only because
9 it puts some delay in the schedule.

10 The -- the tower that we'll be talking about
11 shortly is -- is willing and has approached
12 Verizon about picking that project up for them.
13 And -- and in the event that's successful, that
14 tower would not be built. They would move it
15 over.

16 Verizon actually prefers the location of
17 where -- I say "our tower," but the -- the tower
18 that we will be talking about today, that location
19 is better for Verizon, also. The feeling -- the
20 reason Verizon moved ahead was our, say internal
21 delay, in making a decision as to whether we
22 should build a tower. I know that discussion's
23 gone on a couple of years, especially around
24 budget time.

1 conclusion we weren't going to be moving on it
2 anytime soon, so they went out and identified
3 another parcel and -- and successfully permitted
4 it.

5 It is technically not an obstruction,
6 although it is certainly there. It -- it has --
7 you know, has a height limitation. It is
8 permissible. It doesn't violate anything with
9 FAA. You know, it's a lousy location, but it
10 by -- by all technical standards is a permissible
11 location for it.

12 MR. GORMAN: Just on your -- just on the fact
13 that it's -- in your considerable expertise it's a
14 lousy location, shouldn't we appeal it?

15 MR. WUELLNER: That -- that probably isn't a
16 reason in itself.

17 MR. GORMAN: I mean, I'm not trying to stick
18 you with the idea --

19 MR. WUELLNER: But there are --

20 MR. GORMAN: -- with the problem, but, I
21 mean -- you know, I mean, isn't this common sense
22 to the rest of the board --

23 MR. WUELLNER: Well, there -- there are ways
24 to appeal it. Part of the -- we're hoping to hear

25 in the next couple of days the cell -- com --

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1 MR. BURNETT: Towercom.

2 MR. WUELLNER: Towercom is trying to work the
3 deal with Verizon to get them -- essentially
4 purchase that project out from underneath them so
5 that it -- they -- they go on the -- the new tower
6 site versus the one they're trying to build.

7 MR. GORMAN: So you -- you want to wait?

8 MR. WUELLNER: Well, I think we'll know a lot
9 more in a couple of days. But it -- it's probably
10 something we need to be prepared to appeal --

11 MR. GORMAN: Okay.

12 MR. WUELLNER: -- because if nothing else,
13 our project, for lack of better terms, moves
14 forward and -- and gets through that process at --
15 at a similar time when it's ready to construct and
16 therefore becomes more palatable to Verizon that
17 they're losing money -- I say losing money, but
18 they're not earning money off the new tower, so...

19 CHAIRMAN BARRERA: Excuse me.

20 MR. YOUMAN: Is -- I'm sorry.

21 CHAIRMAN BARRERA: Ed, is this something that
22 we should take as a voting item underneath the
23 cell tower discussion? Because if this is
24 something that we want to talk about appealing, it

25 sounds like something we'd need a vote, which

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1 would have to come under the action item.

2 MR. WUELLNER: Yeah, and that's fine. We can
3 discuss it there, if -- it's your agenda
4 collectively. So if you want to place it there
5 and decide whether you want to appeal as a part of
6 that discussion, your -- your prerogative.

7 CHAIRMAN BARRERA: That part of the
8 discussion. Carl, can you wait for that part?

9 MR. YOUMAN: From your remarks, is it correct
10 to say that the only thing that's holding this
11 project up is some sort of board approval over the
12 years?

13 MR. WUELLNER: Which -- which project?

14 MR. YOUMAN: The tower. I understood -- did
15 I understand you to say that Verizon is -- went
16 ahead with their project because the airport kept
17 pushing this out over the -- the last couple of
18 years or something to that effect?

19 MR. WUELLNER: Yeah. We had been at a -- at
20 a somewhat glacial pace moving forward with an
21 evaluation. One of the things we had kicked out
22 two or three years ago was the -- the possibility
23 of the airport putting the tower up in an effort
24 to control the proliferation of towers around the

25 airport.

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1 This is a -- pardon, one of the cut -- cell
2 phone company's commercials, but it's -- it
3 literally is a dead zone for nearly all of the
4 service providers, because the airport's here and
5 it's very difficult to site a cell tower very
6 close to the airport.

7 And we were fortunate over the years to have
8 been able to work out a pretty good regulatory
9 response that the County administers as a part of
10 their codes that makes it very difficult to site a
11 tower within close proximity to the airport.

12 Verizon, you know, their -- their -- you
13 know, their -- their revenue emphasis is that they
14 want to get these -- you know, these holes plugged
15 throughout the state. They want to move these
16 projects forward and -- and as a result, didn't
17 want to wait on us to eventually get to a
18 decision.

19 MR. YOUMAN: But still, bottom line, is the
20 only thing that's holding this up board approval
21 now, and it can go forward, bingo, bango or not?

22 MR. WUELLNER: I think you're confusing two
23 towers.

24 MR. GORMAN: Two separate projects.

25 MR. WUELLNER: There's a tower that Verizon

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1 has now technically got --

2 MR. YOUMAN: Right.

3 MR. WUELLNER: -- permission to place over
4 near the Gun Club.

5 MR. YOUMAN: Correct.

6 MR. WUELLNER: We also have a tower.

7 MR. YOUMAN: Correct.

8 MR. WUELLNER: Towercom, right. But we're
9 trying to get Verizon's tower needs located to our
10 tower.

11 MR. YOUMAN: And the only thing that's
12 holding that up is our approval to go forward with
13 the project, or -- or has it been approved and you
14 can go forward any time you want to? That's what
15 I don't understand.

16 MR. WUELLNER: Ours is waiting the permit
17 process.

18 MR. YOUMAN: Okay.

19 MR. WUELLNER: But it would go relatively
20 quick.

21 MR. YOUMAN: But it's been approved by a
22 board somewhere along the line.

23 MR. BURNETT: It -- it -- it's on your agenda
24 today --

25 MR. YOUMAN: Okay.

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1 MR. BURNETT: -- for review.

2 MR. WERTER: The question: Is that on
3 private property or on county property?

4 MR. WUELLNER: The Verizon tower's on private
5 property.

6 MR. WERTER: Okay. Now, the -- the aviation
7 concern would have -- would be having multiple
8 towers, sub -- sub-FAA standard or not, in the
9 general area, which I think I would take objection
10 to. And -- but that would give you firm grounds
11 for an appeal to the county, citing a -- you know,
12 though it's in -- it complies with FAA standards,
13 it still presents a safety hazard, flight safety
14 hazard if you have multiple towers in the area and
15 God forbid someone comes in, either single or no
16 engine, dead stick, they need a clear path to come
17 into the airport.

18 MR. WUELLNER: Well, you're -- you're dead on
19 it. You've got the key items in -- in the
20 discussion. The other piece of this that's of
21 interest is that we have with Towercom been able
22 to work with Jerry Cameron over at the County, one
23 of the Assistant County Administrators, about
24 their use of the tower -- of the tower we are

25 talking about for -- as a part of the countywide

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1 radio system development that they're looking into

2 now.

3 MR. WERTER: Well, in -- in the appeal,

4 though --

5 MR. WUELLNER: Which enhances the appeal of

6 that tower location.

7 MR. WERTER: Well, the thing is, in the

8 appeal, it's got to -- it's got to appear that

9 we're focusing in on a governmental interest other

10 than financial.

11 MR. WUELLNER: Exactly.

12 MR. WERTER: And -- and fitting into the

13 system is one, and flight safety would be the

14 second. And that's where the focal point I think

15 should lie.

16 MR. WUELLNER: The other -- the other point,

17 I don't know how he ends up posturing it in the

18 argument, but is that the county's ordinances

19 related to towers are geared to prevent the

20 proliferation of towers in a single area.

21 They're -- they're trying to get as many things

22 consolidated on single tower locations as

23 possible.

24 CHAIRMAN BARRERA: Jack, wait. Buzz has been

25 patiently trying to get --

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1 MR. GORMAN: Yeah. Go ahead, Buzz. Sure, go
2 ahead.

3 MR. GEORGE: We have an action item section
4 of this agenda. It allows for people to come in
5 and make their comments. I would suggest we go
6 along with the Chairman and postpone any decision
7 on this subject until we get back to the action
8 item on land lease.

9 CHAIRMAN BARRERA: Are you comfortable with
10 that, Jack?

11 MR. GORMAN: That's fine.

12 CHAIRMAN BARRERA: Save your comments for
13 that part?

14 MR. GORMAN: That makes sense.

15 CHAIRMAN BARRERA: Okay. Doug, did you have
16 anything else --

17 MR. BURNETT: That's it.

18 CHAIRMAN BARRERA: -- to report back to the
19 board? All right. We'll move along to
20 Mr. Napier.

21 MR. WUELLNER: Mark's not here. Here's a
22 revised chart with the bad news for the calendar
23 year so far, which is about 4700 operations below
24 last year for the same period. Some of that is

25 weather related, but a, you know, great deal of

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1 it's just general economy. So we'll continue to
2 monitor, we'll continue to report it. But
3 that's -- that's about where it is now, about 4700
4 takeoffs and landings under the first two months
5 of the previous year's.

6 CHAIRMAN BARRERA: Okay.

7 MR. GEORGE: Weren't we anticipating, with
8 the new hangars coming on line, having newer, more
9 airplanes based here? Weren't we anticipating
10 those numbers to go up?

11 MR. WUELLNER: You would think. The
12 combination of that and fuel prices being
13 relatively low, especially compared to six months
14 ago, we'd be seeing more activity, but it's --
15 it's -- you know, everything's -- everyone seems
16 to be very cautious right now about how they're
17 spending money and whether they're -- they're
18 doing those things, so...

19 MR. YOUMAN: And also if they're politically
20 correct in flying.

21 MR. WUELLNER: In some cases.

22 MR. GEORGE: What?

23 MR. YOUMAN: Well, with the Congressional
24 people in Washington, D.C. saying bad things about

25 people flying their company planes, et cetera, et

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1 cetera, that has to be putting a damper on general
2 aviation somewhere.

3 MR. WUELLNER: Yeah, the appearance --

4 CHAIRMAN BARRERA: The ripple effect.

5 MR. WUELLNER: -- of excess.

6 CHAIRMAN BARRERA: The ripple effect. Ed,
7 did you want to go ahead and speak to the -- the
8 second part of the tower?

9 MR. WUELLNER: Yeah. Just wanted to publicly
10 congratulate Greg Poole up at our tower location
11 who is RVA's controller of the year. We were able
12 to get up there and help congratulate and present
13 the award to -- to him at -- a few weeks ago. And
14 congratulations to Greg.

15 MR. GEORGE: Great.

16 MR. WUELLNER: Greg's the guy on the left if
17 you don't know -- if you don't know Greg
18 personally. And Charlie Taylor with RVA is
19 presenting the award to him in this -- up in the
20 tower.

21 CHAIRMAN BARRERA: And that's throughout --

22 MR. WUELLNER: The whole RVA system, yes.
23 It's about 900 controllers that, in theory, have
24 the potential for the award. So quite proud of

25 his efforts. Mark -- Mark does a great job

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1 overseeing all of that for us.

2 CHAIRMAN BARRERA: And was our tower
3 recognized, also?

4 MR. WUELLNER: No. It's just a controller of
5 the year award, is --

6 CHAIRMAN BARRERA: Okay. Great.

7 MR. WUELLNER: Apparently was hands down,
8 though. I mean, everybody was really, really
9 psyched about this guy, all he had done all year.

10 CHAIRMAN BARRERA: One other thing before we
11 move on to project updates. I just want to
12 recognize Mr. Art Graham who is here from
13 Jacksonville City Council. Welcome.

14 MR. WUELLNER: Welcome.

15 CHAIRMAN BARRERA: Okay. Let's go on to
16 project updates.

17 8. - PROJECT UPDATES

18 MR. WUELLNER: Okay. Project updates. First
19 off the list is the grand opening ribbon-cutting
20 for U.S. Customs. A couple -- couple of photos
21 with our illustrious chairman and other board
22 members in it.

23 And lower right-hand corner is Dr. Susan
24 Parker. She was -- is the historian for the

25 St. Augustine Historical Society. And we found

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1 out that she is also the granddaughter of one of
2 the three people who are credited with founding
3 St. Augustine Airport. So she came and was very
4 gracious to make some comments about her relatives
5 and their involvement in the original development
6 of the airport.

7 And with that, I'd also like to just take a
8 minute publicly to thank Alice for all her hard
9 work in putting together the dedication and grand
10 opening for us. So help me thank Alice for
11 putting all of that together.

12 MR. GEORGE: Great job, Alice.

13 MR. WUELLNER: Appreciate it.

14 MR. GEORGE: Great job.

15 MR. WUELLNER: She did a great job. She
16 literally took that burden off of Staff this time
17 and -- and made that happen for us and did a great
18 job of it.

19 CHAIRMAN BARRERA: Thank you, Alice.

20 MR. WUELLNER: With that, U.S. Customs is up
21 and running, has been since the 12th of February,
22 and by all reports doing a great job. And
23 somebody mentioned, we actually already had an
24 arrest through U.S. Customs, somebody trying to

25 reenter the country. So that's the way it goes.

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1 Got to have your ducks in a row when you try to
2 get back in the states.

3 Taxiway B north, this project, as we reported
4 and continue to report, is complete, has been bid,
5 and is literally waiting on FAA grant
6 notification.

7 Now, that Part B funding as it's called has
8 been approved, we're hoping to hear something
9 pretty quickly here and get this thing out to
10 construction itself. We opened bids I believe it
11 was back in January or early February on this.
12 It's just waiting on FAA to free up the dollars
13 here.

14 This could be funded with traditional AIP
15 discretionary money, can be funded out of AIP
16 entitlements, commercial service entitlements, and
17 could also be funded with the enhanced funding
18 that was made available in one of the stimulus
19 packages. So there are a couple of sources of --
20 of money that FAA has to in a sense select from to
21 make this project happen.

22 We are also working with Representative
23 Mica's office to make sure that, you know, enough
24 leaning is going on down at FAA to -- to free up

25 the funding. So we'll see what happens.

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1 Next project's the multiuse building. Just
2 bring you up to speed, we'll be reviewing 90
3 percent plans. Design's at about 90 percent level
4 during this week. We have some time set up on
5 Wednesday to meet with each of the engineering
6 firms relative to their part of this effort.

7 We're anticipating going to bid on the
8 project in April. We expect to have it at the
9 Airport Authority meeting in May for award of that
10 project. And with that time line, we should be in
11 a position to occupy around February of next year,
12 so...

13 CHAIRMAN BARRERA: I'll just reiterate for
14 everybody who may not be aware, this is a
15 revenue-generating building that is revenue
16 generating on the downstairs, has offices
17 generating revenue on the upstairs, and also has
18 public use facility that we hope to have our board
19 meetings at in the future.

20 MR. WUELLNER: Next project's the aircraft
21 maintenance facility. This is another piece of
22 that same area development. Again, it's at about
23 a 90 percent design level, part of what we'll
24 review this week also. Same kind of schedule, bid

25 in April, award in May, and hopefully occupying by

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1 February of next year.

2 This will also include these -- these two
3 projects combined will also include an element for
4 the access and parking and all of that initial
5 work that supports these two projects, as well as
6 the park development, so...

7 Aircraft wash rack on the south end is
8 currently at a hundred percent. It's sitting at
9 DEP right now for -- and Water Management District
10 for permitting. We expect that to be freed up in
11 the next couple of weeks. So we're anticipating
12 this to be bid in April, awarded in May, and using
13 in July at the latest at this point.

14 MR. GEORGE: So it's going to take longer to
15 build a wash rack than it is to build the
16 multipurpose --

17 MR. WUELLNER: You know, it'd be really cool
18 if I put the right year down. So it should be
19 2009 --

20 MR. GEORGE: Oh, okay. Fine.

21 MR. WUELLNER: -- not 2010. Very good catch.

22 COMMISSIONER SANCHEZ: Good observation.

23 MR. WUELLNER: Yeah, feet hurt on having that
24 one to the fire. Sometimes you just get ahead of

25 yourself.

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1 MR. GEORGE: That's right.

2 MR. WUELLNER: Environmental assessment,
3 runway 13/31 safety area, which also accommodates
4 Taxiway Bravo, to give you an update, alternatives
5 and survey and soil testing are complete at this
6 time. They're doing analysis related to
7 historical and wetland and doing some preliminary
8 design work and looking at the affected
9 environment. And the mitigation plans and
10 permitting, which are later phase items, we'll --
11 we'll start a little later in the effort.

12 But that -- that project's underway and
13 hopefully we'll be in position for a determination
14 from FAA by the end of the calendar year, which
15 would start -- allow us to start the formal
16 permitting process as it relates to getting
17 Taxiway Bravo built and the shoreline restoration,
18 if you will, on the east side of the runway
19 stabilized again for the safety of it, which is
20 what this environmental study's designed to
21 address.

22 And we'll give you periodic updates on this
23 as we go. It's kind of boring in terms of you
24 don't see anything come out of the ground or

25 anything. It's classically just a study with a --

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1 with an anticipated outcome later on in the year.

2 Public park development schedule, we promised

3 we'd get back to you with some preliminary

4 information on how we saw that coming together.

5 We're looking at coming up with the overall cost

6 determination and looking at whatever options are

7 available relative to grant funding for the park

8 between now and May.

9 Following that, assuming there's no

10 complications and/or some -- depending on which

11 phase is fundable in the current budget, we would

12 begin trail construction over this summer and into

13 fall, with decking and bid -- bridge structures

14 summer into fall again. Trail signage installed

15 probably late in the fall when most of that's

16 completed.

17 Fencing and access construction are -- as I

18 mentioned a little bit ago, are tied to the

19 construction project of the multiuse building and

20 the aircraft maintenance facility. I'm guessing

21 that that work's largely intact by the end of the

22 calendar year, considering the facility would

23 open -- or the balance of facilities over there

24 would open in February or so. So we're looking at

25 probably public opening of the park around March.

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1 Now, the timing of March is not magical, but
2 it is strategically tied to completing
3 construction and all of those efforts in the same
4 area. So while the park may physically be usable
5 sooner than that, it would not be open and
6 accessible until that time. So that's what we see
7 as a schedule.

8 We'll update you as we go forward and have
9 those -- the numbers relative to what it would
10 cost, what -- you know, what it will cost and how
11 we can put this together. Our -- our goal is to
12 do it as inexpensively as possible; at the same
13 point, provide something that's usable out there.

14 Any questions on that?

15 CHAIRMAN BARRERA: Jack?

16 MR. GORMAN: Just hats off to both Ed and --
17 and Andrew at Passero for the design. I mean, the
18 whole thing is, to me, the best use of the land,
19 and the whole integrated design is just very good.

20 The rest of the board, I'd say we can build
21 this park cheap. We don't have to put a lot of
22 money into it, because if you do, the -- somebody
23 will object. So we don't have to -- a park is a
24 park. But it's -- it looks like a great design.

25 MR. YOUMAN: Well, it's a great schedule.

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1 CHAIRMAN BARRERA: Well, and we'll have a
2 better idea once the cost determination grant
3 options are done, what type of phasing needs to
4 happen, but we also have to recognize Bryan --

5 MR. WUELLNER: Absolutely.

6 CHAIRMAN BARRERA: -- for his work with the
7 park.

8 MR. GORMAN: Thank you. Sorry.

9 MR. WUELLNER: You've got to have somebody to
10 blame.

11 MR. GORMAN: That's right.

12 MR. WUELLNER: And he's the guy. Next
13 project -- just next item, Citizen -- Citizens
14 Airport Group is this Thursday, the 19th. I think
15 they're in that North Shores Improvement District
16 clubhouse or room there in Vilano.

17 MR. YOUMAN: Can -- can we ask the Citizens
18 Airport Group if they cancel the meeting, to let
19 Cindy know so we can get it on the list? I went
20 out --

21 MR. WUELLNER: Sure, we can ask them.

22 MR. YOUMAN: -- there the other day and
23 nobody was there.

24 MR. WUELLNER: We are also kind of

25 concurrently working with them to do some updates

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1 to our web site related to presentation of
2 noise-related information, the ability to file
3 complaints, just general information on
4 complaining about noise or understanding noise,
5 trying to come up with some wording that makes
6 more sense to the general citizenry. And our
7 public relations and marketing committee is going
8 to look at that and see how we can present that
9 better on the web.

10 CHAIRMAN BARRERA: Okay.

11 MR. WUELLNER: Public relations and
12 marketing, at this point, we're working with a
13 local company to develop some web-related
14 advertising, banner-type ads on very targeted web
15 sites.

16 They are also going to assist us in putting
17 together a sort of a first-class presentation of
18 our information to go -- to go to JumpStart in
19 early June so that we have a quality -- quality
20 package to put in front of the airlines.

21 We are also going to try to put together some
22 sort of advertising emphasis in the next couple of
23 weeks to -- to try and attract or get as much of
24 the share of the TPC business as possible going

25 into May. So we'll be working very closely with

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1 Galaxy to try to put something together with --
2 with them to do that. To what success, I don't
3 know. I think the overall flavor of TPC this year
4 is down generally. So I'd be really curious to
5 see how it all plays out at the end -- by May when
6 this event happens. It's a difficult year.

7 CHAIRMAN BARRERA: I spoke with somebody from
8 The Players, and they are coming up with a lot of
9 creative packages that -- to give to the business
10 community and the small business community to
11 encourage them to come out to The Players.

12 A lot of people do not realize that The
13 Players pretty much -- their charity work pretty
14 much touches almost every aspect of our -- of our
15 community here in North Florida. And I'm sure,
16 Mr. Graham, you would -- you would agree with that
17 in -- in your segment, too.

18 So I would like to publicly ask that people,
19 when they're looking at going out to The Players
20 or if they're looking back at their businesses of
21 whether or not to support it, that they -- they
22 consider the charity work that The Players does
23 for our community. Buzz?

24 MR. GEORGE: In the context of marketing,

25 Mr. Roderick and I have an action item for

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1 attempting to get some e-mail and some advertising
2 out to attract people that are coming in for
3 Sun 'n Fun to visit St. Augustine and spend some
4 time here in hopes that they'll carry that message
5 back and come back here for vacations and
6 everything. Mr. Roderick took the liberty of
7 asking Mr --

8 MR. RODERICK: Susetta (sic).

9 MR. GEORGE: No, it's not. Anyway, we asked
10 SAAPA to look into the possibility of hosting
11 these people to have some schedule. And I think
12 Dan brought that up at the --

13 MR. WUELLNER: Behind you. Directly behind
14 you.

15 MR. GEORGE: So, I think that was
16 well-received by the SAAPA, you know, officers and
17 everything. So we'll be working with them.

18 Dan, do you have anything to add to --

19 MR. HOLIDAY: No. It's -- why not?

20 CHAIRMAN BARRERA: I think --

21 MR. RODERICK: Change Roderick to Holiday,
22 please.

23 CHAIRMAN BARRERA: And, Buzz, I'll just let
24 you know that Mr. Slingluff offered to help

25 with -- with communicating out the Customs

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1 facility and sending out e-mails on that behalf.

2 MR. GEORGE: Oh, good. Okay.

3 CHAIRMAN BARRERA: So if you'll get with him.

4 Okay. Budget performance. Something we're all

5 interested in.

6 MR. WUELLNER: The bad news is, is that

7 revenue's down about 9.1 percent. The vast

8 majority of that's really related to three

9 circumstances. We do have one tenant who is in

10 arrears. We are working with them to get that --

11 get that current. Just a difficult period of the

12 year for them at this point.

13 You also had Top Gun's hangar that was empty

14 for a substantial period of time contributing to

15 that, and most recently, hangar 4, for a month or

16 two, the corporate hangar 4 that you've got an

17 action item for a little later in the agenda to

18 plug that one.

19 The better news is, I guess, that operating

20 expenditures are also down even more than what

21 revenue. So we're -- we're trying to track that

22 and -- and even spend less than we were, dropping

23 that 11 1/2 percent. So, at this point, it's

24 still -- still a positive development considering

25 what the revenue is.

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1 CHAIRMAN BARRERA: Jack?

2 MR. GORMAN: Wouldn't you, just to be a
3 little bright spot, wouldn't you say that is -- I
4 liked your terminology "snapshot" before. In
5 other words, fiscal year through February, we just
6 have a certain number of things that have cascaded
7 with a couple of vacancies and things like that.

8 MR. WUELLNER: Absolutely.

9 MR. GORMAN: That doesn't really reflect the
10 total revenue.

11 MR. WUELLNER: And somewhat the circumstances
12 do somewhat other than general economy in the
13 sense that -- even though we've had vacancies and
14 people clamoring to get in, it's -- it's been a
15 tough place. It's like, well, gosh, if this were
16 six months ago, or maybe in six months when things
17 look a little rosier in general. But it's a bad
18 time to start a business. It's a bad time to
19 relocate a business. People are just very
20 cautious from a business perspective right now.
21 Understandably.

22 9.A. - NORTH FLORIDA TPO

23 CHAIRMAN BARRERA: Okay. Let's move on to
24 North Florida TPO. Welcome. This is Denise

25 Bunnewith. She's the executive director.

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1 MS. BUNNEWITH: Yes. I want to thank you for
2 having me here today. I want to introduce a
3 couple of people. First from the staff, Karen, if
4 you would stand up. This is Karen Morgan. She's
5 our fiscal administrator. And she lives here in
6 St. Augustine and she's going to be attending your
7 meetings on a regular basis so you'll have a
8 familiar face.

9 CHAIRMAN BARRERA: Welcome.

10 MS. BUNNEWITH: And our chairman, Art Graham,
11 who was nice enough to come. And he'll be
12 speaking to you in a little bit.

13 I wanted to begin by just refreshing your
14 memories about the TPO, so I have a brief
15 presentation. And I'll have to wait for Ed.

16 MR. WUELLNER: I'm sorry?

17 MS. BUNNEWITH: What is the TPO? TPOs are --
18 are -- have been around since -- since the '60s.
19 And they're policy-making bodies with
20 representatives of local governments and the
21 independent transportation agencies. And they
22 were created to ensure that we have a continuing
23 cooperative and comprehensive planning process.
24 Next?

1 MR. WUELLNER: I'm with you now.

2 MS. BUNNEWITH: They're created in federal
3 statute, but here in Florida, they're -- it's also
4 reflected in -- in state statute. And they're
5 required for urbanized areas with a population of
6 50,000 or more and a density of a thousand persons
7 per square mile.

8 Our MPO has two urbanized areas, the
9 Jacksonville urbanized area, which has a
10 population in -- it's based right now on the 2000
11 population, which at the time was just under
12 900,000, and St. Augustine, which was just over
13 the 50,000 threshold.

14 There are five essential functions for -- for
15 MPOs. The first is to be that fair and impartial
16 policy board for regional decision-making. The
17 second is to evaluate improvements based on data
18 and planning methods that generate and evaluate
19 alternatives.

20 Right now we're in the process of doing our
21 long-range transportation plan. This plan was to
22 have a 20-year planning horizon, and we're doing
23 that update now. It's called Envision 2035.

24 We also have a five-year transportation

25 improvement program which is a subset of that

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1 long-range transportation plan. We update it
2 annually.

3 We -- we drop the first year and we bring in
4 a new fifth year, and it includes the -- the DOT
5 work program, but we also include the work program
6 for each of the counties, the cities, and the
7 authorities. If you give us yours, if you have a
8 first-year or a five-year, we can include that as
9 well.

10 And last but not least, we include public
11 involvement in everything that we do. And we have
12 make a special effort to -- to reach those who are
13 the hardest to reach, and that's the -- the
14 disadvantaged, the low income population, and
15 minority population.

16 The board is composed of elected officials
17 and representatives of each of the authorities.
18 In our case, we have five authorities. The board
19 cannot be composed -- in Florida, it limits the
20 number of members you can have to 19. And the
21 formula is based on -- it's based on the way
22 representation is -- is determined from the House
23 of Representatives, so it's an equitable
24 geographic population ratio. We try to mimic

25 that, the ratio of population and geography. So

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1 our current -- if you hit the next slide.

2 And that's how you see -- that's how it's
3 broken out, based on the 2000 population. If you
4 hit the next slide, you can see that for Duval
5 County, we have four members from the City of
6 Jacksonville and one from the beach.

7 Now, the members from Jacksonville have
8 double-weighted votes. We did that so we could
9 have fewer people at the table. Nassau County has
10 one county commissioner. St. Johns County has one
11 county commissioner, one member from the City of
12 St. Augustine. So two members from St. Johns
13 County. Flip -- flip to the next slide. Oh, I
14 guess I missed -- I left it off of that slide.

15 Clay County has two members. So a total of
16 15 elected officials -- 10 elected officials and
17 five authority representatives, for a total of 15
18 voting members. Hit the next one.

19 Then we have the DOT secretary, who's ex
20 officio, nonvoting. We also have a representative
21 of the Navy, and that's the commanding officer of
22 N.A.S. Jacksonville.

23 And just to keep them informed of what we're
24 doing, we offered Baker, Flagler, and Nassau

25 Counties nonvoting members. Flagler has never

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1 taken us up on that. And it's actually not -- not
2 Nassau, because they're actually a voting member.
3 I had that wrong. It should be Putnam. Putnam is
4 the other nonvoting member.

5 Our boundary right now does not include all
6 of Nassau, Clay, or St. Johns County when it was
7 approved in November of 2004. When we -- hit the
8 next one.

9 When we complete our ongoing long-range
10 transportation plan, which we hope to do in either
11 November or December of this year, we will expand
12 our boundary out to the limits of the three
13 counties. At that time, we'll revisit the
14 apportionment of membership, see if we have to --
15 to increase the membership in the outlying
16 counties. And if we do that, we will decrease the
17 membership for -- for Duval County. And we'll
18 revisit it again after the 2010 census.

19 Does the MPO have committees? And the answer
20 is yes. If you would hit the next slide. We have
21 a technical coordinating committee, and that's
22 staff from each of the authorities and each of the
23 cities. Usually it's planning departments and
24 public works and various divisions within the

25 public works divisions.

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1 We do not have anybody participating from

2 the -- from here, so --

3 CHAIRMAN BARRERA: Are there other --

4 MS. BUNNEWITH: -- we really would like to

5 have somebody.

6 CHAIRMAN BARRERA: Are there other

7 aviation --

8 MS. BUNNEWITH: Yes.

9 CHAIRMAN BARRERA: Okay. So Ed, we need to

10 have a staff person attend that.

11 MS. BUNNEWITH: That would -- that would be

12 good. And next. We also have a citizens advisory

13 committee, and these are made up of citizens from

14 each of the four counties.

15 We have a bike-ped committee, and we have a

16 business, industry, and government transportation

17 roundtable. This is for the -- the private side

18 of the transportation industry. The railroads,

19 for example, participate on this committee.

20 Also economic development community, we have

21 members of the chambers and the economic

22 development agencies within each county and the

23 business community. And we try to run this one on

24 a different format because business people are

25 very busy. We -- we keep this meeting to an hour.

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1 It's first thing in the morning so that we can get
2 them in and out. But a lot of the transportation
3 happens in the private sector.

4 We're funded with grants, primarily a grant
5 from the Federal Highway Administration, a smaller
6 grant from the Federal Transit Administration.

7 These grants, however, are reimbursements for work
8 completed. And so to -- to be able to actually
9 have money in the bank and make sure we can make
10 payroll, we -- when we became independent -- we
11 used to be housed in the City of Jacksonville
12 planning and development department. When we
13 became independent in 2004, we also initiated an
14 assessment, small member contributions. Hit the
15 next slide.

16 Each county is assessed 25 cents per capita
17 for the population within the TPO boundary, and
18 the authorities are assessed one-sixth of the
19 assessment for the county they are located in.

20 Our number-one priority project -- I just
21 mention this because it does affect St. Johns
22 County -- is the outer beltway project. Next.

23 Okay. I want to just let you know what the
24 projects -- the stimulus projects are that we

25 identified for St. Johns County. Whoops. The

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1 first was the I-95 and State Road 207 interchange
2 on I-95, and that was for some ramp improvements.
3 The second was the County Road 210 and Racetrack
4 Road inter-- intersection, and for that was a
5 signal system upgrade. We also had a number of
6 sidewalk improvements. And then for the City of
7 St. Augustine, we had the West King Street from --
8 from County Road 13 to U.S. 1 for resurfacing.

9 We did not have a lot of money to program.
10 We only had about \$23 million divided through the
11 four counties. So that was not a lot. But our
12 chairman did do a very good job at corralling
13 that -- that meeting, as Mr. Youman mentioned.

14 One of the things we do every year, this is
15 our task-based budget. It's called the Unified
16 Planning Work Program. And in it we identify what
17 we're going to do with our federal funds for the
18 upcoming fiscal year.

19 And I was talking to Mr. Wuellner earlier,
20 and we -- we ask each of our members if there's a
21 project or a work task that we can do to help
22 them. And we have partnered with JTA on projects.
23 We've partnered with JAXPORT for projects. And we
24 were discussing the intermodal plan needing to be

25 updated. And I think this would be a good time to

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1 do that. I participated on the state rail -- rail
2 plan update, stakeholders committee, and we did
3 discuss that.

4 Also, JTA is, of course, working on the --
5 the commuter rail study, and we're doing our
6 long-range transportation plan update, all of
7 which points to needing really to better define
8 that. And also we can look at how it relates to
9 what the DOT is doing with State Road 313.

10 So I think we can pull that all together. We
11 won't be beginning that work until the start of
12 the new fiscal year, which would be July 1. But
13 that's a project that we could look at in our
14 new -- in the new fiscal year, doing for you and
15 working with you, with your staff.

16 Does anybody have any questions for me while
17 I'm here?

18 CHAIRMAN BARRERA: Jack?

19 MR. GORMAN: I don't have a question. I just
20 think that I'd just like to, while I have the
21 chance here, to tell the rest of the board how key
22 she is and the information she has, because it
23 ties in with our 10-year plan.

24 Unless we know what we're going to do with

25 that land to the west, and we know what's

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1 available for funding and for projects from her,
2 we can't make comprehensive plans. And we can't
3 leave our 10-year plan the way it is right now
4 without knowing where these roads go. So that's
5 not a question, but just a plea for the rest of
6 the board to ask her lots of questions.

7 CHAIRMAN BARRERA: Uh-huh. Bryan?

8 MR. COOPER: I have a question. You had
9 referred in -- in the meeting or in your
10 presentation a couple of times to the MPO and the
11 TPO.

12 MS. BUNNEWITH: Right. We changed our name.
13 And I'm still not used to saying --

14 MR. COOPER: That was my question.

15 MS. BUNNEWITH: I'm still not used to saying
16 TPO. We changed our name in September from the
17 First Coast MPO, Metropolitan Planning
18 Organization, to the North Florida Transportation
19 Planning Organization.

20 And one of the reasons we did that is that
21 most people don't know that Metropolitan Planning
22 Organizations primarily do transportation
23 planning. And so that was the name, the reason
24 for the transportation planning in the title. And

25 then we thought, well, we're changing that; why

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1 not change the first part, also. And -- and North
2 Florida really sounds larger. And we didn't --
3 and it's less identified with a specific area.
4 And we thought University of North Florida is
5 here, so why not go for North Florida. And it
6 gives us reason to -- or a way to grow. And so
7 that was really the thought pattern. We did a
8 whole rebranding. And -- but I know I have to
9 start learning to say Transportation Planning
10 Organization. But we are technically a
11 Metropolitan Planning Organization. If you look
12 at the statute, it refers to Metropolitan --
13 Metropolitan Planning Organizations.

14 But, you know, I think we're all looking to
15 see what happens with the new transportation bill.
16 And we are very fortunate to be in that elite
17 status of being one of the Metropolitan Planning
18 Organizations that's over a million. And I think
19 we could really see some changes in -- in how
20 money is allocated. And hopefully we'll get
21 some -- maybe some more authority out of this,
22 which would be very beneficial for our region.

23 MR. WERTER: If I may. What kind of time
24 frame commitment are we looking at for --

25 understanding that anything you decide to do is

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1 intertwined with what we want to do, what kind of
2 time frame are you looking at as far as getting a
3 commitment from us as to what direction we should
4 be heading in?

5 MS. BUNNEWITH: Well, I don't think you
6 should make a commitment until after we look at
7 the study. And we won't begin that study before
8 July 1. And really looking at the way our funding
9 situation, we won't get the most -- most of our
10 federal funding for that project until after
11 October 1. So we'd really be looking at starting
12 after October 1 for most of the -- most of the
13 work. Because we operate on the state -- the
14 state fiscal year, but get our money based on the
15 federal fiscal year. So -- but we would have that
16 study done I would think within a few months.

17 CHAIRMAN BARRERA: Jack?

18 MR. GORMAN: Just to clarify for a matter of
19 minutes, could you specify what study that would
20 be?

21 MS. BUNNEWITH: That would be an update of
22 your -- your intermodal.

23 MR. GORMAN: The intermodal study.

24 MS. BUNNEWITH: Yes.

25 MR. GORMAN: Thank you. Just for the matter

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1 of minutes. Thank you.

2 CHAIRMAN BARRERA: I'm going to go ahead and
3 open it up to public comment because a couple of
4 people from the public would like to speak on
5 this. Dan Holiday, did you have something? And
6 Reba Ludlow?

7 MS. LUDLOW: Pass.

8 CHAIRMAN BARRERA: Do we have anymore board?

9 MS. BUNNEWITH: Can I --

10 CHAIRMAN BARRERA: Certainly.

11 MS. BUNNEWITH: -- ask Art Graham to say a
12 few words?

13 CHAIRMAN BARRERA: Yes.

14 MR. GRAHAM: Good afternoon. Number one, I
15 want to thank you guys for sending Carl down
16 there. It's good to have someone consistently
17 come to our meetings.

18 We -- we're moving aggressively right now,
19 especially since the beginning of the year, with
20 all of this going on with the stimulus package.
21 And I think the way it is, whatever's not used,
22 and I think whatever's not started, whatever
23 project hasn't started the first 90 days, then
24 it's going to go to another community and I think

25 that we'll probably realize some more of that

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1 coming our way just because we have such a long
2 list of things that need to happen.

3 And it's a shame that the \$700 million --
4 \$700 billion of -- of stimulus, that only \$30
5 billion was spent for transportation, because it's
6 one of those things where you put people to work
7 immediately and it's something you're going to use
8 forever, and there's really no maintenance that's
9 tied to it. And so it seemed like it would be
10 win-win. I'm kind of surprised that we didn't get
11 more.

12 But as Denise said earlier, St. Johns County
13 actually did very well. You had some pretty good
14 projects that, you know, we just looked at the
15 merits of the project and not necessarily how big
16 of the pie you should have. And so it just went
17 to -- we tried to funnel the money to the projects
18 that were most -- most worthwhile.

19 And I think that's about it, all I had. But
20 I did want to thank you for -- for having Carl
21 there. It's very important for us. We used to
22 move the chairmanship around as a ceremonial
23 thing, and it just seemed like St. Johns County
24 had never had somebody there for up to four years.

25 I mean, something would come along and that

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1 person would get pulled down and somebody else
2 would get up there and just never was opportunity
3 for someone to step into any sort of leadership.

4 And one of the things I want to say is how
5 important it is to have somebody there on a
6 consistent basis to represent St. Johns County.

7 All of the other counties had at one time had some
8 sort of leadership position, and St. Johns County
9 is the only one who has not. And I'd like to get
10 to the point where that actually happens. I just
11 want to thank you.

12 MR. WUELLNER: Thank you.

13 MR. BURNETT: Thank you.

14 MS. BUNNEWITH: I do want to add a couple of
15 things. First, that we're aiming for the May
16 meeting to adopt our second list -- oops -- of
17 stimulus projects so that we'll be ready when the
18 second round of money comes -- becomes available.
19 All of that money that doesn't get committed is
20 going to be redistributed. And so we want to have
21 our list ready to go.

22 So we'll be collecting projects, looking at
23 the list that we had, but also giving counties and
24 cities and agencies an opportunity to -- to submit

25 additional projects. So we'll be working with

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1 staff first to put that -- those lists together
2 and then run them through our committees back to
3 the board for the May meetings.

4 Secondly, that Mr. Youman will be going down
5 to Tampa in May to go down for new-member
6 training, an intensive two-day program of
7 training. So he will -- he will be an expert on
8 MPOs.

9 MR. YOUMAN: That's dangerous.

10 MS. BUNNEWITH: When he comes back to you
11 after that, he'll know everything there is to know
12 about metropolitan planning and -- and MPOs. So
13 he will be well indoctrinated.

14 But we just had two members come back from
15 training in Palm Beach, and they -- they said it
16 was very intense. So you'll be able to ask him
17 anything. You won't have to ask me. He'll know
18 it all.

19 So thank you very much for having us. And
20 look to see Karen at your future meetings. And if
21 you have any questions for me, you can relay them
22 to her, or you can always feel free to give me a
23 call.

24 I'll leave you with my cards, but -- and

25 you'll be hearing from us as we move forward.

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1 We'll get that work tasked in our unified planning
2 work program and come back to you to begin work on
3 that.

4 CHAIRMAN BARRERA: Bunny, I had a question --
5 Denise, I'm sorry. I had a question for you
6 regarding the training. Do you -- do you find
7 that most of the authorities are -- are just
8 having one person trained on that?

9 MS. BUNNEWITH: We're only allowed --
10 actually supposed to allow -- to have one member
11 of the MPO for each training session. We sent two
12 to the last one. I had -- he's -- he's the --
13 he's the member committed for this one.

14 CHAIRMAN BARRERA: Right.

15 MS. BUNNEWITH: And I have three others that
16 on the waiting list.

17 CHAIRMAN BARRERA: Okay.

18 MS. BUNNEWITH: So usually whoever has the
19 money, is willing to pay, gets to send them. But
20 right now, because there are so many new members
21 because of the recent elections, there are a lot
22 of members that -- that want to go, but I'm hoping
23 to get more. I -- as long as I have members that
24 are willing to go, you know, I'm willing to -- to

25 send them. So -- but we have a lot of -- a lot of

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1 interest in it.

2 CHAIRMAN BARRERA: And the other thing,
3 Denise, is I attended on one of our other board
4 members' behalf the December meeting, and I was
5 amazed at the -- the up-to-date and the amount of
6 work that is done at those meetings. I was very
7 much impressed.

8 MS. BUNNEWITH: Thank you.

9 CHAIRMAN BARRERA: The presentations were
10 excellent. And it definitely gives -- and I would
11 encourage the community to attend those meetings
12 anytime they can, because it gives you a snapshot
13 of what is going on in our state.

14 The information about the Orlando mass
15 transit, why it's so important, the land -- the
16 availability was really crucial. And I was able
17 to bring it back to some of our projects here.
18 And it really gave me a much better scope of why
19 what we're doing is so important on the bigger
20 scheme of things. So I would encourage everybody
21 to attend that can attend.

22 MS. BUNNEWITH: Yeah, we try to pack a lot
23 into a short amount of time so that we're not
24 taking too much of your time when you come. But

25 we do try to get a lot in.

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1 CHAIRMAN BARRERA: It's very comprehensive.

2 MS. BUNNEWITH: Thank you.

3 CHAIRMAN BARRERA: Okay. Thank you. And
4 we'll look forward to having you attend.

5 Move on to the next agenda item, attorney
6 services.

7 9.B. - LEGAL SERVICE CONTRACT

8 MR. WUELLNER: Actually, it's our -- half a
9 second here -- first agenda item as it relates to
10 attorney services.

11 As the board's aware of, our attorney, Doug
12 Burnett, has left Rogers Towers and formed his own
13 firm, the St. Johns Law Group. And I also need to
14 let you know that I think you were aware of this
15 back when it expired, but we were in the final
16 throws of -- of our efforts with Earth Tech at the
17 time and elected to just continue that
18 relationship with Rogers Towers. But that
19 reverted to month-to-month last spring. So we are
20 under no continuing obligation with them. Even
21 though we did have a 30-day, we could get out of
22 it anytime we wanted to clause in there.

23 Your action item for today is to come to some
24 decision relative to continued representation.

25 And, of course, having essentially taught Doug

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1 everything he knows, our staff, you know, position
2 would be to move our representation to Doug, keep
3 it with Doug, and to, from that point forward,
4 negotiate a retainer with Doug relative to the
5 services he provides to us.

6 You -- we are not here today to specify the
7 contract-related documents, but just to make a
8 decision as to -- or ratify a decision relative to
9 retaining Doug and providing that notice to Rogers
10 Towers.

11 CHAIRMAN BARRERA: Okay.

12 MR. BURNETT: And if you -- if you would
13 like, I'll comment. And as a refresher, I used to
14 work in the County Attorney's Office. I enjoy
15 representing local governments. So this is one of
16 my actually favorite things to do in my work, I
17 will share with you.

18 The firm that I've started, I've got a young
19 lawyer by the name of Amy Vo working for me.
20 She's already there. And I have two lawyers
21 joining in the next week. They have not yet told
22 their employers, so I can't say who they are. But
23 they're very experienced lawyers in our local
24 community.

25 I can also share with you that I'm fine with

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1 the -- the form of agreement that was used for
2 Rogers Towers, and I like the fact that it is a
3 month-to-month.

4 The agreement that you had with Rogers Towers
5 was one that could be terminated by the Authority
6 on 30 days' notice, and I personally like that.
7 It keeps me on my toes and gives y'all the freedom
8 to know that you've got -- you've got ahold of me
9 and you got my attention on a monthly basis. So
10 that's fine with me.

11 And other than that, I don't have much to
12 say, other than I enjoy the work and I think I
13 know what's going on at the airport. So...

14 CHAIRMAN BARRERA: We'll open it up to public
15 comment. And as we open it up to public comment,
16 we've got a packed agenda, so if -- if, when we
17 open it up, everyone can be clear and concise on
18 what you want to get across. Mr. Holiday?

19 MR. HOLIDAY: No comment.

20 CHAIRMAN BARRERA: No comment? Okay.
21 Ms. Ludlow?

22 MS. LUDLOW: Trying to decide. Reba Ludlow,
23 Village Walk, Ponte Vedra. In the interest of
24 time -- I almost decided not to -- but I agree,

25 you know, with Staff; I do think we should keep

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1 Doug. Like Ed said, he's taught him all about
2 this, and we don't want to start at ground zero
3 again.

4 CHAIRMAN BARRERA: Thank you, Ms. Ludlow.
5 Mr. Cox?

6 MR. COX: Thank you. Bob Cox, Ponte Vedra.
7 In my previous experience with the Authority, I
8 spent many long hours with Doug, and we had a
9 great relationship, and I think Doug brings a
10 tremendous amount of experience to the board.

11 And I think it would be a real negative
12 impact to the airport, to the Authority, and to
13 the county to transition to a whole other entity
14 and have to teach them everything that Doug now
15 knows. I mean, he spent six to eight years --
16 this is an education you can't buy. You can't go
17 out and get trained on all of the potholes and the
18 minefield and aviation language and all the other
19 stuff that goes on that we all know here. It's
20 like it's a real, you know, Catch-22 sometimes.

21 But I think Doug is an excellent choice, and
22 I -- I really put my two cents in worth for -- for
23 maintaining and -- and retaining Mr. Burnett for
24 the attorneys -- for the Authority's attorney.

25 Thank you.

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1 CHAIRMAN BARRERA: Thank you.

2 Ms. Sutherland?

3 MS. SUTHERLAND: I think I'm just going to

4 sort of mirror what the other folks have said. I

5 think it's important to retain the attorney that's

6 served us so well in the -- in the past years.

7 The learning curve, again, you know, it's just --

8 you -- you can't, you know, purchase that, as

9 Mr. Cox said.

10 I think that he serves the interest well of

11 the people of the county. He serves the interest

12 of the airport well. And having followed a lot of

13 the county and City of St. Augustine business over

14 the years, I've watched Mr. Burnett represent

15 other interests as well, and I think that with his

16 broad range of experience here, in addition to the

17 depth of aviation experience that he's gained here

18 at the airport, I would urge you to vote for

19 retaining the -- the new firm and Mr. Burnett.

20 Thank you.

21 CHAIRMAN BARRERA: Thank you. That's all of

22 the public comment I have. I'm ready to open it

23 up to board comment.

24 MR. YOUMAN: I have one comment.

25 CHAIRMAN BARRERA: Carl?

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1 MR. YOUMAN: I believe it was last week or
2 last meeting, I asked you about the big folder you
3 carry with you with all the documents?

4 MR. BURNETT: Yes, sir.

5 MR. YOUMAN: And you went through each one of
6 them. And that's eight years' worth of knowledge
7 in there. And I would hate to lose that. I
8 support Doug.

9 CHAIRMAN BARRERA: Okay. Thank you.

10 MR. WERTER: This one's a no-brainer, if I
11 may. I'll just make a motion to reaffirm and
12 retain Doug Burnett as our attorney.

13 MR. YOUMAN: I second.

14 MR. WERTER: It's a no-brainer.

15 CHAIRMAN BARRERA: We have a motion and a
16 second. Do we have any other further board
17 comment?

18 MR. GEORGE: Yes, we do. Have you talked to
19 anyone from Rogers Towers?

20 MR. WUELLNER: Yeah.

21 MR. GEORGE: Okay. And they have no problem
22 with this? In other words -- excuse me.

23 MR. WUELLNER: They don't really have a
24 voice.

25 MR. GEORGE: They are not planning on coming

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1 back and replacing Doug and going after that

2 business --

3 MR. WUELLNER: They would like to, certainly.

4 They would like to find somebody to replace him

5 with us.

6 MR. WERTER: I jumped through the hoop. And

7 if I may. I just forgot, the one important

8 question is that there is no noncompete issues?

9 MR. BURNETT: That -- that's correct. That's

10 correct. And I will, for the record, say that

11 Rogers Towers is a fine firm and I enjoyed working

12 there, will in the future refer work to them.

13 It's -- that's not the purpose for why I left.

14 There's other reasons as to why I went off and

15 started my own endeavor.

16 MR. GEORGE: Well, the only reason I brought

17 it up was just so that this board was aware of the

18 options. I think the six to eight years' worth of

19 experience, we've been through enough cases where

20 someone that had some experience in some other

21 county was going to come in and -- and snore

22 during our meetings and stuff like that. So I --

23 I can support wholeheartedly Mr. Burnett going

24 that direction.

25 CHAIRMAN BARRERA: Okay. Jack?

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1 MR. GORMAN: Well, Doug was sent in by the
2 firm to straighten out a pretty onerous situation.
3 He did a great job. So that being -- and I get my
4 way again. I've always wanted him without the --
5 without the political onus of a big firm. So now
6 we've got the whole thing. We've got him, the
7 experience, and without the political machinations
8 of a large firm.

9 MR. GEORGE: He is a big firm.

10 MR. GORMAN: So he'll be another big firm
11 shortly.

12 CHAIRMAN BARRERA: Do we have anybody here
13 from Rogers and Towers that would like to
14 represent Rogers and Towers during -- before we
15 take a vote? Or speak on Rogers and Towers'
16 behalf?

17 (Representative absent.)

18 CHAIRMAN BARRERA: Okay. I think we're ready
19 to put it to a vote. All those in favor, say aye.

20 MR. GEORGE: Aye.

21 CHAIRMAN BARRERA: Aye.

22 MR. GORMAN: Aye.

23 MR. YOUMAN: Aye.

24 MR. WERTER: Aye.

25 CHAIRMAN BARRERA: All those opposed?

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1 (No opposition.)

2 CHAIRMAN BARRERA: Motion passes. Okay.

3 Let's move on to the next agenda item.

4 9.C. - ARFF STATION

5 MR. WUELLNER: Next item I have for you is

6 the ARFF station design contract. We solicited,

7 for lack of better terms, bids from the three

8 consult -- engineering firms that we have under

9 retainer for a project that included all

10 engineering bidding and inspection services. The

11 bids range from a low with Passero of \$110,500 to

12 just under \$16 -- \$160,000 for the same project

13 elements.

14 Relative to funding, this project is proposed

15 for funding with FAA at this point for 95 percent

16 funding with FAA under commercial service

17 entitlement fundings. This is including

18 engineering as well as construction. It's

19 proposed for 95 percent, with the FDOT and the

20 Authority splitting the other 5 percent. So it's

21 a local investment of 2 1/2 cents per dollar or 2

22 1/2 percent.

23 Total project budget -- this is including

24 construction -- of approximately \$900,000.

25 Project would be bid-ready in May, which is a

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1 fairly tight suspense, which would allow it to be
2 awarded in June or early July, consistent with FAA
3 funding requirements. Entitlement funding is an
4 option. Regular AIP discretionary grant is -- is
5 an option that FAA could take, as well as this
6 could also be funded out of stimulus money,
7 depending on how FAA chooses to fund it.

8 If it by some chance does get funded out of
9 stimulus money, it could be at 100 percent funded.
10 It would -- it would likely -- it would either be
11 a hundred percent or it would be 95 from federal
12 side.

13 It would be our recommendation that the
14 Authority award that design contract to Passero at
15 \$110,500 for design at this point.

16 CHAIRMAN BARRERA: Okay. Doug?

17 MR. BURNETT: If I may comment on one -- one
18 point of clarification related to this.

19 The actual proposal is for engineering,
20 bidding, and administration, contract --
21 construction contract administration. It does not
22 actually include the inspection services. So up
23 there on the -- on the PowerPoint, it should say
24 engineering, bidding, and administration services.

25 The inspection phase of the project will come

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1 as an add-on, and I can -- Andrew Holesco could
2 talk to you about that and explain why that is.

3 But I believe it has to do with once the bids come
4 back, then you have an idea of what the scope of
5 what's going to be inspected actually will be.

6 And that's why it's not in here at this stage.

7 So those two words have been superimposed.

8 But you're welcome to ask him directly about it.

9 MR. GEORGE: What kind of fee are we
10 typically looking at for inspection services on a
11 \$900,000 project?

12 CHAIRMAN BARRERA: Andrew?

13 MR. HOLESKO: Good afternoon. Doug hit the
14 nail on the head there, that the -- the current
15 scope that Mr. Wuellner requested from the
16 consultants was for engineering, bidding, and
17 construction administration. The level of
18 inspection will be at the request of the
19 Authority, whether it's part time, full time.

20 I would tell you on this project, it would
21 probably be somewhere between \$20,000, \$40,000.

22 MR. WUELLNER: It's also somewhat of a
23 function of if there are other projects ongoing on
24 the airport at the same time, you take advantage

25 of the same individual inspecting multiple

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1 projects.

2 MR. GEORGE: Right. Those fees for this one,
3 though, would go into the total project which
4 would be subject to the reimbursement?

5 MR. WUELLNER: Correct. It's an eligible
6 cost.

7 MR. GEORGE: Yeah. Was this in the budget?

8 MR. WUELLNER: Yes, actually.

9 MR. GEORGE: For this relative magnitude
10 or --

11 MR. WUELLNER: Actually, I think this is less
12 than what we have programmed.

13 MR. YOUMAN: Can I ask a silly question?
14 What does ARFF stand for?

15 MR. WUELLNER: Airport Rescue and
16 Firefighting.

17 MR. YOUMAN: Thank you.

18 MR. GEORGE: There's a course on it you could
19 go to.

20 CHAIRMAN BARRERA: All right. Let's open it
21 up for public comment. Mr. Holiday?

22 That's all the public comment I have now.

23 Open it up for board comment.

24 MR. GORMAN: We had -- we had talked about

25 this -- oh, I'm sorry, Buzz. Go ahead.

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1 MR. GEORGE: Yeah. That's basically what
2 we -- we discussed this facility for three years,
3 four years. And there's always some reason that
4 it gets postponed, be it grantwise or be it, you
5 know, something, you know, for us to do.

6 We have a truck here, and it would be nice to
7 start using it. I think that our facility,
8 irregardless of 3,000 takeoff and landings short,
9 we need that type of facility here. I think it's
10 been in the plan, and I think we need to go along
11 with it.

12 CHAIRMAN BARRERA: Jack?

13 MR. GORMAN: Well, if I'm in a burning
14 airplane, I want this. So that is like -- like
15 Mr. George says, we've been waiting and waiting
16 and waiting to do this, and this airplane --
17 this -- this airport has relatively large aircraft
18 that come and go. And this is just a necessity.

19 MR. YOUMAN: Will -- will this unit be able
20 to assist in local issues if there's -- if it's
21 necessary or just airport only?

22 MR. WUELLNER: We, as a matter of mutual aid,
23 make the vehicle available to St. Johns County
24 Fire Rescue, should they need it. It is a highly

25 specialized vehicle. It's not a structural

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1 firefighting unit. But it does have some very
2 unique firefighting capability that the county
3 knows they're welcome to use at any time should
4 they need it.

5 MR. YOUMAN: So overall, it will be a benefit
6 to the whole -- to the county, really, to a
7 certain extent.

8 MR. WUELLNER: Well, it gets our -- it's
9 our -- the Authority purchased a vehicle, as was
10 pointed out, going on two years ago.

11 MR. GEORGE: Yeah, two years.

12 MR. WUELLNER: That vehicle essentially is
13 sitting outside, you know. Very, very expensive
14 piece of equipment.

15 MR. WERTER: If I may, I -- I assume it's not
16 readily available. It's not going to be making
17 regular calls.

18 MR. YOUMAN: No, no, no.

19 MR. WUELLNER: No, it is not.

20 MR. GEORGE: You can't charge Mr. Sanchez for
21 its use.

22 MR. YOUMAN: No.

23 MR. GEORGE: You can't do that.

24 MR. YOUMAN: We're here to assist -- we're

25 here to assist the community.

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1 MR. GEORGE: That's right. Absolutely.

2 CHAIRMAN BARRERA: That's a great point. But
3 that's a great point, that it is available should
4 it -- something on a large scale, its services be
5 wanted or needed.

6 MR. WUELLNER: Yeah. We -- we enjoy just a
7 great relationship with the fire rescue group.
8 They're just -- we train on -- cross-train on
9 equipment. We -- you know, we do drills and
10 responses and things like that on a routine basis.

11 All our emergency planning and all is
12 coordinated with them. So if they need to use it,
13 it will be available.

14 MR. YOUMAN: Will they be hazmat trained?

15 MR. WUELLNER: All of the firefighters are,
16 yes. We don't --

17 MR. YOUMAN: Hypothetically, if an incident
18 happened on the FEC coming through here with a --
19 and -- we're equipped to take off right there.

20 MR. WUELLNER: The vehicle is.

21 MR. YOUMAN: The vehicle is. Okay. Thank
22 you.

23 CHAIRMAN BARRERA: Okay. Do we have a
24 motion?

25 MR. GEORGE: I make a motion we accept

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1 Staff's recommendation and proceed with Passero,
2 provided they provide the same quality work that
3 they did on the Customs building.

4 MR. WERTER: I second.

5 CHAIRMAN BARRERA: Okay. Do we have any
6 further board discussion?

7 (No further discussion.)

8 CHAIRMAN BARRERA: Like to call it to a vote
9 then. All those in favor, say aye.

10 MR. GEORGE: Aye.

11 CHAIRMAN BARRERA: Aye.

12 MR. GORMAN: Aye.

13 MR. YOUMAN: Aye.

14 MR. WERTER: Aye.

15 CHAIRMAN BARRERA: All opposed?

16 (No opposition.)

17 CHAIRMAN BARRERA: Hearing none opposed, the
18 motion passes. And our next agenda item is runway
19 13/31.

20 9.D. - RUNWAY 13/31

21 MR. WUELLNER: Yeah. This is probably the
22 most complicated of the -- of the three
23 design-related discussions today. Runway 13/31 is
24 really at a point now where we -- we need to begin

25 to either facilitate a rehabilitation project on

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1 this or at least get through the development of
2 the design for what we're going to do.

3 You -- you probably recall some months ago
4 back in October that the Airport Authority agreed
5 to a task order with Passero, with some FDOT
6 funding as a match, to begin the effort in
7 evaluating the pavement out there, as well as a
8 preferred rehabilitation method as it pertained to
9 the runway.

10 And the overall recommendation made is to go
11 after a whitetopping solution for that runway.

12 And whitetopping, for purposes of runway
13 development, is essentially creating a concrete
14 overlay of an existing asphalt facility. It's
15 being used all over the country.

16 We have several projects here in Northeast
17 Florida, to include I believe New Smyrna Beach and
18 Fernandina, as having examples of -- of these kind
19 of projects wherein they put a six-inch concrete
20 overlay over the top of existing asphalt and
21 obviously the base and subbase structure that's
22 there.

23 The -- the beauty of this method is that
24 you -- you're literally pouring -- putting

25 concrete over the top of a very hard, very stable

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1 existing surface, which makes a thinner concrete
2 section possible and -- and viable.

3 Our intent is to position this overall
4 project for stimulus money or AIP -- AIP
5 discretionary funds. The fallback position, we'll
6 have to wait -- may have to wait for funding of
7 the actual construction. Construction phase of
8 this is estimated at about \$10 1/2 million. So
9 it's not an inexpensive project.

10 The good part is that this project can be
11 accomplished with as little as three weeks of
12 runway closure. It -- it does require bringing --
13 or con -- reconnecting, if you will, the existing
14 intersections back to the main runway. There can
15 be some limited milling to adjust the elevation of
16 the concrete pour to make that as minimally
17 intrusive on connectors as possible.

18 Our intent is to make this project -- they're
19 moving along in this -- in this respect based on
20 the original task order, to have this shovel ready
21 by May so that it could be -- excuse me, by June,
22 so that it could be set very well to be funded
23 either again out of stimulus or AIP discretionary
24 money.

1 office to give this project the necessary
2 attention at the Orlando airport's district office
3 so that it does get funded.

4 The original \$200,000 -- or \$180,000 task
5 order was based on a \$200,000 matching grant with
6 Florida DOT. So there was a \$200,000 possible
7 project available under the original grant terms.

8 The FAA entitlement fund could be tapped in
9 the event it's not funded for construction. We
10 can use our entitlement monies going into the next
11 fiscal year. So going into October, we can use
12 our FAA entitlement money to fund the design piece
13 of this, if construction does not. So if we have
14 to fund it independently -- fund the design
15 separately from construction later, it can be
16 accommodated.

17 If it's funded out of entitlements, it would
18 be funded at a 95 percent level from FAA. If it's
19 funded out of discretionary funds, again, it would
20 be a 95 percent funding from -- from FAA.

21 If it's funded out of stimulus money, if --
22 if it does get funded out of that, it could be
23 funded as high as a hundred percent. In any case,
24 it wouldn't be less than 95 percent. That leaves

25 the 5 percent split that we usually have with

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1 Florida DOT available, splitting the last 5
2 percent, so the local share would be 2 1/2 percent
3 for...

4 And the entitlement commitment if -- for
5 design related, if that's the direction it ends up
6 going, would be for approximately \$513,000 of --
7 of entitlements out of approximately \$1 million
8 that would be available to the Authority.

9 Our recommendation is to authorize the
10 additional design at this point to a total fee now
11 of \$640,000, which is about, if my memory's
12 correct, about 8 percent of the total -- it's less
13 than that. Less than 8 percent of the total
14 project budget of \$10 1/2 million.

15 So it's certainly within the realm of reason
16 relative to the -- in fact, it's 6.1 percent.

17 Thank you. 6.1 percent. So it's within the realm
18 of reason and certainly way less than we would
19 expect that number to come if it were just a
20 stand-alone project. Looking at design fees, you
21 could easily see a million dollars or more being
22 asked for for design of the project.

23 Happy to try to answer any questions. I'm
24 sorry this is so complicated, but there are a

25 number of financial pieces in this particular

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1 effort.

2 CHAIRMAN BARRERA: Let me go ahead and open
3 it up for public comment. Okay. Reba?

4 MS. LUDLOW: I pass.

5 CHAIRMAN BARRERA: Okay.

6 MR. MARTINELLI: Kelly, I didn't -- I didn't
7 check that. But can I?

8 CHAIRMAN BARRERA: After -- after I go
9 through the list, I'll let you. Mr. Holiday?
10 Mr. Slingluff?

11 MR. SLINGLUFF: It's a big project, probably
12 one of the largest projects we're facing, and can
13 positively or negatively impact the airport
14 drastically and impact all of our budgets,
15 operating budgets, and income streams. And -- and
16 I have full faith in -- in everything that the
17 engineering group has done so far.

18 I do have a concern, though -- and Ed, if you
19 can answer, the environmental surveys that are
20 going on right now, will that information feed
21 into this project at all?

22 MR. WUELLNER: No. It is not dependent.

23 MR. SLINGLUFF: Any hydraulic action
24 happening in there?

25 MR. WUELLNER: No, sir.

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1 MR. SLINGLUFF: The -- is there going to
2 be -- once the engineering part of this of the
3 design phase is done, is there a way to get a
4 second opinion on the process that -- the capping
5 process that we want to do?

6 MR. WUELLNER: Sure.

7 MR. SLINGLUFF: And -- and the procedures of
8 how we're going to do it?

9 MR. WUELLNER: Sure. We have actively -- up
10 to this point, just so you know, we have actively
11 involved Florida DOT, who has literally paid on
12 the front end for the original evaluations at --
13 at several locations in the state.

14 Their Northeast Florida, or District --
15 District II, has been at the forefront of -- of
16 developing projects with this product. They
17 were -- they were one of the folks who were really
18 behind doing this kind of work at Fernandina a few
19 years back. It's just outstanding.

20 We had an opportunity, before we hired
21 Passero, to go up and watch that process, to look
22 at the final project, and I think everybody's been
23 extremely pleased with the results of the project.
24 And, you know, I -- as you and I have talked

25 before -- and I share your concern with the amount

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1 of time to -- to physically complete the -- the

2 work. It's -- you know, it's --

3 MR. SLINGLUFF: Well, I think -- you know, we

4 can -- we can all work around that. I just don't

5 want to get into a situation where 18 months after

6 the project is done, everyone is scratching their

7 head going, "We've never seen that happen before;

8 the whole thing curled up."

9 MR. WUELLNER: There are a lot of projects

10 out there already on this and it --

11 MR. SLINGLUFF: Okay.

12 MR. WUELLNER: The results are exceptional

13 everywhere. I'm not aware of any -- any airport

14 having issues.

15 The only ones I've -- I've heard of were when

16 they tried to -- on the front end of these jobs

17 five-plus years ago, there were some efforts to

18 try and find the smallest or the -- the shallowest

19 section that was possible. And there were some

20 apron jobs and some things like that done at some

21 GA airports where they tried as little as three

22 inches and even shallower in some spots and had

23 some -- had some interesting results.

24 But where -- where you're pouring a section

25 six inches or better, the results are exceptional.

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1 Especially on a -- keep in mind, this runway,
2 you're adding to its capability, not subtracting
3 when you -- when you add this -- this overlay.

4 The -- the load-bearing strength that was
5 there for asphalt is still there for the concrete.
6 So it provides -- it's easy to get caught up in
7 it's only six inches deep. But it's six inches
8 over 15 and 18 inches of other prepared surface
9 underneath that you wouldn't do if you built the
10 runway just out of concrete originally.

11 I would, if you don't mind, let Andrew
12 address some -- these guys have -- one of the
13 reasons we like Passero on this job so much is
14 that they really have the lion's share of
15 knowledge as it comes to the whitetopping
16 projects. They -- they've done a bunch of them
17 with exception results on them.

18 MR. HOLESKO: Just wanted to respond to
19 Mr. Slingluff's comments. You know, he and I
20 spent a few minutes together at the Customs
21 building ribbon-cutting.

22 A few other engineering notes, just to -- to
23 back up and to the analysis on the runway. In
24 addition to looking at the surface and all the

25 testing that we've done on the landing area, we're

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1 actually also going into all of the drainage pipes
2 beneath the runway. We're running cameras through
3 them all to make sure that all of the pipes and
4 all of those joints are acceptable.

5 We actually have multiple plans in place
6 to -- in terms of what to do if we find anything
7 beneath the runway, because this is the time to
8 know about that.

9 In terms of having, I think, Michael, you
10 mentioned curling up and things like that on the
11 runway and the troubles you face in -- in pavement
12 rehabilitation, those typically occur, actually,
13 when you remove the runway surface. And that's
14 one of the big advantages of whitetopping, is that
15 we are not removing the runway surface. We're not
16 going to be, you know, encouraging and shaking and
17 grinding up that surface to allow water, you know,
18 to move up through the bottom. We are, in
19 essence, sealing the surface with white concrete
20 on the top.

21 As Mr. Wuellner mentioned, we did one of the
22 pioneering projects here in the state of Florida.
23 It's been widely very well received. The city
24 received a national award acknowledging that as a

25 pioneer in the southeast, and other people are

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1 using that runway as a model. And we want to
2 bring that model obviously here to St. Augustine.

3 But in addition to the whitetopping concrete
4 analysis, we looked at all of the logical steps,
5 asphalt overlay, asphalt reconstruction, concrete
6 reconstruction. We looked at all the logical
7 methods to rehab the runway. And again and again
8 it brings us back to the whitetopping overlay
9 as -- as the logical alternative.

10 And again, when it gets to the biggest
11 question of shutting the runway down and
12 reopening, this is the -- this is the one. This
13 is the one to use to shut down and get your runway
14 open as quick as possible.

15 It's kind of hard to believe that the one
16 that has the best quality, longest durability, it
17 is the shortest one. I mean, there's many things
18 that are very much in favor of the whitetopping
19 concept.

20 MR. WERTER: If I may, can I ask you an
21 actual construction work versus curing time for
22 the cement? How does it break down, the three
23 weeks? How does that break down? Are we
24 talking -- we're talking a five-day workweek,

1 MR. HOLESKO: We're talking -- right now
2 we're looking at a five- or six-day workweek, two
3 ten-hour shifts per day. We have been asked some
4 questions -- again, you know, we're -- we're
5 thinking forward of what it will take.

6 For this particular project, certainly the
7 contractor is not touching that runway and
8 shutting that runway down until the manpower is
9 on-site, the specialized equipment is on-site, and
10 the raw materials on-site to be manufactured
11 on-site, created on-site. We expect a mobile
12 concrete plant here on the airport to create your
13 concrete. We are not going to be trucking it in
14 and you're going to see a large pile of raw
15 material ready to build your concrete to make it
16 on-site and place it.

17 MR. JONES: They did that in Atlanta.
18 Atlanta's airport, they did that whitetopping.

19 MR. HOLESKO: And actually, we -- we did the
20 same thing in Fernandina, mobile concrete plant
21 on-site. It will be a contract requirement.

22 MR. YOUMAN: If -- if nothing was done, how
23 long would this runway last? How many more years
24 of service?

25 MR. HOLESKO: Well, and that's actually

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1 not --

2 MR. YOUMAN: I mean, I know it's a
3 guesstimate, but an idea.

4 MR. HOLESKO: Your runway is at the point now
5 where it is ending -- it's at the end of its
6 useful life, and it's going to continue to
7 maintain severely. If it -- if you don't do
8 anything on the runway, within five years,
9 you're -- you're going to create a structural
10 problem most likely on the runway which is not
11 going to lend itself to whitetopping overlay.

12 We don't want to overlay a runway that has
13 structural failure, as -- as Mr. Wuellner
14 mentioned. We want to put that concrete on top of
15 a good runway. In five years, if we have cracks
16 opening up, then you're going to have to take that
17 asphalt off, and at that point, decide whether or
18 not to put asphalt back down or concrete. But
19 this project may not work in that application.

20 MR. YOUMAN: Okay. When -- when it's
21 complete, what's the -- what's the anticipated
22 life once the project is complete, 20 years, 30
23 years, 10 years?

24 MR. HOLESKO: Fernandina runway has a 30-year

25 life. Again, it's completely based on the level

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1 of operations and the weight of the aircraft.

2 I will tell you we did that runway in 2003.

3 It's 2009. That project has a 10-year, 100

4 percent pavement guarantee. And if you go out

5 there and look at the runway today after six

6 years, it looks like it's brand new.

7 Yours would be certainly in the 20- to

8 30-year time frame as long as there wasn't a

9 significant increase in the usage of the airport

10 by aircraft in the 300,000 pound-plus category.

11 Your existing design, you're looking at 20 -- 20

12 to 30 years of excellent service from the runway.

13 MR. YOUMAN: Okay. That takes me to my last

14 question, I think it is. Ed mentioned load

15 bearing. The load-bearing capabilities of this

16 new runway will be substantially increased, which

17 means much bigger planes can come in here and

18 land?

19 MR. HOLESKO: I won't say substantial. I

20 will say that it's increased, yes. You're not

21 affecting the full structure of the runway

22 pavement, which is where the -- the bearing really

23 comes from. But certainly it is going to be

24 increased because you have a strong runway today

25 and we're going to go out and put six to eight

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1 inches of concrete on top. You will have a
2 technical engineering analysis from us showing you
3 what we think it is today and what it will be in
4 the future.

5 MR. YOUMAN: What kind of -- what's the
6 biggest kind of plane that could land?

7 MR. HOLESKO: I would say the same thing that
8 lands here today. You've had planes in excess of
9 300,000, 500,000 pounds, again, not on a regular
10 basis, but you're still going to be able to
11 accommodate those aircraft.

12 MR. YOUMAN: Thank you.

13 CHAIRMAN BARRERA: Andrew, if you could just
14 wait a second, because we may have some more board
15 discussion. But I want to meet the last bit of
16 our public comments. Mr. Martinelli?

17 MR. MARTINELLI: Two questions, really. Some
18 time ago when we were talking about, excuse me,
19 the increased activity that was anticipated at
20 this airport -- wow. Can you still hear me? I'll
21 hold it. Excuse me.

22 MR. WUELLNER: Can you help him?

23 MR. MARTINELLI: Leave that out of the
24 minutes, Janet.

25 MR. WUELLNER: Can you help him? Can you

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1 help him put that back in?

2 MR. MARTINELLI: We were talking -- we were
3 talking about the increased number of operations
4 and the eventual need for a parallel runway down
5 the road in the five-year plan, the ten-year plan,
6 anticipated that across U.S. 1 and so on.

7 One of the things that we talked about at
8 that time was a high-speed takeoff off of 13/31 to
9 Taxiway Bravo so that the landing aircraft would
10 not have to use the full runout, but could
11 high-speed off the runway to the taxiway. And I'm
12 just wondering if that could be studied as a part
13 of this project, because this recession's not
14 going to last forever and we're going to have
15 increased traffic, and this might be a beneficial
16 thing for the future.

17 Now, the other thought that I had -- and this
18 really ties in with the high-speed takeoff -- is
19 the extension of runway -- of Taxiway Bravo down
20 to the 13/31? Is that the extension we're talking
21 about, Ed?

22 MR. WUELLNER: That's actually -- that --
23 that project, the Taxiway B project, is a function
24 of the environmental assessment. It's got its own

25 path going -- that's different from this. It

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1 has -- because it's in a new area, it's not a
2 reconstruction of an existing pavement --

3 MR. MARTINELLI: Okay.

4 MR. WUELLNER: -- it has a requirement to
5 complete an environmental assessment. That
6 environmental assessment is underway.

7 MR. MARTINELLI: Okay. But that extension
8 you're talking about is down to the 31 approach
9 end? Is that where we're talking about?

10 MR. WUELLNER: That's the intent, yes.

11 MR. MARTINELLI: Okay. I was just thinking
12 that maybe that the high-speed takeoffs could be
13 part of that consideration as well.

14 MR. WUELLNER: Potentially. You're going --
15 we're going to have to come up with a lot more
16 justification for high-speed exits at this point
17 than -- than we currently have. It's something
18 that you monitor and then -- then approach FAA
19 independent. So I don't see it being wrapped into
20 this project. You know, it may be evaluated as a
21 part of the Bravo extension. More likely, it
22 will -- it would -- it will stand on its own
23 merits later.

24 MR. MARTINELLI: Okay. Thank you.

25 MR. WUELLNER: Uh-huh.

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1 CHAIRMAN BARRERA: Okay. That's all I have
2 for public comment. Let's open it up to board
3 comment.

4 MR. HOLESKO: Kelly, I'm sorry. I wanted to
5 add one note to that, if I may --

6 CHAIRMAN BARRERA: Okay.

7 MR. HOLESKO: -- because the high-speed
8 taxiway exit for capacity considerations is -- is
9 an important consideration.

10 Your -- your runway to parallel taxiway
11 separation right now is 400 feet, which is exactly
12 what it should be for your design. True
13 high-speed exit taxiways have a runway and a
14 taxiway separation of 600 feet.

15 If you don't have a 600-foot separation,
16 obviously an aircraft departing at a high speed,
17 it needs that distance to slow down. So it would
18 be a very significant consideration to -- to
19 switch your parallel taxiway system from 400 feet
20 to 600 feet.

21 CHAIRMAN BARRERA: Okay. Thank you, Andrew.
22 Go ahead, Buzz.

23 MR. GEORGE: Andrew, before you get down, I'm
24 a little bit concerned that several months back,

25 we brought in two other engineering firms and

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1 approved them because of all the things that were
2 going on in capacity. And we just approved one
3 for you guys. And now we're looking at approving
4 another one, and then right behind this, the
5 tower.

6 I'd like to hear just a little discussion of
7 Passero's capability, meaning number of people and
8 how many people are going to be allocated to this
9 project, and then some general statement out of
10 you that, yeah, there won't be any slips.

11 MR. HOLESKO: Okay. I guess a few things to
12 note on that. It certainly -- it's a fact that
13 the Authority has -- has awarded numerous projects
14 to Passero, even as the -- the three firms have
15 been assigned to do your work.

16 First, I just want to note in general that on
17 many of the projects where we work, we actually
18 subcontract with the other engineering firms. And
19 we actually have some very, very large
20 subcontracts with the other engineering firms that
21 are on contract with you that actually work for us
22 to -- to get projects complete. So sometimes it's
23 not just Passero.

24 The environmental assessment that -- that Ed

25 mentioned earlier, we actually have seven

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1 subconsulting firms, and our fee on -- actually on
2 that project is -- is the -- like the minority
3 fee. And it's -- the majority of the work is
4 actually being distributed to others. So
5 sometimes you see that large fee, but it's
6 actually not just Passero; it goes to many, even
7 though our name is on it.

8 In terms of our capabilities, we have 35
9 people inside the company that do nothing but
10 airport planning, design, and construction
11 management. So we've got 35 people doing the
12 work.

13 You are a very important client to us. You
14 have, I will tell you, the best staff that we
15 have. You have a project manager and two project
16 engineers. One of them has about 30 years of
17 engineering experience and -- and a team of very
18 experienced designers. And if I can use the word
19 "guarantee," you know, I can just tell you we're
20 not --

21 MR. GEORGE: I know what you mean.

22 MR. HOLESKO: We're not going to slip up on
23 this. We know it's an important project. We know
24 it's on a very tight time frame. And not only are

25 we not going to slip up, but you are going to have

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1 an exceptional project.

2 And Ed threw down that gauntlet there of
3 closing the runway by three weeks. That made me
4 quiver a little bit, but he and I have talked
5 about that numerous times in terms of how
6 important it is to minimize the closure of the
7 runway.

8 We expect other airports in the state of
9 Florida and throughout the country to look at your
10 project and be amazed at what the Airport
11 Authority has done during the construction phase.
12 That -- that -- that's our interest. Amazed.

13 MR. GEORGE: Yeah. Again, my reason for
14 bringing it up, Andrew, is -- is -- does -- is 100
15 percent because we are pleased with the
16 relationship that you personally and your firm
17 have for the airport.

18 I don't think that anybody around here has --
19 has ever had anything derogatory to say. You've
20 always been on time. This is a big chunk, and I
21 just wanted to make sure that I understood how it
22 would be done. That's my only comments.

23 CHAIRMAN BARRERA: Okay. Jack?

24 MR. GORMAN: Well, mine is a bit parallel to

25 Mr. George's comments, and it's just to clarify

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1 things.

2 I'm -- of course, we all are pleased with
3 Passero's performance, but we do have those other
4 firms. And just to clarify, maybe I'll ask
5 Mr. Burnett that. We don't need to put these out
6 for bid to the other, because they've already been
7 on our -- in other words --

8 MR. WUELLNER: You already selected them.

9 MR. GORMAN: -- we won't get questioned later
10 on why we're giving all this work to Passero, even
11 though, of course, they're quite qualified, and
12 everyone's -- at least in their -- their history,
13 there is no issue with that.

14 MR. BURNETT: Excuse me. There's not,
15 because they are on your list of continuing
16 consultants. They went through the request for
17 qualifications process that was competitive, and
18 because of that, you can award it to them.

19 And I think Ed does -- and I won't speak for
20 him, but I think he does research on each one of
21 these to make sure that he -- he -- he gets a
22 reasonable fee out of any of your consultants,
23 whether it's Passero or the others.

24 MR. GORMAN: I'm only asking this just for

25 clarification for the public and everything else

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1 so we don't, you know, get in retrospect
2 questioned as to why all the work went to Passero.
3 I mean, just --

4 MR. BURNETT: Sure. I understand. And --
5 and -- and I think from the way the industry is --
6 and -- and Andrew can talk about this more if you
7 want to hear from him, but unless it's one of the
8 really large engineering firms, one of those ones
9 that has a thousand-plus employees, they just
10 don't have every one of the expert areas within
11 their firm. It's really unlikely.

12 And a lot of the times, it can actually be
13 cost-effective to use specialty firms outside,
14 especially for environmental. There's firms that
15 all they do is environmental. And so it's very
16 routine for them to subcontract the work, as it is
17 routine for other engineering companies to
18 subcontract a lot of their work out on projects
19 like this.

20 CHAIRMAN BARRERA: Okay. Do we have any
21 other board member discussion?

22 Ed, I realize that this is the 97 1/2 percent
23 funding and a possible 100 percent, but overall,
24 how will this affect our budget?

25 MR. WUELLNER: Actually, it's -- it's very

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1 minimal, because the total -- total project share
2 here is just a couple hundred thousand dollars,
3 compared to a \$10 1/2 million price tag for the --
4 for the total project. So the -- the likelihood
5 of this -- you know, our expenditure would largely
6 be in the next year instead of this year.

7 CHAIRMAN BARRERA: Okay.

8 MR. WUELLNER: And again, it's -- it's a very
9 minor amount of money in terms of the capital
10 budget impact.

11 CHAIRMAN BARRERA: Okay. Doug?

12 MR. BURNETT: And this is far beyond the
13 legal part. I just will comment, because we had
14 the TPO presentation today and they were talking
15 about the projects that St. Johns County got
16 awarded during -- in the stimulus package.

17 I can tell you, and Commissioner Sanchez is
18 here, when you look back a year ago, the County
19 went ahead and spent the money to design and
20 permit the ramp improvements at 312 and I-95 --
21 excuse me, at 207 and I-95. And they started that
22 process, significant money to the county, but
23 overall not a large amount, with no real -- no
24 real forecast for when the money would come

25 available to ever build those ramp improvements.

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1 But since the stimulus package is looking for
2 shovel-ready projects, those ramp improvements at
3 207 and 95 all of a sudden pop up on the radar
4 screen and there's something that's being funded,
5 and that's what the TPO is bragging about. And
6 they really saved the county a lot of money and
7 brought those improvements forward. And some of
8 the minor improvements that were in the million
9 dollar range that the county was going to do to
10 that intersection, now the county has that money
11 to spend on other things.

12 So just want to throw that out there, that
13 the stimulus package is looking for shovel-ready
14 projects, and this gets you in that place in the
15 June time frame, which is something to consider
16 when you're looking at projects on the airport.

17 MR. YOUMAN: They're -- they're also -- and
18 to add to Doug's comments, they're doing
19 interchange modification reports now on these
20 projects. Because of it being funded, they can go
21 ahead with other enhancements to that area,
22 because they were prepared.

23 CHAIRMAN BARRERA: Okay. Is there any
24 further board discussion?

25 MR. GEORGE: One other question. Ed, this is

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1 approving the total fee to \$640-.

2 MR. WUELLNER: Yes.

3 MR. GEORGE: So that's the \$180- that was
4 approved?

5 MR. WUELLNER: It's inclusive.

6 MR. GEORGE: It's inclusive. Okay.

7 MR. WUELLNER: Yes, sir.

8 MR. YOUMAN: This is another one of those
9 projects where, except for the costing out, we
10 really have no choice but to do it. And the
11 maintenance, as -- as he was saying, in five years
12 it's going to fall apart anyway. So the issue is
13 going to be there no matter what.

14 MR. WUELLNER: Yeah. It's just that it's a
15 project. It's not -- it's not an "if"; it's a
16 "when" kind of project.

17 MR. YOUMAN: Yeah.

18 CHAIRMAN BARRERA: Okay. We'll take a
19 motion. Somebody want to make a motion?

20 MR. YOUMAN: I make a motion that we accept
21 the agenda item runway 13/31 rehabilitation as
22 presented.

23 CHAIRMAN BARRERA: All right.

24 MR. GEORGE: I second that.

25 CHAIRMAN BARRERA: All in favor?

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1 MR. GEORGE: Aye.

2 CHAIRMAN BARRERA: Aye.

3 MR. GORMAN: Aye.

4 MR. YOUMAN: Aye.

5 MR. WERTER: Aye.

6 CHAIRMAN BARRERA: All opposed?

7 (No opposition.)

8 CHAIRMAN BARRERA: Motion passes.

9 MR. WUELLNER: All right. It's time to make
10 a little money now.

11 MR. YOUMAN: That's nice.

12 9.E. - CELL TOWER

13 MR. WUELLNER: The next item I have is
14 related to the land lease for the communication
15 tower. Go ahead and go to the next slide just so
16 you have a visual representation of where the
17 tower location would be.

18 The Verizon tower is back up in this area.
19 I'm sorry I didn't give a big enough graphic for
20 it. But the tower that was approved by the County
21 at this point that we're just -- including the
22 discussion on whether to appeal, would be up in
23 there.

24 The -- the hope is that we can eliminate that

25 tower location up on this end and include the

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1 capability on this facility, thereby eliminating a
2 whole tower.

3 It's a -- initially, it's an option to lease,
4 or the ground lease, to Towercom. It's for one
5 tower structure. The tower would have a maximum
6 elevation of 148 feet MSL. That's inclusive of
7 all lighting, antennas. It's the maximum
8 obstruction height.

9 The tower could accommodate up to seven cell
10 tower companies on the tower. Several have
11 committed already to doing that. My understanding
12 is three are ready to go today. If the tower were
13 up today, they'd be on there today and the Airport
14 Authority enjoying that revenue.

15 The tower proposal also includes free
16 accommodation of the county's countywide radio
17 system on that tower. So it would, obviously by
18 that term, I mean no cost to the county to have
19 that included on the tower.

20 And it provides for no capital expenditure,
21 no other expenditure by the Airport Authority in
22 the development of the tower. All of that would
23 be borne by the tower facilitator.

24 From the revenue side, we're looking at a

25 \$15,000 lump sum payment to the Airport Authority

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1 per cell tower locator that locates on the tower,
2 plus a \$1,000-a-month revenue stream per carrier
3 on the tower.

4 All other antenna locators on that tower
5 would be a -- a revenue stream to the airport of
6 30 percent of the lease rate on that -- for that
7 location on the tower. That's in addition to
8 whatever the cell tower -- the cell part of this
9 generates.

10 It also is adjusted annually at 3 percent.
11 So each year, the value of the lease goes up 3
12 percent to the Authority.

13 We have looked -- as -- as I mentioned
14 earlier, we have spent a good deal of time, in
15 particular Bryan, in looking at these -- the
16 options available to us, which included at one
17 time, and includes -- this year's budget, includes
18 again the Airport Authority building that tower.

19 The -- the downside to the Airport Authority
20 building the tower, although all of the revenues
21 related to this would be the Authority's, is that
22 we pick up all of the long-term maintenance
23 obligations of this tower and -- and all that goes
24 with it, which is significant, especially for

25 people who don't know anything about tower

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1 maintenance and those obligations. So the odds
2 are we'd end up contracting with somebody to
3 manage those leases and manage the maintenance and
4 the like for that, as it's not our expertise
5 anyway.

6 This appears to be an absolute win-win for
7 the Airport Authority in that it minimizes the
8 proliferation of towers surrounding the airport,
9 provides enhanced cell service all over the
10 airport, in the vicinity of the airport, something
11 that we get routinely complaint -- complained to
12 about, and provides obviously a significant
13 revenue source back to the Airport Authority. So
14 Staff recommends the lease to Towercom for this
15 project.

16 Be happy to try to sort out questions or
17 comments related to it. Yes, sir.

18 MR. GEORGE: Public comment?

19 CHAIRMAN BARRERA: Yeah. We need to open it
20 up to public comment, Jack.

21 MR. GORMAN: I understand.

22 CHAIRMAN BARRERA: Mr. Holiday? Reba?

23 MR. WUELLNER: We don't like them. You know,
24 we don't like towers, but at the end of the day,

25 it's -- you know, the -- the growing dependence on

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1 cell phone-related services, the fact that in
2 theory you can place them now and not violate the
3 County's ordinance nor violate FARs related to
4 their placement, we've got an option of managing
5 this the best we can or rolling over and letting
6 it happen to us.

7 CHAIRMAN BARRERA: Reba?

8 MR. WUELLNER: I'm sorry.

9 MS. LUDLOW: I'll just say I concur with Ed.

10 That's all. I pass.

11 CHAIRMAN BARRERA: Okay. Joe Lopinto?

12 MR. LOPINTO: Thank you. A couple of
13 questions with respect to the -- and Attorney
14 Burnett, briefly touched on it, but the RF
15 indications.

16 Having spent the better part of the last year
17 and ongoing, doing functional flight checks with
18 respect to the WAAS installation -- it's W-A-A-S,
19 Wide Area Augmentation Systems, that are now
20 appearing in not only general aviation airplanes,
21 but will continue to appear in Part 121 airplanes,
22 and -- and also with the potential of wanting to
23 get a lower landing minimum with an enhanced ILS
24 system, either through approach lighting and/or

25 more fine-tuned ILS systems, my question is, is

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1 there a way that the carrier or the tower owner
2 can stipulate to the Authority that none of these
3 RFs will interfere with the systems that are on
4 the site today, WAAS, ILS, and anticipated systems
5 that may come here to the St. Augustine Airport?

6 And I say that because approximately 90 days
7 ago, we had a NOTAM that was put out on our ADIZ
8 frequency because of activities that were done in
9 the ocean with -- with the United States Navy that
10 the GPS system was an unreliable signal, and I
11 personally have experienced at other airports,
12 even without those notices. And as you get into
13 this WAAS installation, which relies upon
14 satellites, it's a very sensitive signal.

15 Having said that from the general aviation
16 side, over in the 120 -- Part 121 side, the
17 airline side, they march to a different drum, a
18 different TSO, Technical Standard Order, where
19 their systems are even more finely tuned because
20 of their autopilots, the dual autopilots and
21 everything.

22 So my -- the long story short is, can we get
23 some guarantee that if this tower goes up, that
24 from now and into the future, that if there's any

25 interference or the FAA comes back and says, "Were

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1 it not for those cell towers, you could get an
2 enhanced system"?

3 MR. WUELLNER: Yeah, I don't know whether you
4 can get a guarantee in the way you're thinking,
5 but I can tell you that there are, you know, a
6 myriad of agencies who -- who look at that from
7 a -- from a frequency management standpoint to
8 include FCC and even FAA's spectrum management
9 division in D.C. to assure that the civilian uses
10 of frequencies in vicinities of airports remain
11 compatible with all of the navigational aids that
12 are in place today, as well as proposed.

13 I can tell you that the evaluation we have
14 done or has been done relative to the siting of
15 the structure also includes the establishment here
16 of an ILS to runway 13. So the evaluation
17 relative to the 148 feet and the type of use
18 has -- has already been accomplished.

19 They still have to do, as a part of -- of the
20 normal process -- normal FCC permitting, is they
21 have to go to FCC, and FCC's required to
22 coordinate with FAA on the frequencies and be sure
23 that those -- those inherent issues that come out,
24 frequency management, don't impede the airport.

25 MR. LOPINTO: And -- and also given our fine

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1 neighbors at the Northrop Grumman, can the study
2 be looked at from a cumulative effect, that
3 Northrop Grumman's putting out RF, the RFs are
4 coming from the cell towers, and what is the
5 cumulative effect on -- on these aspects? Not
6 only on the ILS, but also the WAAS systems,
7 because WAAS is becoming more and more prolific
8 throughout the industry.

9 MR. WUELLNER: Yeah. I -- I don't personally
10 know what the WAAS frequency, you know, the -- the
11 upgraded frequency, you know, is for that. I can
12 tell you that the priority close in to airports is
13 given to the navigational systems. So if there's
14 anything that has to change, it -- it's -- it's
15 the -- it would be the tower site that would have
16 to comply with existing navs.

17 There's a public safety issue related to
18 navigational aids that supercedes cell phone
19 capability.

20 MR. LOPINTO: Is there a way to ask the
21 question, does any nearby airports have cell
22 towers on them?

23 MR. WUELLNER: I know Gainesville does. I
24 know Gainesville does. I do not know beyond that.

25 Maybe -- maybe you know a few.

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1 CHAIRMAN BARRERA: Thank you, Joe.

2 MR. COOPER: I'd like to address just a
3 couple of things. For the record, it's Bryan
4 Cooper.

5 I've been spending quite a bit of time with
6 the FAA reference this tower and three or four
7 others that have been applied for in the area.
8 The one on Gun Club Road is one of them. Another
9 one is a mile up the road on U.S. 1.

10 And Towercom actually has already gone
11 through the process and signed an option to lease
12 just shortly west, a few blocks west of this
13 location. They've -- they pulled back from that
14 one. If they're going to build this one, they're
15 not going to build the other one. So there's a
16 number of towers out there in that -- in that --
17 in that loop right now.

18 In the studies that the FAA has done -- and
19 I've got copies of all of those and I've called
20 and talked to the people in Oklahoma City that do
21 the analysis for the flight paths and then the
22 ones in New Jersey that do the analysis for the
23 frequency interference. And I've talked to those
24 and also talked to them about the potential future

1 One of the towers up on U.S. 1, just north of
2 here, would probably affect the minimums on that
3 ILS. They say that's -- it's right on the edge,
4 it's in a gray area. But when they start doing
5 the instrument approach design, I know how those
6 gray areas always go, in the abundance of safety.
7 So it would go up. So if we build one, that other
8 one probably would not get built. So that's
9 important, too.

10 But the other thing I'd like to address is
11 the -- the thing about the NOTAM. The way the
12 satellite navigation works, the military put those
13 satellites up and they control it. So the signal
14 moves around.

15 In the WAAS system, which was chosen instead
16 of differential system, there's correction
17 signals. And that's what the WAAS system does, is
18 a correction signal to the receivers in the
19 aircraft.

20 Periodically the military has to test to make
21 sure that their system is still working. So they
22 cut out the ability for us to correct the signal.
23 And the reason for that is, is so that enemies of
24 the state or terrorists cannot take and use the

25 GPS signal to attack us, theoretically. And so

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1 they can turn that off, which means the missile
2 would hit Kelly's house instead of yours. Move
3 the signal around, or vice versa. I think it's
4 vice versa.

5 MS. BARRERA: I have children at my house.

6 MR. WUELLNER: Doesn't care who he kills.

7 MR. COOPER: The -- the interference from --
8 from all of the equipment that go on that tower,
9 we've discussed that with the FAA and with the
10 FCC. And I've spent a lot of time on that over
11 the last year and a half, just on that one
12 subject, particularly since I knew the ILS was
13 something that we were looking at.

14 So we've looked through all of that, and
15 we've looked at the potential of it affecting the
16 minimums, and -- and we're in good shape on all of
17 that.

18 CHAIRMAN BARRERA: Thank you, Bryan.
19 Mr. Roderick?

20 MR. WUELLNER: Might have to do a quick
21 battery change on that. It's died on us.

22 MR. RODERICK: I could use a spare battery.

23 MR. WUELLNER: Can have the old one.

24 MR. RODERICK: From -- I have two points.

25 I'm a retired Air Force lieutenant colonel

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1 telecommunications officer. I worked with
2 Mr. Gorman when we moved the TVOR and Mr. Cooper.
3 And we went through the same guy.

4 I know he knows what he's talking about,
5 because everybody told he and I that it couldn't
6 be done, and we knew better. We -- we did our own
7 study. And that was CoSIGN interference,
8 electromagnetic interference, ionospheric
9 scintillation. I can go on with all of these kind
10 of big words.

11 To quote Benjamin Franklin, there are two
12 guarantees in life: Death and taxes. Right? But
13 all of this medicates it very well.

14 As a pilot, flying an open cockpit biplane, I
15 couldn't have picked a better place to put a
16 tower. If you're in that area, you're -- you're
17 in trouble already, because if you look to the
18 building, two buildings to the right, there are
19 huge antennas up there. They've been up there for
20 years.

21 MR. WUELLNER: Right here.

22 MR. RODERICK: Exactly. So hats off to you.
23 You chose a perfect place to put it.

24 CHAIRMAN BARRERA: Thank you, Mr. Roderick.

25 Let's open it up to board comment. Go ahead,

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1 Jack.

2 MR. WERTER: How much acreage are we using?

3 CHAIRMAN BARRERA: Jack.

4 MR. WERTER: I'm sorry.

5 CHAIRMAN BARRERA: Jack's the first one I

6 called.

7 MR. GORMAN: Go ahead.

8 MR. WERTER: I thought you said "Jim."

9 Sorry. Go ahead, Jack.

10 MR. WUELLNER: It's slightly less than one

11 acre.

12 MR. WERTER: And the location, how does that

13 play into master planning, the possibilities that

14 if we do the multimodal on that side of the road,

15 how does it play into that part?

16 MR. WUELLNER: It should have no effect.

17 MR. WERTER: No effect? Okay.

18 CHAIRMAN BARRERA: Jack?

19 MR. GORMAN: Okay. Just to clarify the

20 issues here that are going on, as a pilot and lots

21 of us are pilots here, and as -- you know, to

22 enhance the safety for the pilots and the public

23 domain here, what can this board do to entice

24 Verizon to not build the other tower? In other

25 words, let's clarify. If we build this tower,

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1 Verizon won't build that one on Gun Club?

2 MR. WUELLNER: I think --

3 MR. GORMAN: Because you don't want that
4 tower at Gun Club, obviously.

5 MR. WUELLNER: I cannot guarantee you. But
6 what -- what we have been able to accomplish is a
7 constructive dialogue between those two companies.

8 This Towercom works with Verizon and has put
9 Verizon cell equipment on many other towers in
10 northeast Florida. And they feel reasonably
11 confident that they can get Verizon to abandon the
12 project, their -- the approved site, and place the
13 equipment on this -- it has an advantage to them
14 on location and coverage that should outweigh
15 ultimately the permitted site.

16 MR. GORMAN: So as a director, you can't
17 guarantee us, obviously --

18 MR. WUELLNER: I wish I could.

19 MR. GORMAN: Yeah, you wish you could, but
20 you can't guarantee us that Verizon is going the
21 run over to our tower. But you can say there's a
22 likelihood that it would be feasible for them to
23 do so.

24 MR. WUELLNER: I -- I know that an offer was

25 tendered from Towercom to Verizon to try and get

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1 them to abandon, which includes absorbing all of
2 the costs Verizon has into the project in order to
3 get them over to that tower.

4 MR. GORMAN: And again, like Mr. George
5 wanted us to defer this discussion of an -- of an
6 appeal; in other words, we're using Mr -- using
7 our attorney here, to -- to try to forego them.

8 In other words, is it better politics to just let
9 them -- and try to entice them in here or to try
10 to block them now? Because obviously we don't
11 want to get that other tower built.

12 And I understand your position. As the
13 director, you can't force them to do it. You can
14 make it a good idea for them to do that.

15 MR. WUELLNER: Ultimately, an appeal, if
16 nothing else, attempts to -- to lengthen the time
17 line of -- of their ability to put the tower on
18 the site they have approved. That time is --
19 money equation, is serious business in the cell
20 phone industry. So --

21 MR. GORMAN: Right.

22 MR. WUELLNER: -- by delaying it 60 or 90
23 days until the appeal is ultimately heard, whether
24 we -- whether we prevail or not, could be enough

25 to tilt the scales in favor of placing Verizon on

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1 the tower.

2 MR. GORMAN: Is it better politics to not
3 appeal and then just entice them, or does it load
4 the deck?

5 MR. WUELLNER: Well --

6 MR. GORMAN: You know how these --

7 MR. WUELLNER: -- I have no real -- you know,
8 if Verizon's willing to commit tomorrow to placing
9 their equipment on, you know, our tower site --

10 MR. GORMAN: Okay.

11 MR. WUELLNER: -- then, you know, I -- I
12 think we could forego the formalities of -- of
13 that in the event -- because it becomes a moot
14 point at that -- at that time.

15 MR. GORMAN: That's my answer. Okay.

16 MR. WUELLNER: But if they're not willing to
17 commit or make those commitments, then I think we
18 probably -- it'd probably makes sense to at least
19 move through the appeal process to sweeten --
20 sweeten the pot in terms of time, anyway, to get
21 to the project.

22 MR. GORMAN: And the last question. We all
23 like this -- I think we all like this tower. I
24 certainly do. So we vote to build this tower now,

25 do we still have enough time, if they do not come

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1 to our -- to our fold, in other words, to use our
2 tower, to then appeal?

3 MR. WUELLNER: Yes, we do.

4 MR. GORMAN: Okay. That's my last question.
5 Thank you.

6 MR. WUELLNER: We still have several weeks,
7 if not three, maybe four weeks still left on
8 the -- on the appeal time.

9 CHAIRMAN BARRERA: Jim?

10 MR. WERTER: Yeah, as far as the time factor
11 goes, I mean, we'll have enough time? We won't be
12 at another board meeting --

13 MR. WUELLNER: Yes.

14 MR. WERTER: -- before they -- the appeal
15 period is --

16 MR. WUELLNER: Yes. Well, I think you want
17 to make the decision to appeal -- I want to make
18 sure I understood your question because I think I
19 just answered it wrongly.

20 You would want to make the decision whether
21 to appeal it, if you would like to add that it's
22 contingent upon Verizon not making a decision
23 to -- to join our tower or however you want to
24 work the language. You would probably not have

25 another month to decide to appeal.

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1 MR. WERTER: Yeah. I'm sorry.

2 CHAIRMAN BARRERA: Carl?

3 MR. YOUMAN: Can -- can we give Ed the
4 authority to appeal if -- if the situation so
5 dictates?

6 CHAIRMAN BARRERA: I think that can be a part
7 of a motion.

8 MR. YOUMAN: I mean, we can give him that
9 authority. I mean --

10 MR. WUELLNER: Yes, you can.

11 MR. YOUMAN: -- if -- if logistics say, you
12 know, to him, tactically, I -- we better appeal,
13 I'm going to appeal, but just give it to him so --
14 or decide not to appeal.

15 MR. GORMAN: Exactly. Whatever it takes to
16 get the other tower not built --

17 MR. YOUMAN: Right.

18 MR. GORMAN: -- and make ours, you know,
19 lucrative.

20 MR. YOUMAN: One other question. The
21 \$110,500, who's paying that?

22 MR. WUELLNER: I -- it was corrected on the
23 slide. It was a carryover when I copied the
24 slide. I'm sorry. I moved off of it, didn't I?

25 It -- it actually just recommends approval of the

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1 application --

2 MR. YOUMAN: Oh, that's not --

3 MR. WUELLNER: -- or the project. I didn't
4 even get finished typing. Somebody called my --
5 and that was it.

6 MR. YOUMAN: So there's no cost whatsoever to
7 the board.

8 MR. WUELLNER: No cost to the Airport
9 Authority.

10 MR. GEORGE: I thought that was Passero's
11 minimum.

12 MR. WUELLNER: I'm sure they're willing to
13 work a minimum there, if you'd like.

14 CHAIRMAN BARRERA: Buzz, did you have any
15 other further discussion?

16 MR. GEORGE: Yes, I do. If you'll bear with
17 me for a moment. Item one was the \$110,000. Item
18 two: We have in our long-range plans a runway, I
19 think it's 4 and whatever, the 220?

20 MR. WUELLNER: Uh-huh.

21 MR. GEORGE: Go back to your map. Placement
22 of that tower in that location. In the event --
23 because that is a plan, you have to consider it.
24 In the event that that becomes a reality and we

25 want to put a runway over there, is that tower

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1 going to interfere with it?

2 MR. WUELLNER: Does not appear to. The
3 orientation is starting here, running out this
4 direction, is approximately the angle that it --

5 MR. GEORGE: So it will be a lot closer to
6 that runway, but it should not interfere with
7 anything.

8 MR. WUELLNER: It wouldn't have any more
9 effect than it does on 13/31 currently. So it --

10 MR. GEORGE: Okay.

11 MR. WUELLNER: -- would be sitable.

12 MR. GEORGE: Did you look at the fees that we
13 were anticipating receiving if we built it, as
14 opposed to leasing the land and the fees?
15 Because, you know, we've got, at a thousand
16 dollars per month times seven major people, that's
17 \$70,000 a month for it, you know --

18 MR. WUELLNER: It wasn't \$70,000 a month.

19 MR. WERTER: Seven thousand.

20 MR. GEORGE: It's \$7,000 a month at \$84,000 a
21 year coming in.

22 MR. WUELLNER: Well, current --

23 MR. GEORGE: If somebody's willing to give us
24 that, they're making more from it. So the option

25 would be for us to hire a management firm to build

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1 it, manage it, run it, maintain it and all that.

2 But at this late date, I don't think we have an

3 option to even go looking for somebody like that.

4 MR. WUELLNER: We did a lot of that

5 evaluation, and that -- that's available for you

6 to look at and -- and get a feel here. But you're

7 looking at \$3-, \$400,000-plus to construct the

8 tower. You have the same exact height

9 limitations. You now have to go and negotiate the

10 leases with those companies.

11 MR. GEORGE: Right. Which we don't have the

12 expertise to do. I understand.

13 MR. WUELLNER: And no relationship with those

14 companies.

15 MR. GEORGE: But if I remember correctly, it

16 showed that we were getting, I want to say a 27,

17 28 percent return on that money, so...

18 MR. WUELLNER: It -- it is significant.

19 MR. GEORGE: Okay. Is there -- well, one of

20 the benefits of that is if we did it, we control

21 that tower. So if we do have an RF frequency

22 problem in the past, you know, we start

23 terminating or moving something.

24 MR. WUELLNER: Well, to -- to the extent that

25 you're --

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1 MR. GEORGE: That doesn't outweigh, in my
2 opinion, though, the -- the idea of proceeding
3 with it, you know, because a bird in the hand is
4 worth two in the bush.

5 The only thing I would like to suggest is
6 take Mr. Lopinto's comments and work into the
7 contract that in the event that they have
8 something in place that is going to interfere with
9 something of FAA or something, they will change
10 it. And I'm sure they would go along with that,
11 because wherever they have a tower in the whole
12 United States, they have that potential problem.

13 MR. WUELLNER: Indeed. The -- the other
14 comment I would make of your previous comment is
15 that while it seems logical that you can control
16 the ultimate destiny of the tower, which is true,
17 you would also be subject to the leases you've
18 extended to the --

19 MR. GEORGE: I understand that, yeah.

20 MR. WUELLNER: Which, you know, are not going
21 to allow you to make a decision that, next year,
22 you're going to relocate the tower for some
23 reason.

24 MR. GEORGE: Right. But -- but instead of

25 having no options, I have an option.

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1 MR. WUELLNER: The point's not lost. I mean,
2 just make sure it's not as simple as --

3 MR. GEORGE: I can't read that.

4 MR. BURNETT: I just want to show you
5 something. Just to illustrate real quick the
6 contract that they have -- and may I -- may I
7 speak, Madam Chair? Thank you.

8 CHAIRMAN BARRERA: I'll recognize you.

9 MR. BURNETT: Just -- just for illustrative
10 purposes, the contract you have before you is not
11 the contract they proposed. It's one that's been
12 rewritten. And if you'll just look, the red line
13 is my -- my redrafting of their contract. So
14 wherever you see red, it's either additions or
15 deletions to their contract.

16 And you can see here pretty significant
17 language changes. And most of this language is
18 all geared to protect the airport. Your issue
19 related to Mr. Lopinto's issue related to
20 protecting the airport from anything that would
21 interfere or adversely affect the operation and
22 maintenance of the airport, I've got language in
23 here related to that.

24 MR. GEORGE: Okay. Good. All right.

25 MR. BURNETT: The only thing that we --

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1 that -- that now has come up that I think may --
2 that we may want to change in -- in the contract
3 itself is potentially to say if the other tower
4 doesn't go away, that this option then doesn't
5 stay in place; it actually terminates. That way,
6 we don't have two towers.

7 So if the Verizon tower continues on, and it
8 actually is constructed and a CO is issued for
9 that tower, this tower then would -- this contract
10 would not be valid; it would terminate and
11 Towercom would not go forward.

12 That's something for you to consider. I
13 don't know whether you want to worry about --

14 MR. GEORGE: Or maybe say it has to come back
15 to the board for review. Because, you know, with
16 the idea of having another tower coming up, are
17 they going after the same seven carriers, you
18 know, for both of the towers? That might be a --

19 MR. WUELLNER: You're not. I mean, the issue
20 here is that the tower that's permitted at this
21 time is owned by Verizon. So they're not about to
22 make lease space available to other carriers on
23 it.

24 MR. GEORGE: Okay. All right.

1 site, then yes, potentially that -- you could
2 consolidate to one location or the other.

3 MR. BURNETT: Which is a -- yeah, which is a
4 big issue, by the way. Towercom and Verticality,
5 there's a number of companies out there that
6 develop these sites, and their only interest is
7 getting the most users as they can on the tower.

8 MR. GEORGE: Right.

9 MR. BURNETT: It's actually unusual for --
10 for Verizon in this area to be pursuing its own
11 tower. But most of my experience has been tower
12 site developers going and -- and developing a site
13 and then locating users on it. But Verizon's
14 decided to pursue this one.

15 And one thing I think that -- two -- two
16 factors you have going for you related to this is,
17 by getting some agreement in place with Towercom,
18 you show Verizon that the airport's finally
19 serious and there actually will be a tower, which
20 may help Towercom's negotiations with Verizon to
21 say, look, we actually have a tower for you to go
22 locate on.

23 And then if the Airport Authority was to
24 appeal -- I don't want to get too far off on that,

25 but just to give you one example of a basis to

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1 appeal, at the Planning and Zoning Agency, I asked
2 to question the expert. The expert wasn't there.

3 So just on that basis, to be able to ask the
4 RF-related questions, in coverage, whether one
5 site's better than the other for coverage, we
6 didn't have that opportunity. So there is a basis
7 just on that alone to appeal to the BCC, which
8 will probably cost them 60 days, which may allow
9 this to catch up.

10 CHAIRMAN BARRERA: Jack?

11 MR. GORMAN: One last, just real quick for
12 our information. Is there a prejudice for Verizon
13 to not use or share a tower with another
14 competitor? And I would ask Mr. Roderick that
15 same thing. Is there interference issues or --

16 MR. WUELLNER: No.

17 MR. GORMAN: -- is there any reason they
18 wouldn't do it?

19 MR. WUELLNER: Coverage.

20 MR. RODERICK: Not technically.

21 MR. WUELLNER: It's not a technical reason.
22 It's competitive.

23 MR. GORMAN: But, I mean, it seems like it
24 would be cheaper for them to not have to construct

25 a tower.

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1 MR. GEORGE: Well, especially if they see us
2 proceeding here.

3 MR. WUELLNER: Oh, it would be. Sure it
4 would be, but --

5 MR. GORMAN: Okay. Well, that solves that
6 problem.

7 MR. WUELLNER: -- Verizon certainly doesn't
8 want them on there.

9 MR. BURNETT: And -- and one other comment.
10 We spec'd -- we spec'd in the -- in the contract
11 that it would be a monopole tower and that it
12 wouldn't be a lattice tower. Lattice is the
13 old-style towers like you get at U.S. 1 and 95
14 where it looks like an oil rig. You know, it
15 would be a monopole tower. Will have exposed
16 antenna panels on it, but it'll still be one pole
17 going up.

18 MR. GEORGE: Okay.

19 MR. WERTER: So it will be a pretty antenna.
20 Okay.

21 MR. BURNETT: Yeah.

22 CHAIRMAN BARRERA: With lights. With lights.
23 All right. Do we have any further board
24 discussion?

1 MR. GEORGE: No comments.

2 CHAIRMAN BARRERA: We have a motion? My --

3 my comments are that we need to control what we

4 can of this. What we can control is the people we

5 do business with. It's not a -- it's -- that's

6 how I feel about it. We can control. Right now,

7 we've got the opportunity to control. If we wait

8 any longer, there are going to be multiple towers

9 and we won't have any control over it.

10 MR. YOUMAN: Yeah.

11 MR. GEORGE: I make a motion that we approve

12 the agenda item as presented with the modification

13 that Staff is to continue and develop the appeal

14 and wait until the last possible moment to submit

15 that appeal. Whether we have met as another board

16 to discuss again or not, we're approving the

17 appeal right now with this.

18 MR. WUELLNER: If necessary.

19 MR. GEORGE: Do what?

20 MR. WUELLNER: If necessary.

21 MR. GEORGE: Yes.

22 MR. WUELLNER: If Verizon's willing to

23 contractually commit to the other tower, then --

24 MR. GEORGE: Right.

25 MR. WUELLNER: Thank you.

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1 MR. GORMAN: That's a good mod --

2 CHAIRMAN BARRERA: Is that a second, Jim?

3 MR. WERTER: I second it, yes.

4 CHAIRMAN BARRERA: All right. Any further
5 discussion?

6 (No further discussion.)

7 CHAIRMAN BARRERA: All in favor, say aye.

8 MR. GEORGE: Aye.

9 CHAIRMAN BARRERA: Aye.

10 MR. GORMAN: Aye.

11 MR. YOUMAN: Aye.

12 MR. WERTER: Aye.

13 CHAIRMAN BARRERA: All opposed?

14 (No opposition.)

15 CHAIRMAN BARRERA: Motion passes. Let's move
16 on to our last business item.

17 9.F. - LEASE AGREEMENT - CORPORATE HANGAR 4

18 MR. WUELLNER: This is related to corporate
19 hangar number 4. This was previously occupied, or
20 most recently occupied, by PGA over in the east
21 corporate area. It would be the close -- probably
22 the closest hangar to Gun Club Road next to the
23 Northrop Grumman North 40 complex.

24 It's an 8,000 square foot hangar. Proposed

25 tenant is Global Speed, LLC. Hangar rate of \$6 a

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1 square foot, which represents \$48,000 a year in
2 income. It's a five-year lease with three
3 five-year options. Annual CPI adjustments in
4 there. Would use our standard form lease. Would
5 be effective April 1st.

6 And we would recommend concurrence subject to
7 receipt of our final -- the paper -- final
8 paperwork of these folks, as well as first month's
9 rent, which...

10 CHAIRMAN BARRERA: Okay.

11 MR. WUELLNER: It's strictly for corporate
12 storage, by the way. It's not a commercial
13 hangar, commercial use.

14 CHAIRMAN BARRERA: Mr. Holiday?

15 MR. HOLIDAY: Corporate storage of what?

16 MR. WUELLNER: They have a -- or supposedly
17 under contract for a Falcon.

18 MR. HOLIDAY: Aircraft.

19 MR. WUELLNER: Something, yes. I'm sorry.

20 Not a Falcon. A Citation. Something.

21 MR. HOLIDAY: This is use, corporate storage?

22 MR. WUELLNER: Yes.

23 MR. HOLIDAY: Aircraft. The hangar.

24 MR. WUELLNER: Yes.

25 MR. YOUMAN: There are stipulations that no

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1 hazardous material and stuff like that?

2 MR. GEORGE: Standard, yes.

3 MR. WUELLNER: Standard form lease, yes.

4 CHAIRMAN BARRERA: That was the only one who

5 submitted for public comment on that. Board

6 comment?

7 MR. GEORGE: I have a question. Does this --

8 who are the principals in this?

9 MR. WUELLNER: I don't have them off the top

10 of my head.

11 MS. HOLLINGSWORTH: AI --

12 MR. GEORGE: Solaroli? Okay. Then I'm going

13 to bow out of the discussion. Mr. Solaroli is

14 a -- employs my son as his pilot.

15 CHAIRMAN BARRERA: I don't think you can bow

16 out of the vote, though. You can -- you can state

17 that for the record, but I don't think you can bow

18 out.

19 MR. GEORGE: For the record.

20 CHAIRMAN BARRERA: Thank you.

21 MR. BURNETT: Let me -- let me just speak to

22 that one issue, if I might.

23 Mr. George, the only question is whether it

24 inures -- whether your vote on this would inure to

25 your special pecuniary gain or loss. As in voting

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1 on this, is there some reason that it would --
2 that -- that you would receive a -- or potentially
3 receive some financial benefit from it? If not,
4 you can vote on the item.

5 You know, the person who runs on -- on a
6 political platform that they like something or
7 don't like something can still vote on it. The
8 statute provides that it relates to monetary.

9 MR. GEORGE: Thanks for the clarification. I
10 do not get anything monetary out of this.

11 CHAIRMAN BARRERA: Any further board
12 discussion on this?

13 (No further discussion.)

14 CHAIRMAN BARRERA: Okay. I'll entertain a
15 motion.

16 MR. YOUMAN: I make a motion that the agenda
17 item for the lease agreement corporate hangar 4 be
18 accepted as presented.

19 CHAIRMAN BARRERA: Do we have a second?

20 MR. GORMAN: Second.

21 CHAIRMAN BARRERA: All in favor? Aye.

22 MR. GORMAN: Aye.

23 MR. YOUMAN: Aye.

24 MR. WERTER: Aye.

25 CHAIRMAN BARRERA: All opposed?

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1 (No opposition.)

2 CHAIRMAN BARRERA: It passed.

3 Okay. Housekeeping.

4 10. - HOUSEKEEPING

5 MR. WUELLNER: Housekeeping, just three items

6 to make you aware of them. Most of you are aware

7 of them already. But ACI JumpStart's in Montreal

8 June 2nd and 3rd. We are planning to attend that.

9 AAAE conference is in Philadelphia this year.

10 It's 14th through the 17th. And the 40th annual

11 FAC conference is in Miami August 2nd through the

12 5th.

13 If you have a desire to attend, in particular

14 the last two conferences, please let us know so we

15 can make sure we accommodate you in registrations

16 and hotels and things like that and travel plans.

17 So if you've already let us know, we already know.

18 But if -- if --

19 MR. GEORGE: I want to know who's going to

20 the JumpStart.

21 MR. WUELLNER: JumpStart?

22 MR. GEORGE: You and Mike?

23 MR. WUELLNER: And Mr. Werter.

24 MR. GEORGE: Okay. And Jim's going.

25 MR. WERTER: Yeah, I thought, Jack, were you

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1 going to go?

2 MR. GORMAN: Yes.

3 MR. WUELLNER: To JumpStart? Want to go to
4 JumpStart?

5 MR. GORMAN: Yes.

6 MR. WUELLNER: Gotcha.

7 MR. GORMAN: Yeah, I'm not --

8 MR. WUELLNER: That's fine.

9 MR. WERTER: If I may, there is that -- what
10 is it? No, excuse me, the May conference in San
11 Francisco, I forgot which organization --

12 MR. WUELLNER: It's the legal issues on ACI.

13 MR. WERTER: Yeah, ACI legal issues
14 conference. Now, if I wasn't going to Jump --
15 JumpStart, I -- I would volunteer to go to that,
16 but I brought it up to Mr. Burnett that maybe he
17 should look into going to that one if he -- if he
18 can or would like to -- to cover that area,
19 current legal issues.

20 MR. BURNETT: Yeah. I saw that, that e-mail
21 that came out giving notice about it. On your
22 suggestion, I'm going to talk to Ed about it after
23 the meeting and get some more information. See
24 whether he thought it was something I should go

25 to. The title certainly sounds like it.

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1 CHAIRMAN BARRERA: Okay. Public comment,
2 general. Mr. Holiday?

3 11. - PUBLIC COMMENT - GENERAL

4 MR. HOLIDAY: Good afternoon. We had a
5 meeting with Ed and we had a meeting with --
6 with -- over at the new flight school, and we --
7 we talked about what we felt that he could do in
8 the flight school to have I think a more level
9 playing field for the -- for Bjorn.

10 I've discussed some of this with some of you,
11 and I had a suggestion, and I'd just like you to
12 get you to kick it around. Whether or not you do
13 anything about it is okay with me. But I just
14 think it's very important that we don't give
15 anybody an unfair advantage over Bjorn here.

16 Now, we sat together the whole time. He got
17 up and left. I don't know. I suggested to Ed
18 that there seemed to be plenty of room back there
19 in the parking area for the old Top Gun facility
20 to put a trailer. Because when they were building
21 the new facility for Bjorn, they put Bjorn in a
22 trailer over on the ramp near his aircraft.

23 It may be too late. I don't know. But I
24 would -- I would just like to just bring that up

25 to the board, not from the Pilots Association

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1 really, basically, we hashed it around, but I
2 just -- I just feel very concerned about a level
3 playing field.

4 If there's any member of the board wants to
5 pick up on it, that's great with me. Thank you.

6 CHAIRMAN BARRERA: Okay. Does anybody want
7 to comment on that?

8 MR. GEORGE: I would like to comment on it.

9 CHAIRMAN BARRERA: Okay.

10 MR. GEORGE: When we started putting together
11 our standards for lease, you know, and we adjusted
12 some of them, the whole idea was to create a
13 better environment for business to get started
14 in -- in the aviation community.

15 I don't think that any of us ever envisioned
16 that something like this would come up where one
17 of our existing tenants is paying, for the sake of
18 argument, \$6 a foot, and somebody's able to, on a
19 temporary basis, come through the fence, which is
20 what we're trying to avoid, you know, for \$1 a
21 foot. So you've got a big economic variance in
22 there.

23 And I'm not so sure that we shouldn't
24 consider changing -- changing our standards to

25 state that we have to look at it being an even

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1 playing field for the tenants that we already have
2 here, or that we say we will not allow them to
3 come through the fence; he's got to wait until we
4 get something inside. And the solution to that
5 could be what Mr. Holiday said, you know, bringing
6 in trailers to get -- to operate like that.

7 I'd like to hear the other board members'
8 comments on it.

9 CHAIRMAN BARRERA: Jack?

10 MR. GORMAN: Well, one, we need to be the
11 friend of small business. And small business
12 always has -- I'm going to go -- you know, the
13 friend of small business means that you try to
14 minimize their capital costs when they come up.
15 And I think Mr. Wuellner probably conceded to that
16 when he allowed them to work outside.

17 However, we also have to look at the fact
18 that, hey, can we make some money and level the
19 playing field at the same time? I don't -- I
20 don't really hate Mr. Holiday's idea.

21 Is it -- is that feasible at all, Ed, to
22 allow them to some office space we already have,
23 some little trailer? Can it be subleased? I
24 mean, is that possible to -- my only interest in

25 the whole thing was the right of appeal, that

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1 someone could actually appeal to this board the
2 fact that they found the playing field was
3 unlevel. That's really my own personal interest
4 in it.

5 However, Buzz's -- Mr. George's comment is
6 good. Is there some revenue there?

7 MR. WUELLNER: Well, let -- let me speak to
8 the issues in and of itself. The opportunity has
9 been afforded. It was direction in fact at your
10 last meeting to allow Bjorn to come forward in a
11 formal way with that appeal request. To date, he
12 has not done so.

13 MR. GORMAN: No, I -- let me correct that.

14 MR. WUELLNER: Well --

15 MR. GORMAN: He is -- he has --

16 MR. WUELLNER: He may be in the process.

17 MR. GORMAN: I have spoken to them. He's in
18 the process of doing so.

19 MR. WUELLNER: Well, that's what I'm
20 saying --

21 MR. GORMAN: So that's fine.

22 MR. WUELLNER: -- to date he has not done
23 that.

24 MR. GORMAN: That's fine.

1 do that in -- in April.

2 We have done -- you know, we have begun our
3 evaluation of the alleged disparity relative to
4 financial. And I'll be very happy to share that
5 with that individually or at the appropriate time
6 should you decide to deal with it as an appeal.
7 You are not going to find the disparity that you
8 believe or have been led to believe relative to
9 the operation of the business, that being said.

10 Second of all, I would caution you all not to
11 use the term "through the fence." This is not a
12 through-the-fence operation by definition. They
13 have even made that request to FAA, to accuse us
14 of this being a through-the-fence operation, that
15 being FACT has made that inquiry of FAA in
16 Orlando. Got nowhere with it because it is not a
17 through-the-fence operation.

18 The Authority has taken every opportunity to
19 not only regulate the -- the effort, but also has
20 a definitive plan in place and a capital plan to
21 back it to facilitate their eventual accommodation
22 in every -- every meaningful respect of our -- our
23 operating standards.

24 You are absolutely correct; minimum operating

25 standards were developed with an intent to open

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1 the opportunities or make the opportunities more
2 broadly available in all classifications of
3 business on the airport. And that was an overall
4 goal of reducing, in many cases, the -- the
5 entry-level requirements onto the airport property
6 itself for a business. I support that, continue
7 to support that today.

8 I don't really see where we've got any
9 meaningful change that can be made to our minimum
10 operating standards as -- as -- and the lease
11 policy that kind of sits over that whole thing
12 that is going to prevent every situation out here.

13 The -- the inclusion a few years back of a
14 right -- of the ability to appeal and the ability
15 to appeal in two different provisions within
16 the -- the context of leasing, one within the --
17 the commercial operating standards themselves, the
18 other within the lease policy itself. So there
19 are multiple opportunities to -- to -- to come
20 forward and explain the disparity that's -- that's
21 such a problem for you.

22 And I look forward to seeing what his, you
23 know, formal take is of -- of the disparity. You
24 know, personally, I have my doubts that it's going

25 to rise to the level of any meaningful -- but

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1 that's ultimately your call, not mine.

2 MR. GEORGE: I -- I was not aware that there
3 was an official definition of through-the-fence.

4 MR. WUELLNER: Absolutely. Absolutely.

5 MR. GEORGE: Okay. I was making use of the
6 term --

7 MR. WUELLNER: It's a disparaging term to
8 public use airports, because you have a
9 requirement within the FAA to do our absolute
10 best, if not to eliminate, the -- the whole idea
11 of through-the-fence operations at public use
12 airports. And the -- and the reason is that we
13 are not to convey the opportunity to any business
14 of publicly developed and publicly funded assets
15 that do not benefit the public entity that
16 operates the asset. That's the whole concept of
17 through-the-fence.

18 So, in other words, if you wanted to set
19 up -- in the -- in the extreme example, if these
20 guys came out, set up their flight school off
21 property, all aspects of it, and they were simply
22 coming through the -- through the operation here,
23 no agreement with us, and were taking advantage of
24 the airport's assets here to do that -- that could

25 be in the concept of a flight school, maintenance

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1 shop.

2 We have cases all over the state where guys
3 have set up jump schools and all kinds of things
4 that are not on airport property. And they --
5 they get the advantage of the airfield being here.
6 They get the advantage of making money off the
7 assets of the airport without any of the paying of
8 the bills, so to speak, on the airport.

9 That is not the circumstance here. They are
10 a tenant on the airport, substantially a tenant on
11 the airport. They have an agreement to lease all
12 facilities necessary to comply in the future.
13 They have an operating agreement that they pay for
14 for the privilege of operating for the next year,
15 the -- the flight school operation. They are in
16 no way a through-the-fence operation.

17 MR. GEORGE: Okay. I was not aware that
18 there was a formal definition. I thought it was
19 just meant to do that.

20 MR. WUELLNER: I just want to caution you,
21 being on the record, as --

22 MR. GEORGE: We'll wait for then -- we'll
23 wait for the appeal, you know, and all of the
24 mechanisms to do that are all spelled out and

25 everything and we'll address it then.

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1 MR. GORMAN: Just to revisit real quickly --

2 MR. WUELLNER: Sure.

3 MR. GORMAN: I don't want to labor the
4 situation. Is there a way that we can make a
5 little money off of leasing some temporary
6 structure? It was done before.

7 MR. WUELLNER: In order to do --

8 MR. GORMAN: I mean, just throw that back
9 out.

10 MR. WUELLNER: Keep in mind the -- the
11 example that -- that Mr. Holiday points out, which
12 is extremely valid, we -- we did indeed provide
13 temporary facility for the flight school before, I
14 think maybe several times over the years,
15 including the FBO way back in mid 90s, early 90s,
16 when the terminal was built.

17 Those accommodated existing businesses here
18 for an interruption while we essentially improved
19 a facility. It -- it was -- the cost of that of a
20 temporary displacement was borne in most cases
21 within the context of the project and the grant of
22 the project. It was not an additional outflow of
23 money.

24 In today's permitting environment, it's

25 nearly as difficult to -- in fact, it is. It's

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1 the same permit requirements to put a temporary
2 structure on the airport such as an office
3 building or something, office trailer, as it is to
4 build a permanent structure. You're required to
5 go through the same motions with county
6 permitting. And that's -- it's -- it's just the
7 way it is.

8 You're -- you're really looking at the same
9 kind of time to permit a new building as it is to
10 permit a trailer. And then by the time something
11 like that can get permitted, you can get a
12 building in place, get it open and in the door,
13 you're really down -- my opinion, you're down to
14 about a six-month, seven-month, maybe as much as
15 eight-month window here where they could occupy
16 that facility before the new one is available to
17 them, new permanent facility is available to them.

18 We're probably obligated to at least a one-
19 or two-year lease agreement for the same office
20 space. You've got to make it -- you know,
21 you've -- having placed some of those buildings on
22 the airport in the past, it's not a simple matter
23 anymore. It used to be. Used to be you could
24 almost roll it up and plug it in. But it's just

25 not that way anymore.

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1 The Florida Building Code, even the County's
2 code, which is essentially Florida Building Code
3 these days, you know, just doesn't make placement
4 of temporary trailers, temporary office units
5 very -- a very easy thing to do anymore.

6 MR. GEORGE: Thank you.

7 MR. BURNETT: And -- and to weigh in on that
8 comment, the -- the folks who rent those things,
9 not to disparage them, but often -- often are from
10 other areas. They think they know what the code
11 requirements are here. They think they know how
12 the County's going to -- what the County's going
13 to require and how they're going to inspect it and
14 check off things. In the past, it hasn't worked
15 out and we wind up with code enforcement-related
16 issues on those temporary buildings. So they take
17 longer to set up and get ready than you might
18 think.

19 MR. WUELLNER: Have to have a keys for
20 everything from the site, the placement of it, the
21 anchoring of it, the design of -- it's got to be
22 ADA compatible.

23 MR. GEORGE: How do you really feel about it?

24 MR. WUELLNER: I'm not a big fan of temporary

25 buildings unless they're permanent.

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1 MR. GEORGE: Okay. Fine.

2 MR. HOLIDAY: Thank you. That's really all I
3 wanted, was -- was to get it out in the open --

4 MR. WUELLNER: Yeah.

5 MR. HOLIDAY: -- and have -- have it
6 explained publicly, because otherwise, it just
7 regresses to airport gossip.

8 MR. WUELLNER: I couldn't agree more.

9 MR. HOLIDAY: Which is what I was -- was
10 really basically trying to do.

11 MR. WUELLNER: And I couldn't agree more, you
12 know.

13 MR. HOLIDAY: Thank you.

14 CHAIRMAN BARRERA: Thank you, Dan. We have
15 no other further public comment. So with that,
16 we'll move to Airport Authority members.
17 Mr. Werter?

18 12.A. - MR. JAMES WERTER

19 MR. WERTER: Nothing further.

20 CHAIRMAN BARRERA: Nothing further.

21 Mr. Gorman?

22 12.B. - MR. JACK GORMAN

23 MR. GORMAN: I think I'll for once not say
24 anything.

25 MR. WUELLNER: I'm going to write that down.

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1 CHAIRMAN BARRERA: Mr. George?

2 12.C. - MR. WAYNE GEORGE

3 MR. GEORGE: I pass.

4 CHAIRMAN BARRERA: Mr. Youman?

5 12.D. - MR. CARL YOUMAN

6 MR. YOUMAN: No comments.

7 CHAIRMAN BARRERA: It's just me.

8 12.E. - MS. KELLY BARRERA

9 CHAIRMAN BARRERA: On behalf of our Airport

10 Authority, I want to again congratulate the

11 Customs facility opening. I'm looking forward to

12 the use of that facility. And not leave out our

13 previous board members who set the wheels in

14 motion for that facility to become a reality.

15 Also, with -- I appreciated the staff of the

16 TPO coming, and I would like to see our staff work

17 closer with their staff on those meetings.

18 And, thirdly, congratulate Doug as our new

19 airport attorney again with his own firm.

20 MR. WUELLNER: New again?

21 CHAIRMAN BARRERA: New again.

22 MR. BURNETT: Thank you. Thank you. I've

23 got some people to add to my Christmas list,

24 obviously, after the speakers tonight.

25 CHAIRMAN BARRERA: We look forward to working

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1 with you and continuing that relationship.

2 And lastly -- or not lastly, our -- our Nease
3 students here, thank you again for coming out
4 tonight and for taking your time and going through
5 and filming our -- videotaping our meeting.

6 And lastly, I just want to congratulate our
7 staff for focusing on staying on budget and
8 tightening their expenditures. And in these
9 times, it's what's necessary, and I appreciate you
10 guys doing that without our direction.

11 MR. WUELLNER: Thank you.

12 CHAIRMAN BARRERA: Meeting adjourned. I'm
13 sorry?

14 MR. ZIMMERMAN: I filled out a slip there.

15 CHAIRMAN BARRERA: It didn't have anything
16 marked, but please come up.

17 MR. ZIMMERMAN: Okay. It was just my name.

18 CHAIRMAN BARRERA: We'll reopen the meeting
19 for Mr. Zimmerman.

20 MR. ZIMMERMAN: Yes. Jim Zimmerman. I live
21 in St. Augustine. I'm with the St. Johns County
22 Industrial Development Authority. Mr. Youman came
23 to our meeting, our last meeting, and we thought
24 appropriate someone should come and introduce

25 ourselves to those of you who may not know us.

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1 We are an agency of the county to be used as
2 an instrument for getting funding for public,
3 private, not-for-profit, industrial development,
4 using a broader term, economic development,
5 commercial.

6 I'm just here to introduce ourselves. I
7 thought maybe some day I'd make an appointment
8 with Mr. Wuellner, come and talk to him about
9 some -- some -- about the subject in general.

10 That's all I wanted to say.

11 CHAIRMAN BARRERA: Mr. Zimmerman, thank you
12 for coming today. And thank you for introducing
13 yourself to us. Please do make an appointment
14 with Mr. Wuellner. And we look forward to
15 including you as a part of our workshop on the
16 18th of May.

17 MR. ZIMMERMAN: Okay. Good. Thank you.
18 Yes. Our workshop was -- was interesting.

19 MR. YOUMAN: It was very interesting.

20 MR. ZIMMERMAN: Yes.

21 CHAIRMAN BARRERA: Thank you so much.

22 MR. ZIMMERMAN: Thank you.

23 CHAIRMAN BARRERA: Okay. Meeting adjourned.

24 (Meeting adjourned at 6:52 p.m.)

1 REPORTER'S CERTIFICATE

2

3 STATE OF FLORIDA)

4 COUNTY OF ST. JOHNS)

5

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

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 24th day of March, 2009.

13

14

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

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